

**APPENDIX A
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
INITIAL STUDY**

1. Project title:

Alexander Avenue/Danes Drive Intersection Improvement Project

2. Lead agency name and address:

Golden Gate Bridge Highway and Transportation District (GGBHTD)
1011 Andersen Drive
San Rafael, CA 94901

3. Contact person and phone number:

Harvey Katz, 415-257-4416

4. Project location:

Marin County, California along Alexander Avenue just north of the Golden Gate Bridge in the Golden Gate National Recreation Area (GGNRA).

5. Project sponsor's name and address:

Golden Gate Bridge Highway and Transportation District
1011 Andersen Drive
San Rafael, CA 94901

6. General plan designation:

National Park.

7. Zoning:

Public Parklands.

8. Description of project:

Refer to Section 2 of the Environmental Assessment.

9. Surrounding land uses and setting:

National Park

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

U.S. Department of the Interior, National Park Service

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

EVALUATION OF ENVIRONMENTAL EFFECTS

1. Aesthetics

Environmental Setting

The existing visual conditions in the project area have been described in the Visual Resources section in Section 3 of the Environmental Assessment.

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

Discussion

- a, c) See the Visual Resources discussion in Chapter 3 of the Environmental Assessment.
- b) None of the roadways in the project limits are officially designated state scenic highways.
- d) The proposed project would reconfigure the Alexander Avenue/Danes Drive intersection and widen Alexander Avenue to provide an improved left turn lane and multi-use shoulders along

the roadway. Existing roadway lighting would be relocated within the project limits to conform to the newly configured roadway but no new light sources are proposed. Vehicles using the roadways could also be a source of light and glare. However, the proposed roadway improvements would not lead to a major reconfiguration of the existing roadway. In addition, there are no potential receptors adjacent to the project roadways that may be sensitive to changes in light and glare. Therefore, the proposed project would not create a new source of long-term light or glare and there would be no impact.

Nighttime construction would require the use of artificial lighting which would increase light and glare in the project area. This impact would be temporary and Mitigation Measure BIO-4, described in Section 4, Biological Resources, would be incorporated to ensure impacts to biological resources are not significant.

2. Agriculture and Forest Resources

Environmental Setting

The Alexander Avenue/Danes Drive Intersection Improvement Project is located within the GGNRA. All land in the project area is zoned as public parklands.

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

Discussion

a-e) All land in the project area is zoned as public parklands. There are no farmlands in the GGNRA park boundaries. Therefore, Alexander Avenue/Danes Drive Intersection Improvement Project would not convert existing farmland to non-agricultural use. The proposed project would not affect prime or unique agricultural lands and there would be no impact.

3. Air Quality

Environmental Setting

The existing air quality conditions in the project area are described in the Air Quality section in Section 3 of the Environmental Assessment.

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

Discussion

a-e) The proposed project would reconfigure the Alexander Avenue/Danes Drive intersection and widen Alexander Avenue to provide an improved left turn lane and multi-use shoulders along the roadway. The proposed project does not include features that would generate new traffic or major stationary sources of criteria pollutants, odors, or toxic air pollutants. Therefore, there would be no long-term adverse air quality impacts. Short-term adverse air quality impacts would result from construction of the proposed project (see Air Quality in Chapter 3 of the Environmental Assessment). Implementation of the following mitigation measures would reduce these impacts to less-than-significant levels.

AQ-1 To reduce particulate matter emissions during project excavation and construction phases, the project contractor(s) shall comply with the dust control strategies

developed by the Bay Area Air Quality Management District (BAAQMD). The Project Sponsor shall include in all construction contracts the following requirements or measures:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- 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.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- 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.
- Idling times shall be minimized 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]). Clear signage shall be provided for construction workers at all access points.
- 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.
- 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 with applicable regulations.¹

AQ-2 Limitations on Debris Removal. The construction documents shall ensure that the hauling of excavated material and construction debris shall be conducted in such a manner that the modeled air pollutant emissions (using the Roadway Construction Emissions Model) would not exceed the thresholds of significance for criteria air pollutants established by BAAQMD. Methods to achieve this standard could include use of larger haul trucks, minimization of truck trips per day, and identification of a nearby disposal site for placement of the excavated material (to reduce haul distance).

¹ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, Updated May 2011, p. 9-17.

4. Biological Resources

Environmental Setting

The existing biological resource conditions in the project area are described in the Special Status Species section in Chapter 3 of the Environmental Assessment.

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

Discussion

a, b, d-f) See the discussion of Special Status Species in Section 3 of the Environmental Assessment. As discussed in the Special Status Species section of Section 3, implementation of the following mitigation measures would reduce impacts to less-than-significant levels.

BIO-1 Avoid Dust Accumulation on Mission Blue Butterfly Habitat. NPS or its contractor shall ensure that dust is controlled during construction by periodically watering down construction areas within 100 feet of mission blue butterfly habitat as necessary. Watering down the construction area shall prevent dirt from becoming air borne and

accumulating on larval host plants and adult food source plants for mission blue butterfly.

