

Notice of Exemption

21-2023-020

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

FILED

MAR 03 2023

SHELLY SCOTT
MARIN COUNTY CLERK

Project Title: Southern Marin Zone Emergency Notification Network Project
By [Signature] Deputy

Project Applicant: Southern Marin Fire District

Project Location - Specific: Installation of emergency notification sirens at Eastwood Park, the Marin County Fire Department Marin City Station, and southern City of Sausalito near South Street and Hecht Avenue.

Project Location - City:
Sausalito, Marin City, and Tamalpais Valley

Project Location - County:
Marin County

Description of Nature, Purpose and Beneficiaries of Project:

The purpose of the proposed project is to install emergency alerting sirens to provide evacuation and disaster notification in the Southern Marin Zone. The installation and implementation of the proposed long range acoustic device (LRAD) units would improve the resiliency and redundancy of existing communication and LRAD systems. Evacuation and disaster notification is a critical component to long term fire adaptive strategy. The installation of LRAD units would communicate warnings, instructions, and notifications to nearby residents in the event of an emergency.

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):

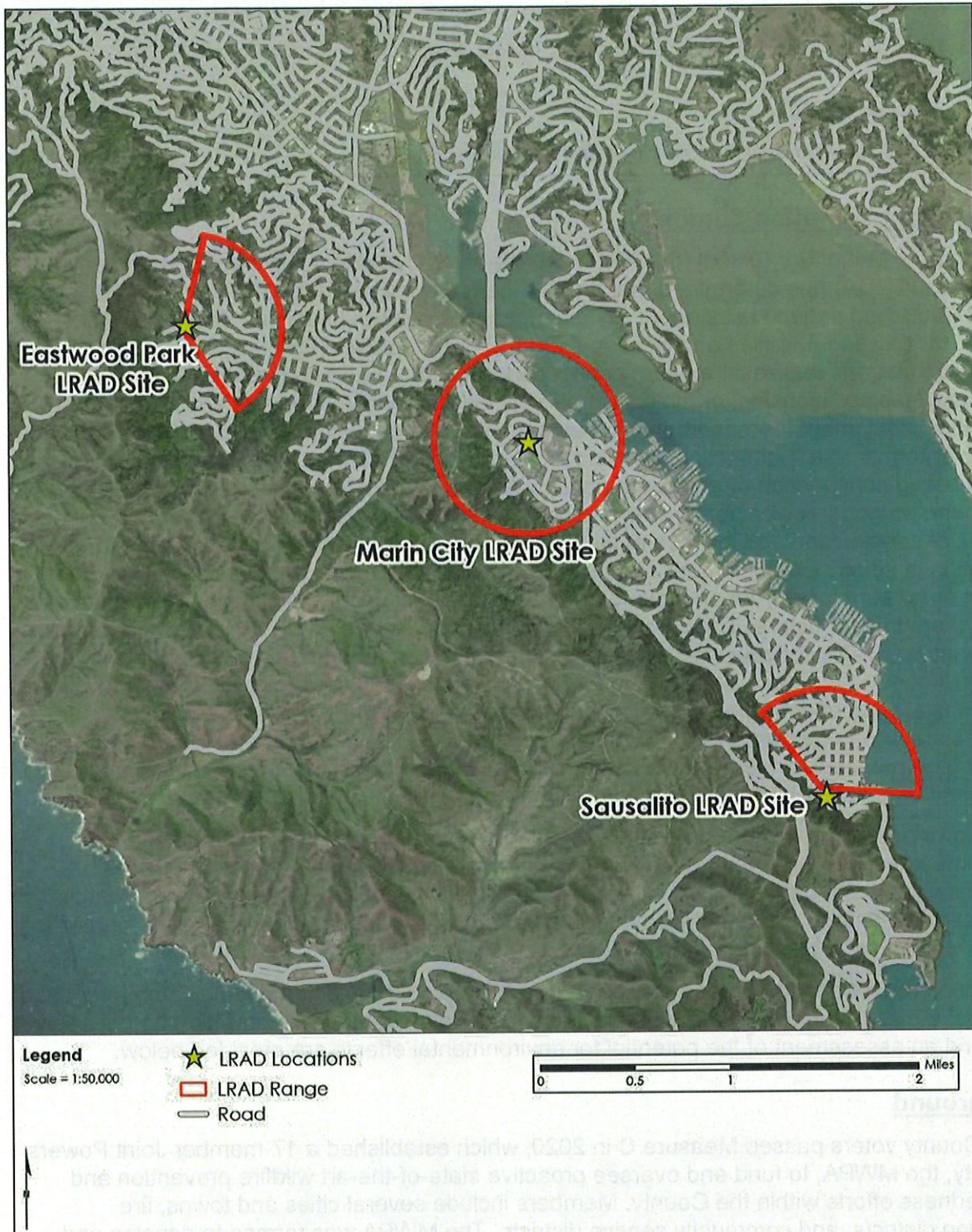
- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Common Sense Exemption (Sec. 15061(b)(3));
- Categorical Exemption. State type and section number: 15301(f). Addition of safety devices requiring minor alterations 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

