

Notice of Exemption

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044
County Clerk County of: Marin
Marin Civic Center
3501 Civic Center Dr., Suite 234,
San Rafael, CA 94903

From (Public Agency):
Southern Marin Fire District
28 Liberty Ship Way, Suite 2800
Sausalito, CA 94960

Project Title: Southern Marin Zone L.R.A.D Emergency Notification Network – Mill Valley and Sausalito

Project Applicant: Southern Marin Fire District

Project Location – Specific: Installation of emergency notification sirens on Spencer Avenue in the City of Sausalito (refer to Figure 1) and the intersection of Edgewood Avenue and Sunnycrest Avenue in Mill Valley (refer to Figure 2).

Project Location – City:
Mill Valley and Sausalito

Project Location – County:
Marin County

Description of Nature, Purpose and Beneficiaries of Project:

The purpose of the project is to install long-range acoustic devises (LRADs), which are emergency alerting sirens, in the cities of Mill Valley and Sausalito to provide evacuation and disaster notification. Many of the communities and neighborhoods served by this project are registered Firewise communities (FIRE Safe Marin, 2021). Creating fire adaptive communities is not only about reducing fire threat from fire growth but also improving the safety of the residents. Evacuation and disaster notification is a critical component to long term fire adaptive strategy. The project includes both the installation and monthly testing of the devices.

Name of Public Agency Approving Project: Southern Marin Fire District

Name of Person or Agency Carrying Out Project: Southern Marin Fire District

Exempt Status (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Common Sense Exemption (Sec. 15061(b)(3));
- Categorical Exemption. State type and section number: 15301(f). Addition of safety devices requiring minor alterations of existing structures and 15303. Construction of new, small structures and minor alterations for the construction of a new pole for emergency alerting sirens.
- Statutory Exemptions. State code number: _____

Reasons why project is exempt:

The project is categorically exempt under California Environmental Quality Act (CEQA) Guidelines Section 15301, Class 1, for Existing Facilities and Section 15303, Class 3, for New Construction or Conversion of Small Structures. A Class 1 exempt project consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. Subsection (f) includes the addition of safety or health protection devices for use during construction of or in conjunction with existing structures, facilities, or mechanical equipment, or topographical features including navigational devices. A Class 3 exempt project consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure.

The Sausalito site of the project would involve installation of emergency notification horns on an existing structure. The scope of the Sausalito site is consistent with the exemption because it involves the addition of safety protection devices to existing structures with minor alterations to the existing structure, as described in subsection (f) of the Class 1 exemption. The Mill Valley site of the project would involve installation of emergency notification horns on a new pole. The scope of the Mill Valley site is consistent with the construction of new, small structures for the new pole for the horns, as described in the Class 3 exemption. There are no facts or circumstances specific to this project that would support a finding that any of the potential exceptions to categorical exemptions listed under Section 15300.2 apply. It should be noted that The operation of the LRAD during an emergency is statutorily exempt under Public Resources Code 21080(b)(4): actions necessary to prevent or mitigate an emergency.

Lead Agency Contact Person:

Marshall Nau

Area Code/Telephone/Extension:

415.906.4470

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project?
Yes No

Signature: _____ Date: _____ Title: _____

Signed by Lead Agency

Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.

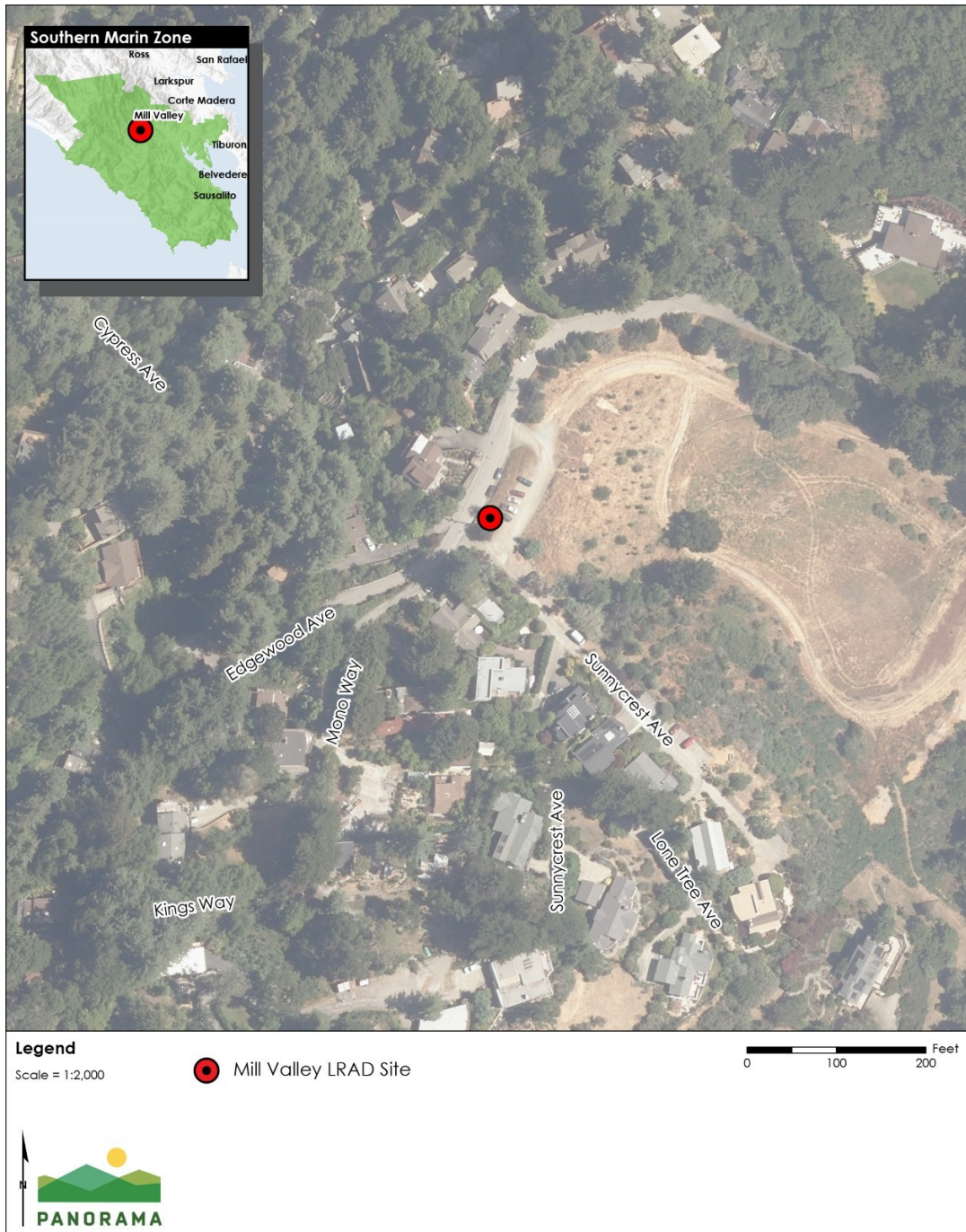
Date Received for filing at OPR: _____

Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Figure 1 Sausalito L.R.A.D Site



Figure 2 Mill Valley L.R.A.D Site



Date: September 16, 2021

Project: Southern Marin Zone LRAD Emergency Notification Network – Mill Valley and Sausalito

Categorical Exemption Summary

The Marin Wildfire Prevention Authority (MWPA) has determined that the Southern Marin Zone Long-Range Acoustic Device (LRAD) Emergency Notification Network Project (project) is categorically exempt under the California Environmental Quality Act (CEQA) Guidelines Section 15301, Class 1, for Existing Facilities and Section 15303, Class 3, for New Construction or Conversion of Small Structures. A Class 1 exempt project consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. Subsection (f) includes the addition of safety or health protection devices for use during construction of or in conjunction with existing structures, facilities, or mechanical equipment, or topographical features including navigational devices. A Class 3 exempt project consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure.