BIO-2 Fence/Flag and Monitor Mission Blue Butterfly Habitat. A qualified biologist shall supervise the installation of flagging or fencing around stands of known mission blue butterfly host/food plants and species sightings in the northern portion of the pipeline alignment that can be avoided within the limits of work. Fencing/flagging shall be installed prior to any ground disturbing or vegetation removal activities. The fencing/flagging shall be placed the maximum distance from the plants possible (up to 100 feet), while still allowing work to occur in the adjacent area. The location of the flagging/fencing shall be field adjusted by the biological monitor as necessary. The temporary fencing/flagging shall be furnished, constructed, maintained, and later removed as shown on the construction plans, as specified in the special provisions, and as directed by NPS. Temporary fencing/flagging shall be at least 4-foot-high and constructed of high visibility material (e.g., orange, commercial-quality woven polypropylene or similar material). No construction activities shall be permitted within the fenced/flagged area. Warning signs indicating the sensitivity of the area shall be attached to the fencing/flagging.

BIO-3 Biological Resources Education Program for Construction Crews and Biological Monitoring. Before any ground disturbing work (including vegetation clearing or grading) occurs in the construction area, an NPS-approved biologist will conduct a mandatory biological resources awareness training for all construction personnel on federally listed species that could potentially occur on site (i.e., mission blue butterfly). The training program will be approved by an NPS-qualified staff member prior to implementation, if prepared by a consulting biologist. The environmental education program will include a description, representative photographs, and legal status of each of the federally listed species; terms and conditions of the biological opinion; and the penalties for not complying with biological mitigation requirements. This information will be supplied to non-English speaking personnel in their native language as needed.

BIO-4 Minimize Light Pollution. Nighttime construction lighting shall include downward cast/shielded lighting and the use of minimal lighting techniques to reduce light pollution and potential impacts to biological resources.

BIO-5 Minimize the Introduction and Spread of Invasive Plants. To avoid or minimize the introduction *or* spread of invasive plants during construction activities, the following measures shall be implemented:

1. Weed-free, erosion-control materials (or rice straw in upland areas) shall be used exclusively.
2. The biological monitor shall educate the construction supervisors and managers about problems created by noxious weeds and the importance of controlling and

preventing their spread. The biological monitor shall conduct a tailgate meeting before construction begins and shall distribute handouts identifying noxious weeds and describe the techniques used to prevent their spread. Noxious weed education could be conducted at the same time the biological resources education program (Conservation Measure 1) is conducted.

3. To reduce the spread of invasive plants into uninfested areas, the contractor shall stockpile and cover topsoil removed during excavation.
4. Equipment shall be cleaned to minimize spread of invasive species when moving from offsite to the watershed.

To reduce the likelihood of the introduction or spread of invasive plants during operations and routine maintenance activities, NPS shall implement the following operations and maintenance protocol:

1. Crews shall receive training regarding problems created by invasive plants and the importance of controlling and preventing their spread.
2. Activities shall be limited to as small a footprint as possible.
3. Vehicles shall stay on designated access roads. Off-road vehicle traffic shall be prohibited unless required in an emergency.

- c) Initial site reconnaissance and determinations made in related documents such as the Draft Alexander Avenue Planning Study did not identify wetlands within the project area. A potential wetland was identified adjacent to Alexander Avenue and East Bunker Road; however it is outside of the project area and construction staging area.

5. Cultural and Paleontological Resources

Environmental Setting

The existing cultural resource conditions in the project area have been described in the Cultural Resources section in Section 3 of the Environmental Assessment.

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

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

Discussion

a) See the discussion of Cultural Resources in Chapter 3 of the Environmental Assessment.

b-d) There are no known archaeological resources, paleontological resources, or unique geological features on or in the vicinity of the project site. There are no recorded instances of human remains occurring within the project site or in the immediate vicinity. However while highly unlikely, it is possible that earth-disturbing project construction activities could encounter and damage these types of cultural resources. As discussed in the Cultural Resources section of Chapter 3 of the Environmental Assessment, the following mitigation measures would reduce these impacts to a less-than-significant level.

CR-1 Discovery Provisions. In the event that previously unknown cultural resources are encountered during project construction by anyone, they shall be treated in accordance with 36 CFR 800.13 (Protection of Historic Properties: Post-review discoveries). The archeological resource shall be assessed for its eligibility for listing on the NRHP in consultation with the SHPO and the Federated Indians of Graton Rancheria (if it is an indigenous archaeological site) and a determination of the project effects on the property shall be made. If the site shall be adversely affected, a treatment plan shall also be prepared, as needed, during the assessment of the site’s significance. Assessment of inadvertent discoveries may require archaeological excavations or archival research to determine resource significance. Treatment plans shall fully evaluate avoidance, project redesign, and data recovery alternatives before outlining actions proposed to resolve adverse effects.

CR-2 Discovery Provision. In the event that human remains are discovered, work shall cease immediately in the area of the find and the project manager/site supervisor shall notify the appropriate CDPR and NPS personnel. Protocols under federal law shall apply for discoveries on federal land. For discoveries of native human remains on state land, these would be handled by CDPR in accordance with state burial laws. The find shall be secured and protected in place. The Marin County coroner shall be notified in accordance with §7050.5 of the California Health and Safety Code, and the Native American Heritage Commission (NAHC) shall be notified within 24 hours of the discovery if the coroner determines that the remains are Native American. If a determination finds that the remains are Native American and that no further coroner investigation of the cause of death is required, they shall be treated in accordance with

the Native American Graves Protection and Repatriation Regulations at 43 CFR 10.4 (Inadvertent Discoveries).