POSTED 3/3/23 TO 4/2/23

Figure 1 LRAD Locations



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management; and public education. This project focuses on wildfire notification and public safety.

Purpose and Need

The purpose of the proposed project is to install emergency alerting sirens to provide evacuation and disaster notification to residences in the Southern Marin Zone. The installation and implementation of the proposed long range acoustic device (LRAD) units would improve the resiliency and redundancy of existing communication and LRAD systems. Evacuation and disaster notification is a critical component to long term fire adaptive strategy. The installation of LRAD units would communicate warnings, instructions, and notifications to nearby residents in the event of an emergency.

Project Description

Project Sites

The SMFD has 11 LRAD units in operation and 1 unit approved for installation and pending installation as part of the overall LRAD network in the Southern Marin Zone. The SMFD reviews the locations of the existing LRAD units and associated zones of influence based on mapping and data collected from residences to determine where additional LRAD units are needed to ensure adequate coverage. The SMFD conducts outreach to the constituents within their jurisdiction to notify them of the purpose and presence of the LRAD units.

Project Components

The SMFD identified three sites where the proposed LRAD units would be installed: Marin City, Eastwood Park, and the City of Sausalito. The Marin City site LRAD would be installed at the Marin City Fire Station owned by the Marin County Fire Department, which was constructed in 1999. The Eastwood Park site is owned by the Tamalpais Valley Community Service District. The Sausalito site is located on City of Sausalito-owned property in southern Sausalito. The locations of each site are shown in Figure 1. Several siting options are available at each LRAD site, as shown in Figure 2 through Figure 4.

One LRAD unit would consist of several horns, depending upon the range of notification needed, and 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 Marin City site would involve installation of eight horns to achieve a 360-degree range of notification, which would either be mounted on the existing fire station structure or on top of a newly installed steel pole. Electricity to power the horns, if installed on the fire station, would be provided from the existing power at the fire station. If the Marin City LRAD unit is installed on a pole, the LRAD unit and an equipment box would be mounted on a new approximately 55-foot-tall pole. Most power poles are approximately 40 to 45 feet in height, and streetlights are approximately 30 feet in height (Caltrans, 2023). Power to the horns would be provided by two solar panels installed on the pole. No vegetation or tree removal would be required.

The LRAD units at the Eastwood Park and Sausalito sites would be mounted on new approximately 55-foot-tall steel poles. The Eastwood Park LRAD unit would include installation of 6 horns to achieve a maximum 120-degree range of notification. Depending on the site

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output at the horns, found noise levels of 98 dB at the height of a person, 100 feet from the source. Testing would occur on the first Saturday of every month for the LRAD units, as is currently being conducted for other emergency horn systems in the area. The LRAD units would be visited at a minimum annually to ensure that the equipment is operational, and for those units with solar panels, that the solar panels are clean. The LRAD horns do not require regular maintenance.