The Sausalito site of the project would involve installation of emergency notification horns on an existing structure. The scope of the Sausalito site is consistent with addition of safety protection devices in conjunction with existing structures, as described in subsection (f) of the Class 1 exemption. The Mill Valley site of the project would involve installation of emergency notification horns on a new pole. The scope of the Mill Valley site is consistent with the construction of new, small structures and minor alterations to the location of the new pole for the horns, as described in the Class 3 exemption.

The following analysis demonstrates that the project's construction and testing during operation would not result in adverse environmental effects, supporting the MWPA's determination that the proposed activities are categorically exempt under CEQA. The project would be conducted in compliance with applicable federal, State, and local regulations and under contractual provisions prohibiting work in violation of applicable regulations and plans. The operation of the LRAD during an emergency is statutorily exempt under Public Resources Code 21080(b)(4): actions necessary to prevent or mitigate an emergency, and thus the impacts of operation of the system in an emergency are not discussed further.

Information regarding the purpose and need for the project, a description of proposed activities, a discussion of why the exceptions to a categorical exemption for unusual circumstances do not apply, and an assessment of the potential for environmental effects of the LRAD construction and testing during operation are provided below.

Background

Marin County voters passed Measure C in 2020, which established a 17-member Joint Powers Authority, the MWPA, to fund and oversee proactive state-of-the-art wildfire prevention and preparedness efforts within Marin County. Members include several cities and towns, fire protection districts, and community service districts. The MWPA was formed to

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develop and implement a comprehensive wildfire prevention and emergency preparedness plan throughout almost all of Marin County. This project is a Core Project that is funded by and within the purview of the MWPA. Core Projects include those projects that focus on wildfire detection, notification, and evacuation; vegetation management and fire hazard reduction; grants management; and public education.

Purpose and Need

The purpose of the project is to install emergency alerting sirens in the cities of Mill Valley and Sausalito to provide evacuation and disaster notification. Many of the communities and neighborhoods served by this project are registered firewise¹ communities. Creating fire adaptive communities is not only about reducing fire threat from fire growth but also improving the safety of the residents. Evacuation and disaster notification is a critical component to long term fire adaptive strategy.

Project Description

Project Sites

The LRAD units would be installed at two locations, one in the City of Sausalito and one in the City of Mill Valley. The Sausalito site is a vacant fire station on City of Sausalito-owned property. The fire station is equipped with multiple cellular towers and radio poles. The Mill Valley site is an existing water storage site with a gravel parking lot on City of Mill Valley-owned property, at the intersection of Edgewood Avenue and Sunnycrest Avenue. The locations of each site are shown in Figure 1.

Construction

Installation Method

LRAD units would be installed at each project site. Each horn would be approximately 18 inches wide, 16 inches long and 10 inches high and white in color. The LRAD unit at the Sausalito site would be installed on the vacant fire station located at 300 Spencer Avenue in Sausalito. The LRAD unit would be mounted on the northern wall of the fire station and would include installation of four horns, which would achieve a 140-degree range of notification. Electricity to power the horns would be provided from the existing power at the fire station.

The LRAD unit at the Mill Valley site would be mounted on a new approximately 50-foot-tall steel pole located approximately 10 feet from the existing power pole located at the northwest corner of the Edgewood Avenue and Sunnycrest Avenue intersection. The LRAD unit would include installation of 8 horns to achieve a 360-degree range of notification. A Bobcat skid-steer would excavate a hole, the pole would be direct-buried to a depth of approximately 12 feet, and the hole would be backfilled with the excavated material. An overhead electrical line would be installed from the existing power pole to the proposed LRAD pole, to provide

¹ Firewise communities are local neighborhoods or communities that have taken appropriate measures meeting specific criteria put forth by the National Fire Protection Association to become more resistant to wildfire structural damage.

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electricity to operate the horn. Although not anticipated, the electrical line may be installed underground and would require an approximately 15-foot long, 1.5-foot-wide and 2-foot-deep trench to be excavated to install an underground electrical line from the existing power pole to the proposed LRAD pole, to provide electricity to operate the horn.

Installation activities at the Mill Valley site would require two bucket trucks, two utilities trucks, two pole trailers, and a skid-steer. Heavy equipment would not be needed for the Sausalito site.

Site Access

The Sausalito site would be accessed via Spencer Avenue and the Mill Valley site would be accessed via Edgewood Avenue and Sunnycrest Avenue. Equipment and worker vehicles would be parked at the existing fire station parking lot at the Sausalito site and at the gravel parking lot at the Mill Valley site. Lane closures are not anticipated. The parking area adjacent to the Mill Valley site may be partially or fully closed during the 3-to-4-day installation period.

Workers

Contractor crews would install the horns and associated infrastructure at each project site. Each contractor crew would be comprised of four to six persons. No more than one contractor crew would be required at each project site.

Schedule and Duration

LRAD horn installation would take approximately 3 to 4 days to complete at each site. Installation activities would occur on weekdays from 8am to 5pm. Installation is anticipated to start in Fall 2021.

Operation and Testing

The project includes regular testing of the LRAD horns once a month for approximately 30 to 60 seconds. Testing would occur on the first Saturday of every month for both LRAD units, as is currently being conducted for existing emergency notification systems in the City of Mill Valley and other emergency horn systems in the area. The LRAD horns do not require regular maintenance.

Project Design and Implementation Features

The MWPA has developed specific design and implementation features that will be incorporated as applicable into the project design and implementation for each of its projects. The following specific design and implementation measures are part of the project:

CUL-1 Training²

For all activities with the potential for ground disturbance (excluding prescribed herbivory, vegetation and tree trimming, and hand pulling smaller vegetation) all contractors and construction personnel will receive training prepared by and/or conducted by a qualified cultural resources specialist prior to beginning construction. The training will address the potential for exposing subsurface resources, recognizing basic signs of a potential resource,

² Adapted from measures in the Marin Municipal Water District, Final Program Environmental Impact Report for the Biodiversity, Fire, and Fuels Integrated Plan (BFFIP EIR), October 2019.

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understanding required procedures if a potential resource is identified including reporting the resource to a qualified archaeologist or cultural resources specialist, and understanding all procedures required under Health and Safety Code § 7050.5 and PRC §§ 5097.94, 5097.98, and 5097.99 for the discovery of human remains.

CUL-2 Unanticipated Discovery²

In the event that a previously unidentified cultural resource is discovered during implementation of an activity all work within a minimum of 150 feet of the discovery will be halted. The resource will be located, identified, and recorded in the MWPA cultural resources GIS database. Data regarding archaeological resources will be kept confidential per law but may be shared with Native American tribes identified by the NAHC to be traditionally and culturally affiliated with the geographic area of the project site, if archaeological in nature and if the tribe has requested that such information be shared with them.

The boundaries around the buffered resource will be temporarily marked, such as with fencing or flagging. A qualified cultural resource specialist/archaeologist (who meets the U.S. Secretary of Interior's professional standards set forth in 48 CFR Parts 44738-44739 and Appendix A to 36 CFR 61) will inspect the discovery and determine whether further investigation is required. If the discovery can be avoided and no further impacts will occur, the resource will be documented on California State Department of Parks and Recreation cultural resource record forms and no further effort will be required. If the project proponent wishes to continue work in the area, only work performed using hand tools or powered hand tools is allowed, work cannot include ground disturbance below the topsoil layer, and the work area can only be accessed on foot as determined acceptable by the qualified cultural resource specialist/archaeologist.