CR-3 Design Requirements. If rockfall mesh is installed it shall be designed to be as visually unobtrusive as possible. Further, NPS cultural resources staff shall review and approve: 1) the design of the rockfall mesh (if installed); 2) the design of the temporary rockfall barrier (providing input, in particular, on wall type/style and color); and 3) the design of the retaining wall proposed to be built above the Bunker Road arch tunnel.

CR-4 Avoid Adverse Effects to Cultural Resources. Implementation of Alternative C would result in an adverse effect on both the Historic District’s eligibility and the eligibility of Alexander Avenue as contributing features to the Historic District under Section 106. Therefore, Alternative C shall not be selected or implemented as the agency preferred alternative.

6. Geology and Soils

Environmental Setting

The existing geology and soils conditions in the project area have been described in the Geology, Soils, and Seismicity section in Section 3 of the Environmental Assessment.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soils, as defined in Table 18-1-13 of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-d) See the discussion of Geology, Soils, and Seismicity in Chapter 3 of the Environmental Assessment.
- e) The proposed project does not include the use of septic tanks or alternative wastewater disposal systems.

7. Greenhouse Gas Emissions

Regulatory and Environmental Setting

The issue of project-generated Greenhouse Gas (GHG) emissions are a reflection of the larger concern of global climate change. While GHG emissions can be evaluated on a project level, the overall issue reflects a regional and global concern. As the impacts of GHGs should be evaluated globally, rather than localized air quality effects of other emissions, CEQA does require all projects to discuss a project’s GHG contributions. However, from the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative. The quantity of GHGs that it takes to ultimately result in climate change is not precisely known. In 2006, Marin County prepared a Greenhouse Gas Reduction Plan that addresses a reduction target and identifies tangible steps to reach the target.

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

Discussion

- a, b) Operation of the proposed project would not increase the amount vehicular traffic within the project area. As such, the proposed project would not affect the generation of GHG emissions in the long term. Short-term generation of GHG emissions related to the operation of

construction equipment would be negligible. Therefore, the proposed project would have a less-than-significant impact on GHG emissions.

8. Hazards and Hazardous Materials

Environmental Setting

The existing hazards and hazardous materials conditions in the project area have been described in the Public Health and Safety section in Section 3 of the Environmental Assessment.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a, b) The proposed project would result in extensive ground-disturbing construction activities including, but not limited to, cut and fill operations, grading, and micropile installation. Construction activities would require the use of certain potentially hazardous materials, such as fuels, oils, or other fluids associated with the operation and maintenance of vehicles and equipment. These materials are generally contained within vessels engineered for safe storage. Large quantities of these materials would not be stored at or transported to the construction site. As discussed in Public Health and Safety in Chapter 3 of the Environmental Assessment, the following mitigation measures (derived from the TIMP EIR) would reduce this impact to a less-than-significant level.

HAZ-1 Underground Storage Tank Management. If construction was likely to occur before hazardous substance cleanup by the U.S. Army Corps of Engineers in areas where there are known or suspected underground storage tanks, soil contamination, or hazardous materials, then NPS shall take steps to address the portions of these sites that shall be disturbed before construction began. Such steps shall include further exploration to confirm the existence of underground storage tanks, soil contamination, or hazardous materials. If such substances were confirmed, cleanup options shall be determined before construction.

HAZ-2 Prepare Materials Management Plan. A materials management plan that addresses handling of potentially contaminated soils or materials shall be prepared as a part of the project plans. Project construction documents shall include plan recommendations.

HAZ-3 Contamination Surveys. In areas where deeper excavation work was proposed, and where there were indications that the military's past use of an area may have resulted in some potential for contamination, additional survey work shall be undertaken during the design phase. Surveys using electromagnetic subsurface diagnostic tools, ground-penetrating radar, seismic refraction, or resistivity tools shall be conducted in the areas to be excavated to determine potential for buried objects (such as storage tanks, vaults, pipelines, and buried drums). If any such objects were found, then steps shall be taken to appropriately confirm and, if necessary, remove the objects and any contamination.

HAZ-4 Spill Prevention and Control Plan. A spill prevention and control plan shall be prepared and include the following elements:

- Proper storage, use, and disposal of chemicals, fuels, and other toxic materials shall be required.
- Construction equipment shall be required to be refueled only in upland areas and in conformance with the avoidance zones to prevent fuel spills near sensitive habitats. Equipment shall be inspected for hydraulic and oil leaks regularly, as well as prior to use in the park.

- All heavy equipment in the park shall be required to carry emergency spill-containment materials. For example, pans shall be placed under equipment that was stored on site to reduce the potential for leaks of oil and other substances onto park lands. Absorbent materials shall be on hand at all times to absorb any minor leaks and spills.
- An emergency response plan shall be prepared by the contractor(s), approved by NPS, and implemented during project implementation.
- The asphalt batch plant shall not be permitted in the park.

c-f) The proposed project is located within GGNRA and is not within one-quarter mile of an existing or proposed school or located in the vicinity of an airport or airport land use plan area. The proposed project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. There would be no impact.

g) The proposed project would reconfigure the Alexander Avenue/Danes Drive intersection and widen Alexander Avenue to provide an improved left turn lane and multi-use shoulders along the roadway. This reconfiguration would not interfere with an adopted emergency response plan or emergency evacuation plan. Providing an improved left turn lane, a reconfigured intersection, and widened shoulders would increase emergency access to and through the project site.

h) The proposed project does not include any habitable structures or flammable resources and would therefore not expose people or structures to a significant risk of wildland fires.