Project Design and Implementation Features

The MWPA has developed specific design and implementation features adapted from several source documents referenced in footnotes after each name 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 proposed project:

CUL-1 Training¹

For all activities with the potential for ground disturbance (excluding prescribed herbivory, vegetation and tree trimming, and hand pulling smaller vegetation) all contractors and crew will receive training prepared by and/or conducted by a qualified 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) prior to beginning work. The Tribal Heritage Preservation Officer(s) (THPO) from a local tribe (Federated Indians of Graton Rancheria [Graton Rancheria]) will be notified of the opportunity to attend and/or train crews. The training will address the potential for encountering subsurface cultural resources, recognizing basic signs of a potential resource, understanding required procedures if a potential resource is identified including reporting the resource to a qualified archaeologist and/or THPO, as appropriate, 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.

¹ 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.

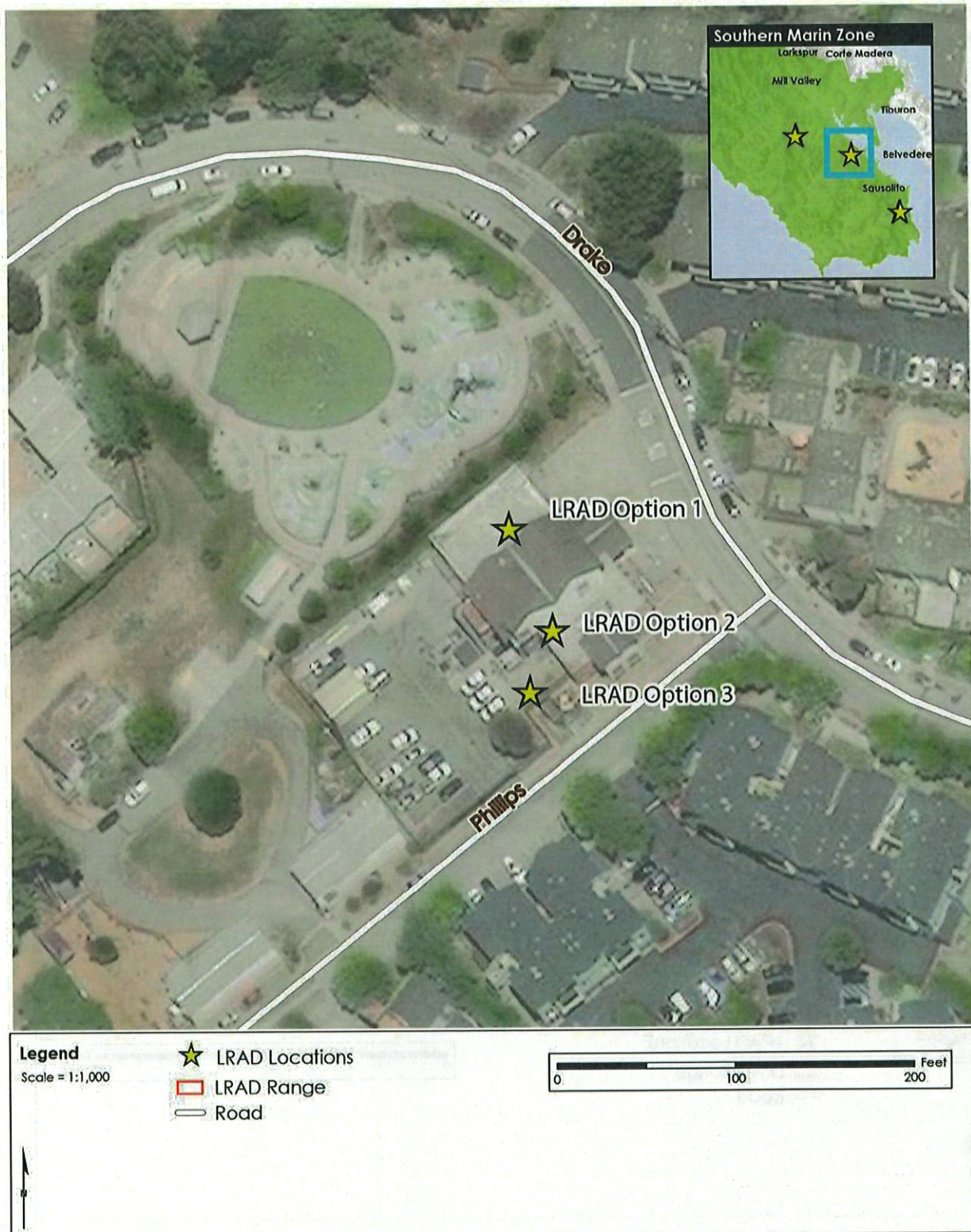
² Adapted from measures in the Midpeninsula Regional Open Space District, Wildland Fire Resiliency Program Final Environmental Impact Report (WFRP EIR), May 2021.