Alternatively, the qualified cultural resource specialist/ archaeologist will evaluate the resource and determine whether it is:

- Eligible for the CRHR (and a historical resource for purposes of CEQA),
- A unique archaeological resource as defined by CEQA, and/or
- A potential tribal cultural resource (all archaeological resources could be a tribal cultural resource).

If the cultural resources specialist/archaeologist determines that the resource could be a tribal cultural resource, he or she will, within 48 hours of the discovery, notify each Native American tribe identified by the NAHC to be traditionally and culturally affiliated with the geographic area of the project site of the discovery. A tribal monitor will inspect the resource to determine whether it constitutes a tribal cultural resource. If the resource is determined to be neither a unique archaeological, an historical resource, or a potential tribal cultural resource, work may commence in the area.

If the resource meets the criteria for either a historical resource, unique archaeological resource, and/or tribal cultural resource, work will remain halted in the buffered area around the resource. No work will occur within the buffered area except those methods previously discussed as determined acceptable by the qualified archaeologist and/or tribal monitor. After work is completed, all cultural resource delineators (e.g., flags or fencing) will be removed in order to avoid potential vandalism, unauthorized excavation(s), etc.

NSO-1 Northern Spotted Owl Nesting Season Avoidance²

Each project will be reviewed by a qualified biologist to determine if northern spotted owls have potential to occur near proposed project activities. Within areas where northern spotted

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owl have the potential to occur, work, including mowing with heavy equipment, the mechanical removal of vegetation, or prescribed burning, including pile and broadcast burning, will occur outside of the northern spotted owl nesting season to the extent feasible (February 1 to July 31).

If work must occur during the northern spotted owl nesting season, either NSO-02 or NSO-03 will apply.

NSO-2 Work During Northern Spotted Owl Nesting Season - Surveys² (MMWD)

Within an area where northern spotted owl has the potential to occur, when work will occur during the northern spotted owl nesting season (February 2 through July 31), and work is not considered low-impact by a qualified biologist the following measure will apply. Low impact type activities include, but are not limited to, goat grazing, hand pulling of weeds, hand trimming of trees and vegetation with non-mechanized equipment, chipping from existing roadways in residential areas, and use of mechanized equipment adjacent to roads or in residential areas that is a typical noise for the environment. In contrast, high-impact activities may include operation of heavy machinery in wildlands with lower baseline environmental noise, or work which produces noise disturbance for a longer duration than is typical in the environment.

The biologist will determine if a known breeding pair is found within 0.25 mile of the proposed activity (i.e., from existing surveys that season or historical data) and perform a nest check to confirm presence. If no survey data for the season has been completed for the areas, two surveys will be conducted by a qualified biologist (whose qualifications have been approved by the MWPA or lead public agency) for nesting northern spotted owls during the months of April and May preceding the commencement of these activities. At a minimum, the survey area will include all suitable nesting habitats within 0.25 mile of any planned activity sites, and then one of the two options listed below will be implemented. If access can not be secured for surveys, then work should be delayed until after the nesting season, unless it can be shown that noise generation from the activities and the activities proposed would be below noise and visual disturbance levels for northern spotted owls (refer to USFWS Revised Transmittal of Guidance: Estimating the Effects of Auditory and Visual Disturbance to Northern Spotted Owls and Marbled Murrelets in Northwestern California) at the nest site, if known.

1. If it is conclusively determined that there are nesting northern spotted owls, planned activities that generate noise (e.g., mowing, heavy equipment usage, crews with hand tools that generate noise) in areas without regular human disturbances from human residency (e.g., leaf blowers, home construction and remodeling, roadways), that are within 0.25-mile of an identified active nest will not begin prior to September 1 unless the young have fledged, at which time work may begin no earlier than July 10. Prescribed burns may only occur within suitable northern spotted owl habitat (as determined by a qualified biologist) during the nesting season if protocol surveys have determined that northern spotted owl nesting is not occurring in the area of planned activity.
 2. If work must occur within 0.25 mile, and work has been determined to have the potential to impact an active northern spotted owl nest, CDFW and USFWS would be consulted to determine if take could occur and whether further permits are required.
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NB-1 Nesting Bird Season Avoidance^{2,3,4,5}

Whenever possible, schedule work outside of the bird nesting season, which is generally from February 1 through August 31st. Not all species nest between the regulatory season, and active nests that are encountered year-round are protected.

NB-2 Nesting Bird Surveys^{2,3,4}

If work that has the potential to impact nesting birds commences between February 1 and August 31 (during the nesting season), a qualified biologist (whose qualifications have been approved by the MWPA or lead public agency) will conduct a pre-activity survey for nesting birds.

Nesting bird surveys are recommended during the nesting season for work involving mowing with heavy equipment, other vegetation (including tree) removal or limbing and trimming activities, and prescribed (broadcast and pile) burning. Low-impact activities including goat grazing, hand-pulling weeds, and herbicide application do not generally require nesting bird surveys. Determination of need for surveys for low-impact activities should be evaluated on a case-by-case basis in consultation with a qualified biologist or RPF.

Nesting bird surveys will occur within no more than 7 days prior to construction to ensure that no nests will be disturbed during vegetation management work. If work pauses for more than 7 days, a follow-up survey will be conducted prior to the restarting of work. Appropriate survey areas will be determined by the qualified biologist depending on the project footprint, type of activity proposed, and suitable habitat for nesting birds. Surveys will be conducted during periods of high bird activity (i.e., 1-3 hours after sunrise and 1-3 hours before sunset). If the qualified biologist determines that visibility is significantly obstructed due to on-site conditions (such as access issues, rain, fog, smoke, or sound disturbance [including high wind]), surveys will be deferred until conditions are suitable for nest detection.

NB-3 Nesting Birds: Active Nest Avoidance^{2,3,4,5}

If active nests (i.e., presence of eggs and/or chicks) are observed in areas that could be directly or indirectly disturbed (including noise disturbance), a temporary, species-appropriate no-disturbance buffer zone will be created around the nest sufficient to reasonably expect that breeding would not be disrupted. No work will occur inside the buffer zone.

The size of the buffer zone will be determined by the biologist, by taking into account factors including but not limited to the following:

- Noise and human disturbance levels at the site at the time of the survey and the noise and disturbance expected during the work;
 - Distance and amount of vegetation or other screening between the site and the nest; and
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³ Adapted from measures in the Board of Forestry and Fire Protection California Vegetation Treatment Program Final Environmental Impact Report (CalVTP EIR), November 2019.

⁴ Adapted from measures in the Ecologically Sound Practices Partnership, Ecologically Sound Practices for Vegetation Management (ESP) report, May 2021.

⁵ Marin County Parks (MCP), Bird Nesting Survey Training Manual, 2017.

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- Sensitivity of individual nesting species and behaviors of the nesting birds, taking into account factors such as topography, visibility to source of disturbance, noise/vibration, nesting phase, and other case-by-case specifics.

Buffer sizes may be altered during the course of work at the recommendation of the biologist. Raptor nests are subject to additional protections, including during the “branching” phase, when fledglings begin to fly but do not fully leave the nest. Buffers will be maintained until young fledge or the nest becomes inactive, as determined by the qualified biologist.

If work must occur within the buffer, proceed to NB-4.

NB-4 Nesting Birds - Active Nest Monitoring^{2,3,4,5}

If an avoidance buffer is not achievable, a qualified biologist may monitor the nest(s) during work activities within the recommended nest buffer to document that no take of the nest (nest failure) has occurred related to work activities. If it is determined that work activity is resulting in nest disturbance, work should cease immediately.