9. Hydrology and Water Quality

Environmental Setting

The existing hydrology and water quality conditions are discussed in various sections of Chapter 3 of the Environmental Assessment.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year floodplain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a, f) Construction activities (e.g., grading and trenching) could expose soil to increased rates of erosion, which could result in increased deposition of sediments, potentially degrading receiving water quality. Another potential source of water quality degradation during project construction is the inadvertent release of petroleum-based fluids and/or heavy metals used in heavy equipment. Since the proposed project would disturb more than one acre, a Notice of Intent (NOI) must be filed with the State Water Resources Control Board (SWRCB) in order to obtain coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit Order 2010-0014-DWQ), pursuant to the National Pollutant Discharge Elimination System (NPDES) regulations established under the Clean Water Act. This permit requires preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) the discharger will use prevent degradation of surface and ground waters during the grading and construction process.² Compliance with the NPDES Construction General Permit would

² State Water Resources Control Board, Division of Water Quality, Construction General Permit Fact Sheet, November 16, 2010, website: http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/constpermits/wqo_2009_0009_factsheet.pdf, accessed July 13, 2011.

ensure that implementation of the Alexander Avenue/Danes Drive Intersection Improvement Project would have a less-than-significant impact on water quality.

- b) According to the TIMP EIR, roadway improvements along Alexander Avenue would not result in impacts to groundwater supplies.
- c-e) There are existing storm drains within the project area. Implementation of the proposed project would use the existing drop inlet on the west side of Danes Drive and the non-standard inlets which connect to slope drains to the north of Danes Drive along Alexander Avenue. Reconfiguring the Alexander Avenue/Danes Drive intersection and widening Alexander Avenue would not result in an increase in non-permeable surface area that would lead to a substantial increase in the amount of storm water run-off in a manner that would result in flooding. Therefore, there would be a less-than-significant impact to storm drains and flooding.
- g-j) The proposed project does not include any structures or dwellings. In addition, the proposed project is not located within a floodplain or in an area prone to seiche or tsunami. Therefore, there would be no impact.

10. Land Use and Land Use Planning

Environmental Setting

The Alexander Avenue/Danes Drive Intersection Improvement Project is located within the GGNRA. The proposed project is part of a larger program to provide improved access to and within the GGNRA Marin Headlands area. In 2000, the NPS issued a Record of Decision (ROD) on the Final Environmental Impact Statement (EIS) for the Fort Baker Plan. Improvement of the Alexander Avenue/Danes Drive intersection was included in the ROD as an Offsite Transportation Enhancement to improve existing conditions at the intersection. In addition to the Fort Baker Plan, further transportation improvements for the GGNRA Marin Headlands area are contained in the Marin Headlands and Fort Baker Transportation Infrastructure Management Plan (TIMP). In 2009, the Final EIS for the TIMP was completed. Several elements of the Fort Baker Plan, including improvement of the Alexander Avenue/Danes Drive intersection, were included in all of the alternatives analyzed in the TIMP EIS. Further transportation improvement strategies are contained in the Alexander Avenue Planning Study, which was conducted to identify deficiencies along the Alexander Avenue corridor and to develop multi-modal improvement strategies for Alexander Avenue.

The project area is subject to the 2006 NPS Management Policies, the 1980 General Management Plan for GGNRA, and the National Park Service Director's Order 12 (DO-12) and Handbook.

Additional information regarding the environmental setting for land use is contained in Section 1 and in the various sections of Section 3 of the Environmental Assessment.

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

Discussion

a-c) The Alexander Avenue/Danes Drive Intersection Improvement Project would reconfigure the Alexander Avenue/Danes Drive intersection and widen Alexander Avenue to provide an improved left turn lane and multi-use shoulders along the roadway. Implementation of the proposed project would contribute to the goals and objectives of the TIMP and Draft Alexander Avenue Planning Study regarding rehabilitation of multiple sections of the Alexander Avenue corridor and overall improvement of the GGNRA Marin Headlands area transportation network. Further, implementation of the proposed project would fulfill the Offsite Transportation Enhancement identified in the Fort Baker Plan EIS for the Alexander Avenue/Danes Drive intersection.

The proposed project would adhere to goals and policies established by the Marin Countywide Plan, as discussed under Noise in Chapter 3 of the Environmental Assessment. The proposed project would comply with NPS land management policies described in the NPS Management Policies 2006 document and the 1980 General Management Plan for the GGNRA. There are no applicable habitat conservation plans or natural community conservation plans in the project area. Therefore, the proposed project would have no impact.