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Figure 2 Marin City LRAD Site



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Figure 4 Sausalito LRAD Site



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biologist. The qualified RPF or biologist will immediately contact the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS), as appropriate, if any wildlife protected by the CE Species Act (CESA) or Federal Endangered Species Act (ESA) is encountered and cannot leave the site on its own (without being handled).

HAZ-1 Leak Prevention and Spill Cleanup^{1,4}

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
- 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^{1,3,4}

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

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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 biologists 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 historic 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 cannot 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.

- 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.
- 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.

NB-1 Nesting Bird Season Avoidance^{1,4,6,7}

Whenever possible, schedule work outside of the bird nesting season, which is generally from February 1 through July 31⁸. Not all species nest between the regulatory season, and active nests that are encountered year-round are protected.

⁶ Adapted from measures in the draft Ecologically Sound Practices Partnership, Ecologically Sound Practices for Vegetation Management (ESP) report, May 2021.

⁷ Adapted from Marin County Parks (MCP), Bird Nesting Survey Training Manual, 2017.

⁸ Note that the general nesting season between February 1 and July 31 is a guideline, and that birds may begin nesting beforehand, and complete nesting after these dates. Regardless, active nests are protected year-round. Avian nesting season may begin as early as January 1.

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failure) has occurred related to work activities. If it is determined that work activity is resulting in nest disturbance, work should cease immediately.

TR-1 Emergency Access to Project Areas^{1,2}

The following measures will be implemented to maintain emergency access:

- At least one week prior to temporary lane or full closure of a public road for vegetation management-related work, the appropriate emergency response agency/agencies will be contacted with jurisdiction to ensure that each agency is notified of the closure and any temporary detours in advance and obtain all required encroachment permits
- In the event of any emergency, roads blocked or obstructed for maintenance activities will be cleared to allow the vehicles to pass.
- During temporary lane or road closures on public roads, flaggers equipped with two-way radios will be utilized where needed to control traffic. During an emergency, flaggers will radio to the crew to cease operations and reopen the public road to emergency vehicles.
- All authorized vehicles at the treatment site will be parked to not block roads when no operator is present to move the vehicle.

TR-2 Traffic Control Measures³

Traffic control measures will be implemented to maintain traffic and pedestrian circulation on streets affected by project activities. The following measures may include:

- All traffic control devices will conform to the latest edition of the MUTCD, and as amended by the latest edition of the MUTCD California supplement.
- Any work that disturbs normal traffic signal operations and ensure proper temporary traffic control (lane shifts, lane closures, detours etc.) will be coordinated with the agency having jurisdiction, at least 72 hours prior to commencing worker.
- Flaggers and/or warning signage of work ahead.
- A minimum of twelve (12) foot travel lanes on public roads must be maintained unless otherwise approved.
- Maintaining access to driveways and private roads at all times unless other arrangements have been made.
- Traffic control devices will be removed from view or covered when not in use.
- Sidewalks for pedestrians will remain open if safe for pedestrians. Alternate routes and signing will be provided if pedestrian routes are to be closed.
- Scheduling truck trips during non-peak hours to the extent feasible.