RB-1 Preconstruction Survey^{3,6}

If vegetation management activities would (1) occur in trees with potential for roosting bat species, (2) would include removal or trimming of trees where a bat could be roosting, or (3) would involve removal or trimming of a tree with mechanized equipment adjacent to trees or structures that could have roosting bats and (4) the work would commence between March 1 and July 31, during the bat maternity period, a pre-activity survey will be conducted for roosting bats within 2 weeks prior to work to ensure that no roosting bats will be disturbed during work. This survey can be conducted concurrent with other surveys for other sensitive species. Trees and shrubs within the work footprint that have been determined to be unoccupied by roosting bats, or that are located outside the avoidance buffer for active roosting sites may be removed. Roosting initiated during work is presumed to be unaffected, and no buffer would be necessary.

RB-2 Avoidance of Maternity Roosts and Day Roosts³

If active maternity roosts or day roosts are found within the project site, or in areas subject to disturbance from construction activities, avoidance buffers will be implemented. The buffer size will be determined in consultation with the qualified biologist or RPF.

HAZ-1 Leak Prevention and Spill Cleanup^{2,3}

The project proponent will, at a minimum, implement measures that address the following procedures related to the use of hazardous materials during work:

- Proper disposal or management of contaminated soils and materials (i.e., clean up materials)
 - Daily inspection of vehicles and equipment for leaks and spill containment procedures
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⁶ Adapted from the measures in the East Bay Municipal Utility District (EBMUD) Practices and Procedures Monitoring and Reporting Plan Section 01 35 44 Environmental Requirements, August 2018.

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- Emergency response and reporting procedures to address hazardous material releases
- Emergency spill supplies and equipment will be available to respond in a timely manner if an incident should occur
- Response materials such as oil-absorbent material, tarps, and storage drums will be available in the plan area at all times during management activities and will be used as needed to contain and control any minor releases
- The absorbent material will be removed promptly and disposed of properly
- Use of secondary containment and spill rags when fueling
- Discourage “topping-off” fuel tanks
- Workers using fuels or other hazardous materials must be knowledgeable of the specific procedures necessary for hazardous materials cleanup and emergency response
- All diesel and gasoline powered equipment will be maintained per manufacturer's specification, and in compliance with all state and federal emission requirements

HAZ-2 Wildfire Risk Reduction^{2,3,6}

The following measures will be implemented during activities that involve the use of equipment that can generate sparks or heat:

- Maintain fire suppression equipment (e.g., shovel, extinguisher) in work vehicles and ensure workers are trained in use
- Closely monitor for ignited vegetation from equipment and tool use
- Train workers to properly handle and store flammable materials to minimize potential ignition sources
- Prohibit smoking in vegetated areas
- Avoid use of spark- and/or heat-generating equipment during high fire danger days (e.g., Red Flag Days and Fire Weather Watch)
- Outfit off-road diesel vehicles and equipment with spark arrestors
- Avoid metal string or blade weed trimmers.

Maintain one fire extinguisher for each chainsaw.

HAZ-3 Unidentified Hazardous Materials

Unidentified hazardous materials encountered during construction will be characterized and appropriately treated, contained or removed to avoid any adverse exposure.

NOI-1 Minimization of Noise Disruption to Nearby Neighbors and Sensitive Receptors^{3,7}

All projects will comply with applicable local noise ordinances. All powered equipment and power tools will be used and maintained according to manufacturer specifications. All diesel- and gasoline-powered treatment equipment will be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations.

⁷ San Francisco Public Utilities Commission (SFPUC), Standard Construction Measures, July 2015.

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Measures to minimize noise disruption to nearby neighbors and sensitive receptors will be implemented as needed. These measures may include but are not limited to:

- Using noise control technologies on equipment (e.g., mufflers, ducts, and acoustically attenuating shields)
- Locating stationary noise sources (e.g., pumps and generators) away from sensitive receptors.
- Close engine shrouds during equipment operations
- Shut down equipment when not in use. Equipment will not be idled unnecessarily.
- Operate heavy equipment during daytime hours if such noise would be audible to receptors (e.g., residential land uses, schools, hospitals, places of worship).
- Locate project activities, equipment, and equipment staging areas away from nearby noise-sensitive land uses (e.g., residential land uses, schools, hospitals, places of worship), to the extent feasible

Discussion of Exceptions (Section 15300.2)

(a) Location:

Sensitive habitats, including riparian woodlands, watercourses and wetland areas would be avoided; therefore, exception (a) does not apply.

(b) Cumulative Impact:

Installation activities for the LRAD horns would be limited to 3 to 4 days and would be tested on a monthly basis; regular maintenance is not required. Installation of the horns would not require vegetation or tree removal and would be installed adjacent to existing infrastructure and installation is considered a visual degradation. As such, the project would not contribute to any potential significant cumulative effect and therefore, exception (b) does not apply.

(c) Significant Effects due to “Unusual Circumstances”:

LRAD horns have been previously installed in Marin County to provide evacuation and disaster notification and there are currently five locations in Mill Valley with LRAD horns installed. The Sausalito site would be located on the side of an existing building and shielded from public view. The Mill Valley site would result in installation of a new pole adjacent to existing electrical infrastructure and would not result in a substantial aesthetic change. Therefore, there are no unusual circumstances associated with the project or the environment in which it would be implemented, and exception (c) does not apply.

(d) Scenic Highways:

State Route (SR) 1 is the nearest eligible California State Scenic Highway to the roadway work areas (Caltrans, 2021). LRAD installation activities and the LRAD horns would not be visible from SR 1; therefore, exception (d) does not apply.

(e) Hazardous Waste Sites:

Per the current government database of hazardous waste sites at the time of this filing, no open hazardous waste sites are located within the work areas for the Mill Valley or Sausalito LRAD sites. The Mill Valley site is adjacent to the Mill Valley Landfill, which was used for green waste, soil, and some construction debris. The site is listed a closed solid waste disposal facility. In the 1990's, the Local Enforcement Agency (County of Marin Environmental Health) and the California Integrated Waste Management Board monitored the site for landfill

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gases and did not find any results above detection levels (DTSC, 2021) (SWRCB, 2021). No intense ground disturbing activity would occur within the landfill that could unearth potentially contaminated soils would occur; therefore, exception (e) does not apply.

(f) Historical Resources:

The project does not propose any ground disturbance at the Mill Valley site. Minor ground disturbance for installation of the pole at the Mill Valley site would occur, and potentially minor trenching, up to 23 square feet. As part of the project, workers would participate in a cultural training prior to project implementation at Mill Valley site (CUL-1) and should a previously unidentified cultural resource be discovered, work would halt in the area and the resource fully avoided (CUL-2). Project activities at the Mill Valley site would not alter any building or structure and would have no potential to result in impacts to historic built environment features.

The LRAD horn at the Sausalito site would be installed on the north wall of Sausalito Fire Station #2. The building, constructed in 1964, was determined eligible for listing in the National Register of Historic Places (NRHP) in 2015 (Bevk, 2015). An evaluation identifying and analyzed potential project impacts on the historic building under CEQA was prepared for the project. The evaluation concluded that installation of the LRAD horn on the north wall of the building would not result in an impact to the historic building. Installation on the north wall is shielded from the public view and would not introduce a visual element that was incompatible with the historic design, materials, or workmanship of the fire station (JRP Historical Consulting, LLC, 2021). Project activities would not cause a substantial adverse change in the significance of historic built environment features. Therefore, exception (f) does not apply.

Environmental Assessment

Aesthetics		
Question	Yes	No
Relevant to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sausalito Site

The visual character at the Sausalito site is developed and primarily residential with adjacent forested areas. The Sausalito site is located along a paved roadway, Spencer Avenue, and is located just east of Highway 101. Viewers in the vicinity of the site would primarily be motorists. Equipment used to install the system would be temporarily visible along Spencer Avenue for approximately 3 to 4 days to viewers in the immediate vicinity. The LRAD horn would be installed on the northern wall of the vacant fire station and would not be visible to the public once operational. The horns would not extrude over the surrounding trees. LRAD horn installation at the Sausalito site would not degrade views from adjacent roadways because the visual change during installation would be minimal (3 to 4 days) and be typical of a developed area and once operational, the LRAD horn would not be visible to the public. The Sausalito LRAD horn would not result in a visual degradation as seen from State or locally designated scenic roads or vistas, including the Marin County ridge and upland greenbelt areas. Significant adverse effects to aesthetics would not occur. The former fire station also

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has many other facilities mounted on it or near it, including communication antennae and a cellular tower. The LRAD horn would not degrade the visual character of the immediate area.