11. Mineral and Energy Resources

Environmental Setting

The California Surface Mining and Reclamation Act (SMARA) of 1975 requires the State Geologist to classify land into Mineral Resource Zones (MRZs) according to the known or inferred mineral potential of that land without regard to land use or land ownership. An MRZ-1 classification indicates that no significant mineral deposits are present or likely to be present; MRZ-2 indicates that significant mineral deposits are present or there is a high likelihood for their presence and development should be controlled; in MRZ-3 mineral deposits cannot be determined from the available data; and MRZ-4 areas lack sufficient data to assign any other MRZ designation.

The North Bay region, comprised of Sonoma; Marin; and Napa Counties relies on mineral resources for construction materials such as aggregate, road base and sub-base, and Portland Cement concrete. Seven of the eight sites located in Marin County are identified by the State as MRZ-2, designated as having significant mineral resources for the North Bay Region. The single non-Class 2 site, Ring Mountain in Tiburon, is considered a Scientific Resource Zone.

The locations of the Marin mineral resource sites are heavily concentrated in the eastern portion of the county with five sites located in or around the city of Novato. Ring Mountain in Tiburon is the closest site to the project area.

No significant mineral resources have been identified within the boundaries of GGNRA. In accordance with Public Resource Code § 5001.65, commercial exploitation of resources in the units of the state park system is prohibited.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-b) No significant mineral resources have been identified within the park boundaries. Therefore, the proposed project would not result in the loss of availability of a known mineral resource nor a locally important mineral resource recovery site.

12. Noise

Environmental Setting

The existing noise conditions in the project area have been described in the Noise section in Section 3 of the Environmental Assessment.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a, b, d) See the discussion of Noise in Chapter 3 of the Environmental Assessment. As discussed in the Noise section of Chapter 3, implementation of the following mitigation measures shall reduce construction-related impacts to less-than-significant levels.

NOI-1 Noise Restrictions. Mitigation measures providing hourly restrictions for noise-generating construction activities shall be developed by NPS staff in consultation with Marin County representatives and Cavallo Point Lodge personnel.

NOI-2 Employ Noise Reducing Construction Practices. To reduce daytime noise and potential disturbance due to construction, contractors shall muffle or control noise from construction equipment by using the following measures:

- Equipment and trucks used for construction shall utilize noise control techniques (e.g., improved mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, and installation of sound blankets around the project site, wherever feasible). All vehicles shall meet federal standards for the year they were built. Construction vehicles shall be properly maintained and equipped with exhaust mufflers that meet state standards. To reduce noise and emissions, construction equipment shall not be permitted to idle for long periods of time;
- Impact tools (e.g., jackhammers and pavement breakers) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of

pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. External jackets on the tools themselves shall be used where feasible. Quieter procedures shall be used, such as drilling rather than impact or blasting equipment whenever feasible.

- c) The proposed project would reconfigure the Alexander Avenue/Danes Drive intersection and widen Alexander Avenue to provide an improved left turn lane and multi-use shoulders along the roadway. The proposed project would not lead to an increase in traffic in or adjacent to the project area. No potential new sources of noise are included in the proposed project. Therefore, the proposed project would not result in permanent increase in ambient noise levels.
- e, f) The proposed project is not located in the vicinity of an airport or airport land use plan area. There would be no impact.

13. Population and Housing

Environmental Setting

All land in the project area is zoned as public parklands. There are no housing units within the project area.

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

Discussion

- a-c) The project would reconfigure the Alexander Avenue/Danes Drive intersection and widen Alexander Avenue to provide an improved left turn lane and multi-use shoulders along the roadway. These improvements would not induce substantial population growth because the proposed project does not include a major increase in roadway capacity or the construction of roadways in currently undeveloped areas. The proposed project would not displace people or existing housing, necessitating the construction of replacement housing elsewhere. In addition, the proposed project does not include new land uses or intensification of existing land uses. There would be no impact to population and housing.

14. Public Services

Environmental Setting

The Alexander Avenue/Danes Drive Intersection Improvement Project is located within the GGNRA. GGNRA's Office of Fire Management, in accordance with the Fire Management Plan, manages fire in such a way as to retain its beneficial effects in the ecosystem while protecting resources, property and lives. The Office of Fire Management monitors and responds to all wildland fires within the park and maintains an appropriate preparedness level in accordance with the park's Wildland Fire Step-Up Plan.³ National Park Ranger law enforcement activities are managed in collaboration with U.S. Park Police as part of a comprehensive interdisciplinary effort to protect resources, manage public use, and promote safe and appropriate enjoyment of the park. Willow Creek Academy and Bayside Elementary are the closest schools, located approximately 3 miles away in Sausalito.

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

Discussion

- a-e) The proposed project would reconfigure the Alexander Avenue/Danes Drive intersection and widen Alexander Avenue to provide an improved left turn lane and multi-use shoulders along the roadway. The proposed project does not include new land uses or intensification of existing land uses. As such, the proposed project would not generate new population that would require additional public services. Therefore, there would be no impact on fire or police protection services, schools, or other public facilities.

³ National Park Service, Golden Gate National Recreation Area, Fire Management, <http://www.nps.gov/goga/parkmgmt/firemanagement.htm>, accessed August 10, 2011.

15. Recreation

Environmental Setting

The existing recreation conditions in the project area have been described in the Visitor Experience section in Section 3 of the Environmental Assessment.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-b) The proposed project would reconfigure the Alexander Avenue/Danes Drive intersection and widen Alexander Avenue to provide an improved left turn lane and multi-use shoulders along the roadway. The proposed project does not include new land uses or intensification of existing land uses and would not generate new population that would increase the use of existing neighborhood and regional park or require the expansion of existing recreational facilities. The proposed project would correct existing deficiencies and substandard roadway conditions at the Alexander Avenue left-turn lane to Danes Drive. Therefore, there would be no impact to parks or recreational facilities.

16. Transportation and Circulation

Environmental Setting

The existing transportation and circulation conditions in the project area have been described in the Transportation section in Section 3 of the Environmental Assessment.

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

Discussion

a, b, f) There would be a local, long-term, moderate, beneficial impact on vehicular, bicycle, and pedestrian safety in the project area. There may be short-term minor impacts during project construction due to roadway closures. However, these short-term impacts would be less than significant due to the restriction of roadway closures to off-peak periods and the availability of adequate detours. See the Transportation discussion in Chapter 3 of the Environmental Assessment.

c) The proposed project is not located in the vicinity of an airport or airport land use plan area. There would be no impact to air traffic patterns.

- d, e) The proposed project would reconfigure the Alexander Avenue/Danes Drive intersection and widen Alexander Avenue to provide an improved left turn lane and multi-use shoulders along the roadway. These improvements would enhance the safety of the Alexander Avenue/Danes Drive intersection by providing additional left turn lane storage capacity, improved intersection geometrics, and widened shoulders. There would be no impact to emergency access.

17. Utilities and Service Systems

Regulatory and Environmental Setting

The existing utilities and service systems conditions are discussed in Chapter 3 of the Environmental Assessment.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes, and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a, b) The proposed project would reconfigure the Alexander Avenue/Danes Drive intersection and widen Alexander Avenue to provide an improved left turn lane and multi-use shoulders along the roadway. Population would not increase in the project area. Therefore, there would be no demand for water, wastewater, or solid waste services and no impact would occur.

- c) As discussed in the Hydrology section of this IS, there are existing storm drains within the project area. Implementation of the proposed project would use the existing drop inlet on the west side of Danes Drive and the non-standard inlets which connect to slope drains to the north of Danes Drive along Alexander Avenue. Reconfiguring the Alexander Avenue/Danes Drive intersection and widening Alexander Avenue would not result in an increase in non-permeable surface area that would lead to a substantial increase in the amount of storm water run-off. Therefore, there would be no impact to storm water drainage facilities.
- d-g) The proposed project would reconfigure the Alexander Avenue/Danes Drive intersection and widen Alexander Avenue to provide an improved left turn lane and multi-use shoulders along the roadway. The proposed project does not include new land uses or intensification of existing land uses. Therefore, no population would be added to the project site. As a result, there would be no demand for water, wastewater, or solid waste services. Therefore, there would be no impact.

18. Mandatory Findings of Significance

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

Discussion

- a) As discussed in this Initial Study, the proposed project has the potential for impacts to biological resources and to subsurface cultural resources. Mitigation measures contained in this Initial Study would reduce these potential impacts to less-than-significant levels.
- b) As discussed in this Initial Study, the proposed project has the potential for impacts to air quality, biological resources, subsurface cultural resources, noise, and hazards. However, these would be site-specific impacts, and so would not be considered cumulatively considerable. In

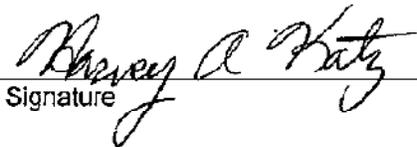
addition, mitigation measures have been proposed that would reduce all impacts to less-than-significant levels. All other impacts are considered less than significant and would not be cumulatively considerable. Therefore, this impact would be less than significant.

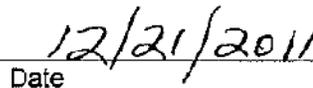
- c) As stated above, the proposed project has the potential for impacts to biological resources and to subsurface cultural resources. These impacts are not of a nature that could adversely affect humans; therefore, this impact is less than significant. However, the proposed project also has the potential for air quality, noise, and hazardous adverse effects to human beings. Mitigation measures contained in this Initial Study would reduce these potential impacts to less-than-significant levels.

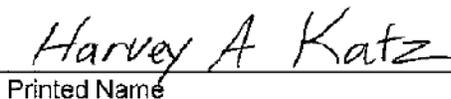
DETERMINATION

On the basis of this Initial Study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.


Signature


Date


Printed Name

PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, California Public Resources Code

PROJECT DESCRIPTION

The Alexander Avenue/Danes Drive Intersection Improvement Project is located in Marin County, California along Alexander Avenue just north of the Golden Gate Bridge in the Golden Gate National Recreation Area (GGNRA). The National Park Service (NPS) and the Golden Gate Bridge Highway and Transportation District (GGBHTD) are working together to plan the project and evaluate its potential environmental impacts.

The project would:

- Widen and extend the northbound left-turn lane on Alexander Avenue;
- Convert the intersection from a Y to a T intersection;
- Add roadway shoulders to Alexander Avenue; and
- Replace the existing guardrail with a steel-backed timber guardrail painted white to match the existing timber rail.