Mill Valley Site

The visual character at the Mill Valley site consists of a low-density residential community interspersed with forested areas and is adjacent to a grassy hill. Viewers of the site would primarily be motorists. Due to intervening topography and vegetation, the Mill Valley site would be visible to motorists in the immediate vicinity only. Similar to the Sausalito site, installation activities would occur over an approximately 3-to-4-day period and would be visible to motorists in the immediate vicinity. The LRAD horn would be installed adjacent to an existing power pole and overhead electrical lines. Viewers in the immediate vicinity may notice the addition of the new LRAD pole; however, the project would not degrade views from adjacent roadways because the visual change would be minimal due to the existing electrical infrastructure. No trees or vegetation would be removed, and the visual character of the Mill Valley site would remain. Visual degradation as seen from State or locally designated scenic roads or vistas, including the Marin County ridge and upland greenbelt areas, would not occur. Significant adverse effects to aesthetics would not occur.

Agriculture and Forestry Resources		
Question	Yes	No
Relevant to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Installation of the LRAD horns would not convert designated farmland to non-agricultural uses and would not result in the loss of forest land nor would it convert forestry land to non-forestry use. Adverse effects on agriculture and forestry resources would not occur.

Air Quality		
Question	Yes	No
Relevant to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Vehicles and equipment for installation of the LRAD horns would emit diesel particulate matter and criteria air pollutants. At the Mill Valley site, two bucket trucks, two utility trucks, two pole trailers, and a skid-steer would operate during installation activities and up to one off-haul truck would travel to a landfill to dispose of minimal construction-related waste. Installation activities at the Sausalito site would not require the use of heavy equipment. Installation activities would take approximately 3 to 4 days to complete at each site, which would not result in generation of air emissions in excess of Bay Area Air Quality Management District (BAAQMD) significance thresholds. No tilling or grading activities that could generate fugitive dust emissions would occur. Operation of the LRAD horns would not emit diesel particulate matter, criteria air pollutants, or generate fugitive dust emissions. Significant air quality impacts would not occur.

Biological Resources		
Question	Yes	No
Relevant to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Potential for significant impact?

Biological database searches were conducted for both LRAD sites for special-status species and northern spotted owl (NSO). The results of the database search and review are described below and shown in Figure 3 and Figure 4.

Construction

Plant and Vegetation Communities

The LRAD horn installation at the Sausalito site would not involve ground disturbance and would not impact plant and vegetation communities. LRAD horn installation at the Mill Valley site would involve minimal ground disturbance. The ground cover at the Mill Valley site is a combination of developed land (gravel parking lot) and non-native grassland. No wetlands or waterways are adjacent to the Mill Valley site that could be affected by installation activities. No impact to plant and vegetation communities at the Mill Valley site would occur.

Northern Spotted Owl

A total of 19 activity centers are documented within 3 miles of both LRAD locations. Only one of these activity centers (from 2017) is within 3 miles of the Sausalito site. The other 18 activity centers are within 3 miles of the Mill Valley site and were documented as active between 2011 and 2019. The Mill Valley site also occurs within 1 mile of northern spotted owl USFWS-designated critical habitat. Two activity centers (from 2014 and 2017) are documented within 1 mile of the Mill Valley site. However, no activity centers or positive occurrences have overlapped the either site.

No northern spotted owl nests or activity centers have been documented within 0.25 mile of either project site. Previously documented nest locations would not be affected by project construction. However, due to the high number of documented past activity centers near the Mill Valley site there is a potential for undocumented northern spotted owl to nest within 0.25 mile of this site. Due to the low potential for northern spotted owl to occur within 0.25 mile of the Sausalito site, no effect would occur regardless of when construction occurs. Installation activities at the Mill Valley site would either occur outside the nesting season, between August 1 and January 31 (NSO-1) or a pre-construction northern spotted owl survey would be conducted prior to the start of work (NSO-2). Adverse significant impacts on nesting northern spotted owl would not occur.

Nesting Birds

There is moderate potential for nesting birds at both project sites. Installation activities at the Sausalito site would either occur outside the nesting seasons (NB-1) or a pre-construction nesting bird survey would be required prior to start of project activities (NB-2). If active nests are observed in areas that could be directly or indirectly disturbed, species-appropriate no-disturbance buffer zones will be created (NB-3). If an avoidance buffer cannot be achieved, a biologist would monitor the nest during work activities (NB-4). No significant impacts to nesting birds would occur.

Bats

There are three occurrences of Townsend's big-eared bat in the vicinity of the project sites. There are two occurrences within one mile of the Mill Valley site (from 2010 and 1999) and once occurrence is on Angel Island from 2018, in the vicinity of the Sausalito site. While bats have moderate potential to occur within the two project sites, based on the project locations and work activities proposed for this project, the potential for impacts to bats is low. Impacts

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to bats would be avoided if project installation activities avoid the maternity roosting season (March 1 – July 31) (RB-1). If work must occur during the roosting season, a pre-activity bat survey would be required (RB-2). No significant impacts to bats or other special-status wildlife species would not occur during construction.

Operation

As described above, there is moderate potential for nesting birds and bats at both project site, and moderate potential for NSO to occur within 0.25-miles of the Mill Valley site. The Sausalito and Mill Valley sites are located adjacent to roadways within residential land uses. Ambient noise levels along roadways in residential neighborhoods are expected to range from 55 to 75 dBA Ldn. Intermittent noise is typical along the project roadways from residential activities such as yard work using mowers and leaf blowers, motorcycles, and heavy trucks. Noise levels associated with these typical activities include leaf blowers with noise levels of 76 to 81.5 dBA at 50 feet, motorcycles with noise levels ranging from 70 to over 100 dBA at 50 feet, and garbage trucks with noise levels ranging from 63 to 80 dBA at 50 feet. Other similar types of noises include emergency vehicle sirens including police and fire vehicles that are relatively common short duration noise sources in residential areas.

LRAD horns can generate noise up to 145 dB at 50 feet. As a comparison, ambulance or fire truck sirens, gunshots, fireworks, and custom car stereos at full volume generate noise at 130 to 140 dB at 50 feet (Idaho TC, 2021). While loud, the LRAD horns would operate for 30 to 60 seconds once per month. Most nesting birds would only be exposed to the elevated sound once or twice during nesting and chick rearing. NSO incubate eggs for 30 days and chicks learn to fly at 6 weeks. Were an NSO to nest within 0.25 miles of the Mill Valley site, it could be exposed to a 30 to 60 second elevated noise event once while incubating eggs and possibly another time before the chicks fledge. It is likely that any bird that has nested within 0.25 miles of the facilities, since they are near roads (including Highway 101), and residential areas, would likely be subject to other very short duration loud noises such as ambulance or fire sirens or motorcycles, during the nesting season. Some studies have shown that other bird species, such as marbled murrelet, do not flush in response to short duration, but loud noise events, such as aircrafts or helicopters flying overhead (Everson, 2020). Other jurisdictions have also concluded that emergency sirens, tested for up to 60 seconds once a month, do not have an impact on nesting birds. The California Coastal Commission's senior ecologist evaluated a proposal by the City of Half Moon Bay to install eight similar warning system sirens to be tested for up to 60 seconds once a month and found that effects to nesting birds would be less than significant. The staff report prepared by the California Coastal Commission for that project found that although the siren testing may cause a startle response in birds and may act as acoustical cues for other species, it would be brief and intermittent and was therefore not expected to significantly adversely impact sensitive species or their habitat (California Coastal Commission, 2014). Due to the very limited duration of noise levels, infrequency of the noise at up to 60 seconds once per month, and the existing sources of intermittent noises in typical neighborhoods, nesting birds including NSO, and roosting bats are not expected to be adversely affected by LRAD horn testing. Significant impacts on biological resources would not occur.

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Cultural Resources and Tribal Cultural Resources ⁸		
Question	Yes	No
Relevant to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The LRAD horn installation at the Sausalito site would not involve ground disturbance and would not impact cultural or tribal resources. LRAD horn installation at the Mill Valley site would require ground-disturbing activities for installation of the new LRAD pole and may require construction of an underground electrical line from the existing power pole to the proposed LRAD pole. Maximum depth of ground disturbance would be 12 feet for the pole and 2 feet for the trench. Given the minimal amount of ground disturbance and the existing disturbance at the Mill Valley site from the existing road, driveways, and parking lots, the potential to disturb cultural resources is low. Workers would participate in a cultural training prior to project implementation (CUL-1) and should a previously unidentified cultural resource be discovered, work would halt in the area and the resource fully avoided conducted (CUL-2). Significant impacts on cultural resources and human remains would not occur.

Project activities at the Mill Valley site would not alter any building or structure and would have no potential to result in impacts to historic built environment features. The LRAD horn at the Sausalito site would be installed on the north wall of Sausalito Fire Station #2. The building, constructed in 1964, was determined eligible for listing in the National Register of Historic Places (NRHP) in 2015 (Bevk, 2015). An evaluation was conducted that analyzed potential project impacts on the historic building under CEQA. The evaluation concluded that installation of the LRAD horn on the north wall of the building would not result in an impact to the historic building. Installation on the north wall is shielded from the public view and would not introduce a visual element that was incompatible with the historic design, materials, or workmanship of the fire station (JRP Historical Consulting, LLC, 2021). Significant impacts on historic built environment features would not occur.

Energy		
Question	Yes	No
Relevant to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The vehicles and equipment installing the LRAD horns would consume energy, including gas, diesel, and motor oil. Vehicle engines and fuel used during implementation of the project would comply with State and local energy reduction and efficiency requirements. The LRAD horns would require electricity for operation. The use of electricity would be minimal and would only be used during testing and use of the horns (for 30 to 60 seconds, once per month). The use of fuel and electricity to implement the project would be minimal and the proposed fuel consumption would, additionally, be considered beneficial and not wasteful given the positive outcome of providing evacuation and disaster notification. Installation of the

⁸ No tribal consultation requirement is associated with filing a notice of exemption per Assembly Bill 52 (PRC §21080.3.1.(b)).

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LRAD horns would not cause a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources.

Geology and Soils		
Question	Yes	No
Relevant to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The LRAD horn installation at the Sausalito site would not involve ground disturbance and would not impact geology and soils.

At the Mill Valley site, soil erosion and loss of topsoil could occur during excavation and trenching through the exposure of bare soils. Because the amount of ground disturbance would be minimal, approximately 23 square feet, substantial soil erosion and topsoil loss is not anticipated. Significant impacts related to erosion and loss of topsoil would not occur.

Greenhouse Gas Emissions		
Question	Yes	No
Relevant to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

LRAD horn installation activities would involve use of equipment and vehicles to travel to and from the two project sites. Use of vehicles and equipment would generate some greenhouse gas (GHG) emissions, but not in significant quantities due to the limited duration of LRAD horn installation. Significant greenhouse gas emission impacts would not occur.

Hazards and Hazardous Materials		
Question	Yes	No
Relevant to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Vehicle and equipment would be used at the project sites, which utilize fuels and lubricants. Workers handling hazardous materials are required to adhere to OSHA and Cal/OSHA health and safety requirements to protect workers. As part of the project, spill prevention and response measures would be implemented that would ensure that hazardous materials are properly stored on-site and that any accidental releases of hazardous materials would be properly controlled and quickly cleaned up (HAZ-1). Ground disturbance would not occur at the Sausalito site, ensuring that any potential existing contamination would not be disturbed and would not pose a risk to the environment or public. The Mill Valley site is not located within any listed hazardous waste sites that could be disturbed by ground-disturbance for pole excavation and trenching (SWRCB, 2021). The Mill Valley site is located adjacent to the Mill Valley Landfill, which was used for green waste, soil, and some construction debris starting in 1967. In the 1990's, the Local Enforcement Agency, County of Marin Environmental Health, and the California Integrated Waste Management Board monitored the site for landfill gases and did not find any results above detection levels. The site is listed in the Solid Waste Information System 21-CR-0006 as a closed solid waste disposal facility (DTSC, 2021). Unidentified hazardous materials encountered during construction will be characterized and appropriately treated, contained or removed to avoid any adverse exposure (HAZ-3).

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Vegetation management crews would maintain fire suppression equipment (e.g., Pulaski axe, shovel, fire extinguisher) in work vehicles during activities that can generate sparks or heat (HAZ-2). Significant impacts related to hazards and hazardous materials would not occur.

Hydrology and Water Quality		
Question	Yes	No
Relevant to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Vehicles traveling to and from the project sites would be confined to existing roads and structures. No work would occur near waterways. Minimal ground disturbance, approximately 23 square feet, would occur at the Mill Valley site and would not result in substantial erosion or alter the existing drainage pattern of the project site. Significant water quality impacts would not occur.

Land Use and Planning		
Question	Yes	No
Relevant to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Installation of the LRAD horns would not involve any new development or changes to land uses that could physically divide a community. The project is consistent with the objectives of the Marin Wildfire Prevention Authority, Marin County Fire Code, and the Marin County Community Wildfire Protection Plan (2020). All activities conducted would comply with local land use regulations and policies.

Mineral Resources		
Question	Yes	No
Relevant to the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The LRAD horn installation at the Sausalito site would not involve ground disturbance and would not impact mineral resources. LRAD horn installation at the Mill Valley site would involve minimal ground disturbance, up to 23 square feet, and to a maximum depth of 2 feet. Installation of the LRAD horn would not alter land uses, access, or subsurface areas that could impact mineral resources.

Noise		
Question	Yes	No
Relevant to the project?	<input type="checkbox"/>	<input type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input type="checkbox"/>

Construction

Mill Valley Site

Construction-related noise for the proposed project would require a special permit from the City of Mill Valley. By obtaining and complying with a permit, the LRAD installation activities

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would follow applicable local noise ordinances. The installers would be required to implement measures (NOI-1) to minimize noise disruption to nearby neighbors and sensitive receptors. There would be no significant construction noise-related impacts.

Sausalito Site

The LRAD installation activities would occur on weekdays from 8am to 5pm. This time frame would conform with the City of Sausalito Municipal Code § 12.16.140, which limits construction activities to Monday through Friday 8:00 am and 6:00 pm and Saturday between 9:00 am and 5:00 pm. The City of Mill Valley Municipal Code § 7.16.080 allows construction activities Monday through Friday 7:00 am through 6:00 pm, provided the noise levels produced by construction projects do not exceed the noise standard of 60 dBA plus the adjustments specified in subsection B of Section 7.16.060, as measured on residential property. If noise levels would exceed 60 dBA plus the provisions specified in the subsection B of Section 7.16.060, a special permit from the City of Mill Valley would be required.