DETERMINATION

This proposed Draft Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that GGBHTD intends to adopt a MND for the Alexander Avenue/Danes Drive Intersection Improvement Project (proposed project). This does not mean that GGBHTD's decision regarding the proposed project is final. This MND is subject to modification based on comments received by interested agencies and the public.

GGBHTD has prepared an Initial Study for this proposed project, and pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would result in no effect on agricultural resources, land use and planning, mineral resources, population and housing, public services, recreation, transportation, or utilities and service systems.

The proposed project would have less than significant effects on aesthetics, geology and soils, greenhouse gas, and hydrology and water quality; and no significant adverse effect on air quality, biological resources, cultural resources, hazards and hazardous materials, and noise because the following avoidance, minimization and mitigation measures would reduce potential effects to a less than significant level:

AQ-1 To reduce particulate matter emissions during project excavation and construction phases, the project contractor(s) shall comply with the dust control strategies developed by the Bay Area Air Quality Management District (BAAQMD). The Project Sponsor shall include in all construction contracts the following requirements or measures:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- 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.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- 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.
- Idling times shall be minimized 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]). Clear signage shall be provided for construction workers at all access points.
- 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.
- 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 with applicable regulations.⁴

AQ-2. Limitations on Debris Removal. The construction documents shall ensure that the hauling of excavated material and construction debris shall be conducted in such a manner that the modeled air pollutant emissions (using the Roadway Construction Emissions Model) shall not exceed the thresholds of significance for criteria air pollutants established by BAAQMD. Methods to achieve this standard could include use of larger haul trucks, minimization of truck trips per day, and identification of a nearby disposal site for placement of the excavated material (to reduce haul distance).

⁴ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, Updated May 2011, p. 9-17.

BIO-1 Avoid Dust Accumulation on Mission Blue Butterfly Habitat. NPS or its contractor shall ensure that dust is controlled during construction by periodically watering down construction areas within 100 feet of mission blue butterfly habitat as necessary. Watering down the construction area shall prevent dirt from becoming air borne and accumulating on larval host plants and adult food source plants for mission blue butterfly.

BIO-2 Fence/Flag and Monitor Mission Blue Butterfly Habitat. A qualified biologist shall supervise the installation of flagging or fencing around stands of known mission blue butterfly host/food plants and species sightings in the northern portion of the pipeline alignment that can be avoided within the limits of work. Fencing/flagging shall be installed prior to any ground disturbing or vegetation removal activities. The fencing/flagging shall be placed the maximum distance from the plants possible (up to 100 feet), while still allowing work to occur in the adjacent area. The location of the flagging/fencing shall be field adjusted by the biological monitor as necessary. The temporary fencing/flagging shall be furnished, constructed, maintained, and later removed as shown on the construction plans, as specified in the special provisions, and as directed by NPS. Temporary fencing/flagging shall be at least 4-foot-high and constructed of high visibility material (e.g., orange, commercial-quality woven polypropylene or similar material). No construction activities shall be permitted within the fenced/flagged area. Warning signs indicating the sensitivity of the area shall be attached to the fencing/flagging.

BIO-3 Biological Resources Education Program for Construction Crews and Biological Monitoring. Before any ground disturbing work (including vegetation clearing or grading) occurs in the construction area, an NPS-approved biologist shall conduct a mandatory biological resources awareness training for all construction personnel on federally listed species that could potentially occur on site (i.e., mission blue butterfly). The training program shall be approved by an NPS-qualified staff member prior to implementation, if prepared by a consulting biologist. The environmental education program shall include a description, representative photographs, and legal status of each of the federally listed species; terms and conditions of the biological opinion; and the penalties for not complying with biological mitigation requirements. This information shall be supplied to non-English speaking personnel in their native language as needed.

BIO-4 Minimize Light Pollution. Nighttime construction lighting shall include downward cast/shielded lighting and the use of minimal lighting techniques to reduce light pollution and potential impacts to biological resources.

BIO-5 Minimize the Introduction and Spread of Invasive Plants. To avoid or minimize the introduction or spread of invasive plants during construction activities, the following measures shall be implemented:

1. Weed-free, erosion-control materials (or rice straw in upland areas) shall be used exclusively.
2. The biological monitor shall educate the construction supervisors and managers about problems created by noxious weeds and the importance of controlling and preventing their spread. The biological monitor shall conduct a tailgate meeting before construction begins and shall distribute handouts identifying noxious weeds and describe the techniques used to prevent their spread. Noxious weed education could be conducted at the same time the biological resources education program (Conservation Measure 1) is conducted.
3. To reduce the spread of invasive plants into uninfested areas, the contractor shall stockpile and cover topsoil removed during excavation.
4. Equipment shall be cleaned to minimize spread of invasive species when moving from offsite to the watershed.

To reduce the likelihood of the introduction or spread of invasive plants during operations and routine maintenance activities, NPS shall implement the following operations and maintenance protocol:

1. Crews shall receive training regarding problems created by invasive plants and the importance of controlling and preventing their spread.
2. Activities shall be limited to as small a footprint as possible.
3. Vehicles shall stay on designated access roads. Off-road vehicle traffic shall be prohibited unless required in an emergency.