Operation

Mill Valley Site

Operation and testing of the LRAD horn at the Mill Valley site would be allowable under the City of Mill Valley Noise Ordinance § 7.16.080, which allows equipment used for emergency warning alarms or bells, provided the sounding of the alarm terminate its operation within 15 minutes of its being activated. LRAD horn testing would occur once a month and would last for approximately 30 to 60 seconds and, thus, would comply with the ordinance. Noise impacts during operation at the Mill Valley site would not occur.

Sausalito Site

The City of Sausalito Municipal Code § 12.16.130 states that any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device that creates noise that would cause the noise level at the property line of any property to exceed the ambient base noise level by more than five decibels, is generally not allowed. The noise contours shown in Figure 7-7: Noise Contours of the City of Sausalito General Plan shows the Sausalito site falling within the 65 dB Ldn noise contour for Highway 101. The threshold for exceedances to outdoor ambient noise according to the Sausalito Municipal Code would therefore be 70 dB Ldn.⁹ The indoor ambient noise level threshold according to the general plan is 45 dB Ldn. Noise modeling was conducted to determine if use of the LRAD horn for 60 seconds would result in an increase in ambient noise over a 24-hour period. The modeling assumed that the

⁹ The City of Sausalito Municipal Code § 12.16.040 provides an ambient base noise level of 55 dB Ldn for the Sausalito site. Therefore, the threshold for ambient noise exceedances would be 60 dB Ldn. The municipal code ambient base noise level is not used in this analysis because the City of Sausalito General Plan identifies issues with the noise ordinance, stating that "the City of Sausalito has adopted a Noise Ordinance that establishes quantifiable noise standard for nuisance or single-event noise sources consistent with maintaining the health and tranquility of residential areas and the community as a whole. The current noise ordinance is difficult to enforce because it establishes unrealistic standards. Road traffic or ambient noise level is often louder than the permissible noise level. For these reasons, and due to the proximity of the Sausalito site to Highway 101, the ambient base noise level from the General Plan is utilized in this analysis.

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LRAD horn would emit noise of 136 dB (LRAD Corporation, N.D.). The results of the noise modeling are provided in the table below.

Threshold (db Ldn)	Modeled Noise Level (dB Ldn)					
	100 feet	No. of Receptors	200 feet	No. of Receptors	400 feet	No. of Receptors
70 (outdoor)	64.5	1	58.5	7	52.5	20
45 (indoor)	39.5		31.5		27.5	

At 100 feet, noise from the LRAD horn would not result in a greater than 5 dB (24 hour L_{dn}) increase in the outdoor and indoor ambient base noise level at any of the nearest properties.

The City of Sausalito Municipal Code § 12.16.050 also requires consideration of specific standards in determining whether a violation of the provisions of the Noise Control Chapter of the municipal code exists. The table below lists each of these standards and a short summary of why installation activities at the Sausalito site would not violate the provisions of the Noise Control Chapter.

City of Sausalito Municipal Code Standard	Justification of No Noise Violation
1. The level of the noise;	LRAD horn would not result in noise levels above the outdoor and indoor ambient noise level threshold.
2. The intensity of the noise;	The LRAD horn would only increase the ambient noise levels for 30 to 60 seconds for one day per month.
3. Whether the nature of the noise is usual or unusual;	The LRAD horn noise would be recognizable as emergency siren testing noise, for which there are various other facilities throughout Marin County.
4. Whether the origin of the noise is natural or unnatural;	The origin of the LRAD horn noise would be unnatural.
5. The level and intensity of the background noise if any;	The Sausalito site is located adjacent to Highway 101 and therefore has existing traffic background noise including siren noise emanating from the highway.
6. The proximity of the noise to residential sleeping facilities;	There is only one residential sleeping facility within 100 feet of the Sausalito site. The LRAD horn would only increase the ambient noise level at this one receptor for one day per month. The siren would be run mid-day for 30 to 60 seconds, one day a month, mid-week and not during normal sleeping hours.
7. The nature and zoning of the area within which the noise emanates;	The Sausalito site is located within the R1 and R2 zoning designation but is also located adjacent to Highway 101.

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8. The density of the inhabitation of the area within which the noise emanates;	The Sausalito site is located within a residential area, but as stated above, the siren testing would only increase the ambient noise levels at for one day per month for 30 to 60 seconds.
9. The time of the day or night the noise occurs;	LRAD horn testing at the Sausalito site would occur during daytime hours only.
10. The duration of the noise;	LRAD horn testing at the Sausalito site would occur for approximately 30 to 60 seconds, which is a very short duration, for once a month.
11. Whether the noise is recurrent, intermittent, or constant; and	Noise from LRAD horn testing would be constant for approximately 30 to 60 seconds once a month.
12. Whether the noise is produced by a commercial or noncommercial activity.	Noise produced from LRAD horn testing would be by a non-commercial activity.

The noise generated by testing the LRAD for one day a month (with the actual noise impact lasting only 30 to 60 seconds) would not be considered a significant operational impact. There would be no significant operational noise-related impacts.

Population and Housing		
Question	Yes	No
Relevant to the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The workers installing the LRAD horns are anticipated to be sourced from the existing contractor businesses in the region or the existing crews at County Fire. County. No new County Fire staff would be hired as part of this project. As such, this project would not induce population growth. No impact related to population and housing would occur.

Public Services		
Question	Yes	No
Relevant to the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project would not directly or indirectly induce population growth indirectly necessitating more public services. No new or altered governmental facilities would be needed to provide public services as a result of the project, and the project would not result in increased demand for public services. No impact related to public services would occur.

Recreation		
Question	Yes	No
Relevant to the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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LRAD installation would occur on an existing structure at the Sausalito site and adjacent to a gravel parking lot at the Mill Valley site and would not affect recreational facilities. The project would not directly or indirectly induce population growth that could increase the use of recreational facilities. Significant recreational impacts would not occur.

Transportation		
Question	Yes	No
Relevant to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Daily one-way vehicle trips during LRAD horn installation would range from 4 to 6; during operation, no vehicle trips are anticipated. The project would not exceed screening threshold of 110 trips per day¹⁰. The VMT associated with implementation of the project would not conflict with State CEQA Guidelines section 15064.3, subdivision (b).

Installation activities would not require lane or road closures; however, LRAD horn installation at the Mill Valley site may require partial or full closure of the adjacent gravel parking lot for approximately 3 to 4 days. Closure of the parking lot would not slow or impede emergency access or responders. No significant traffic impacts would occur.

Utilities and Service Systems		
Question	Yes	No
Relevant to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The minimal construction debris generated from LRAD horn installation, and any waste generated by the workers, such as spent vehicle batteries or refuse would be properly disposed of at the appropriate facility. The LRAD pole and horn at the Mill Valley site would require an electrical connection from the existing adjacent power pole to power the horn. The connection would be via an overhead electrical line from the existing pole to the new LRAD pole or potentially via an underground electrical line. The project would not require new electrical power facilities and no impact related to utilities and service systems would occur.

Wildfire		
Question	Yes	No
Relevant to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹⁰ The Office of Planning and Research identifies a screening threshold for a small land-use project as a project that generates or attracts fewer than 110 trips per day. Projects that generate fewer than this threshold may be assumed to cause a less-than-significant transportation impact. Although a vegetation treatment project is not a land use project, it is assumed that the screening threshold would still apply to the project.

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The Sausalito site is not located within or near a State Responsibility Area (SRA). The Mill Valley site is located adjacent to an SRA and is within an area identified as very high fire hazard severity zones (CAL FIRE, 2007/2008). The purpose of the project is to provide evacuation and disaster notification for wildfires, should one occur. The project does not involve installation or maintenance of any infrastructure that could exacerbate fire risk. The project does not involve intense ground disturbing activities or off-road vehicle use that could result in downslope or downstream flooding or landslides should a wildfire occur. No impact related to wildfire would occur.