CR-1 Discovery Provisions. In the event that previously unknown cultural resources are encountered during project construction by anyone, they shall be treated in accordance with 36 CFR 800.13 (Protection of Historic Properties: Post-review discoveries). The archeological resource shall be assessed for its eligibility for listing on the National Register of Historic Places (NRHP) in consultation with the State Historic Preservation Office (SHPO) and the Federated Indians of Graton Rancheria (if it is an indigenous archaeological site) and a determination of the project effects on the property shall be made. If the site shall be adversely affected, a treatment plan shall also be prepared, as needed, during the assessment of the site's significance. Assessment of inadvertent discoveries may require archaeological excavations or archival research to determine resource significance. Treatment plans shall fully evaluate avoidance, project redesign,

and data recovery alternatives before outlining actions proposed to resolve adverse effects.

CR-2 Discovery Provision. In the event that human remains are discovered, work shall cease immediately in the area of the find and the project manager/site supervisor shall notify the appropriate NPS personnel. Protocols under federal law shall apply for discoveries on federal land. The find shall be secured and protected in place. The Marin County coroner shall be notified in accordance with §7050.5 of the California Health and Safety Code, and the Native American Heritage Commission (NAHC) shall be notified within 24 hours of the discovery if the Coroner determines that the remains are Native American. If a determination finds that the remains are Native American and that no further coroner investigation of the cause of death is required, they shall be treated in accordance with the Native American Graves Protection and Repatriation Regulations at 43 CFR 10.4 (Inadvertent Discoveries).

CR-3 Design Requirements. If rockfall mesh is installed it shall be designed to be as visually unobtrusive as possible. Further, NPS cultural resources staff shall review and approve: 1) the design of the rockfall mesh (if installed); 2) the design of the temporary rockfall barrier (providing input, in particular, on wall type/style and color); and 3) the design of the retaining wall proposed to be built above the Bunker Road arch tunnel.

CR-4 Avoid Adverse Effects to Cultural Resources. Implementation of Alternative C would result in an adverse effect on both the Historic District's eligibility and the eligibility of Alexander Avenue as contributing features to the Historic District under Section 106. Therefore, Alternative C shall not be selected or implemented as the agency preferred alternative.

HAZ-1 Underground Storage Tank Management. If construction was likely to occur before hazardous substance cleanup by the U.S. Army Corps of Engineers in areas where there are known or suspected underground storage tanks, soil contamination, or hazardous materials, then NPS shall take steps to address the portions of these sites that would be disturbed before construction began. Such steps shall include further exploration to confirm the existence of underground storage tanks, soil contamination, or hazardous materials. If such substances were confirmed, cleanup options shall be determined before construction.

HAZ-2 Prepare Materials Management Plan. A materials management plan that addresses handling of potentially contaminated soils or materials shall be prepared as a part of the project plans. Project construction documents shall include plan recommendations.

HAZ-3 Contamination Surveys. In areas where deeper excavation work was proposed, and where there were indications that the military's past use of an area may have resulted in some potential for contamination, additional survey work shall be undertaken during the design phase of each project. Surveys using electromagnetic subsurface diagnostic

tools, ground-penetrating radar, seismic refraction, or resistivity tools shall be conducted in the areas to be excavated to determine potential for buried objects (such as storage tanks, vaults, pipelines, and buried drums). If any such objects were found, then steps shall be taken to appropriately confirm and, if necessary, remove the objects and any contamination.

HAZ-4 Spill Prevention and Control Plan. A spill prevention and control plan shall be prepared and shall include the following elements:

- Proper storage, use, and disposal of chemicals, fuels, and other toxic materials shall be required.
- Construction equipment shall be required to be refueled only in upland areas and in conformance with the avoidance zones to prevent fuel spills near sensitive habitats. Equipment shall be inspected for hydraulic and oil leaks regularly, as well as prior to use in the park.
- All heavy equipment in the park shall be required to carry emergency spill-containment materials. For example, pans shall be placed under equipment that was stored on site to reduce the potential for leaks of oil and other substances onto park lands. Absorbent materials shall be on hand at all times to absorb any minor leaks and spills.
- An emergency response plan shall be prepared by the contractor(s), approved by NPS, and implemented during project implementation.
- The asphalt batch plant shall not be permitted in the park.

NOI-1 Noise Restrictions. Mitigation measures providing hourly restrictions for noise-generating construction activities shall be developed by NPS staff in consultation with Marin County representatives and Cavallo Point Lodge personnel.

NOI-2 Employ Noise Reducing Construction Practices. To reduce daytime noise and potential disturbance due to construction, contractors shall muffle or control noise from construction equipment by using the following measures:

- Equipment and trucks used for construction shall utilize noise control techniques (e.g., improved mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, and installation of sound blankets around the project site, wherever feasible). All vehicles shall meet federal standards for the year they were built. Construction vehicles shall be properly maintained and equipped with exhaust mufflers that meet state standards. To reduce noise and emissions, construction equipment shall not be permitted to idle for long periods of time;
- Impact tools (e.g., jackhammers and pavement breakers) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated

with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be use. External jackets on the tools themselves shall be used where feasible. Quieter procedures shall be used, such as drilling rather than impact or blasting equipment whenever feasible.

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