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Figure 1 Sausalito LRAD Site

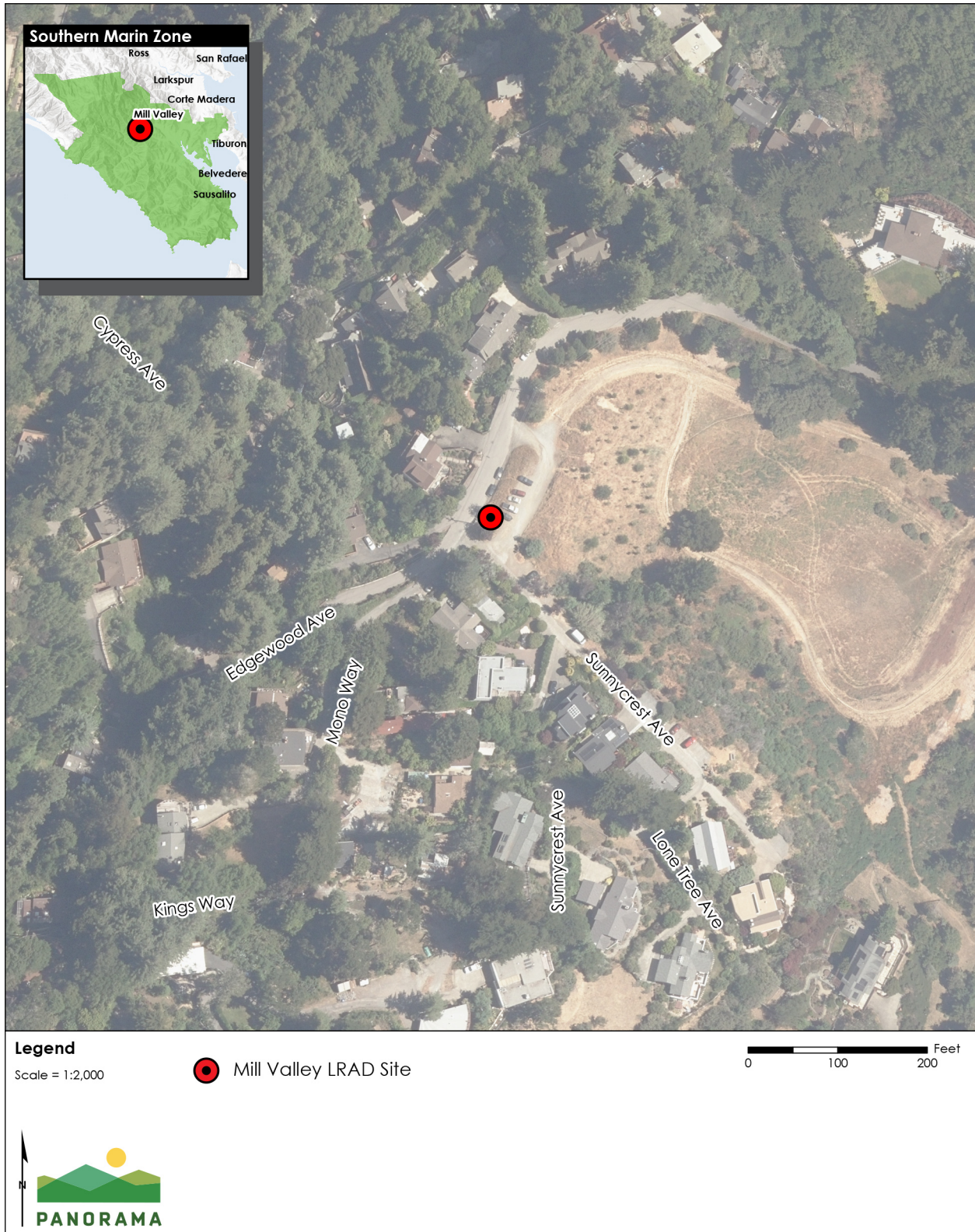


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Figure 2 Mill Valley LRAD Site

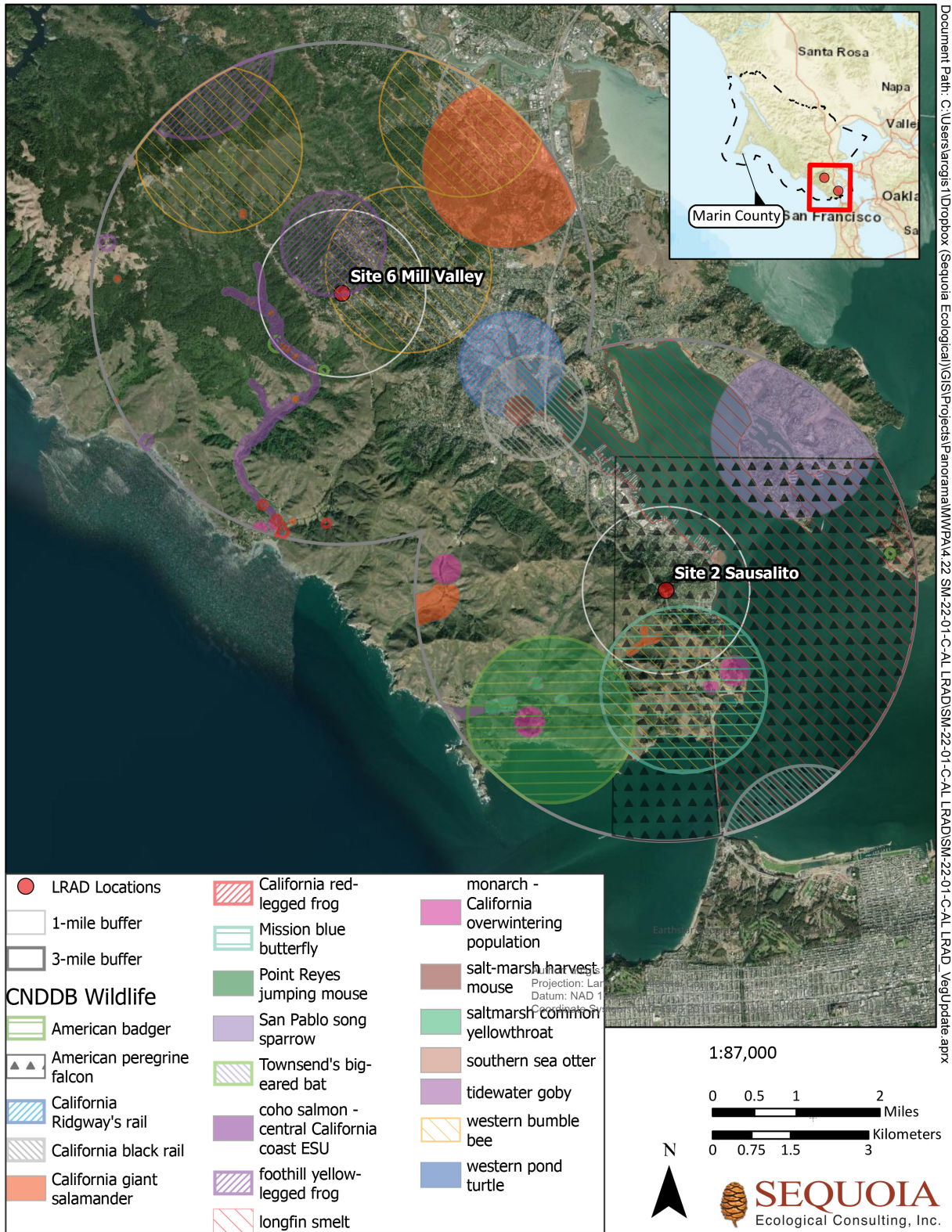


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Figure 3 CNDDB Wildlife Occurrences



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Figure 4 Northern Spotted Owl Occurrences and Critical Habitat

Figure omitted to protect northern spotted owl nest locations.