Discussion of Potential Exceptions (CEQA Section Guidelines 15300.2)

(a) Location:

Sensitive habitats, including riparian woodlands, flowing watercourses, and wetted wetland areas would be avoided by the proposed project, therefore exception (a) does not apply.

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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"/>

Eastwood Park Site

The Eastwood Park site is adjacent to areas partially developed with recreational facilities and adjacent to residences. The Eastwood Park site is located along Glenwood Avenue and Eastwood Way. Viewers in the vicinity of the site would primarily be motorists and recreationalists at Eastwood Park. Equipment used to install the system would be temporarily visible along Glenwood Avenue and Eastwood Way for approximately 3 to 4 days to viewers in the immediate vicinity. The LRAD horn would be installed within the park and would be visible to the public once operational. All the LRAD site options would be within previously disturbed areas of the park, and no trees or vegetation would be removed, although some minor tree limbing could occur to ensure the solar panels operate effectively. The horns would not extrude over the surrounding trees. Aboveground power poles are located in the area, which are similar visually to the LRAD poles, as illustrated in the example shown in Figure 5. LRAD horn installation at the Eastwood Park 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. The Eastwood Park 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.

Figure 5 Example of LRAD Unit Installation Adjacent to Power Poles



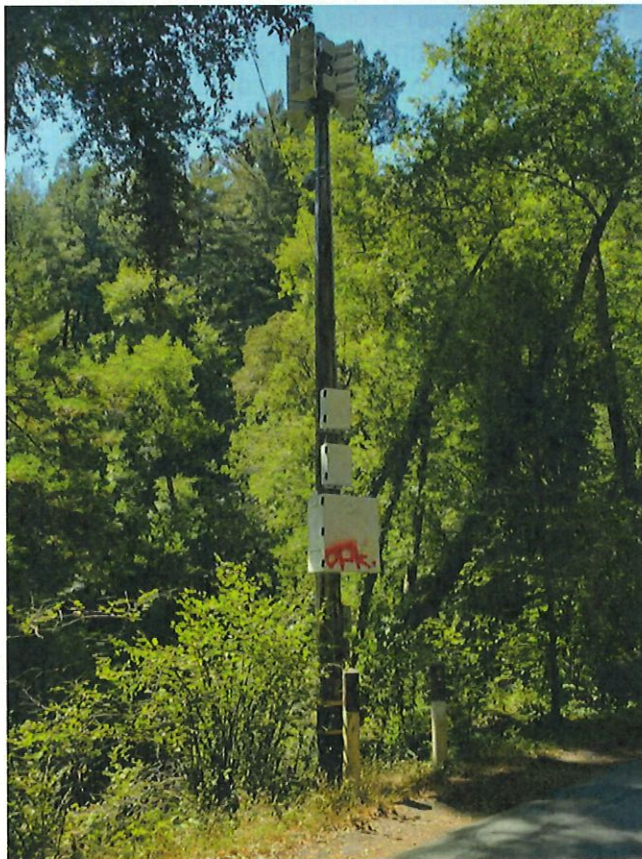
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Highway 101 and directly adjacent to the Golden Gate National Recreation Area (GGNRA). An example of an LRAD horn adjacent to trees is shown in Figure 7. Viewers in the vicinity of the site would primarily be motorists and recreationalists. Equipment used to install the system would be temporarily visible along Hecht Avenue or South Street for approximately 3 to 4 days to viewers in the immediate vicinity. Due to the very steep topography, the horns would likely not extrude over the surrounding trees and would be difficult to see from further distances. Viewers in the immediate vicinity may notice the addition of the new LRAD pole; however, the proposed project would not degrade views from adjacent roadways because the visual change would be minimal. 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 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.

Figure 7 Example of LRAD Unit Installed Near Trees



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"/>

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Nesting Birds

Installation activities for the LRAD sites 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, such as by noise, 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.

Special-Status Bird Species

Critical habitat and suitable habitat for the marbled murrelet is present within 3 miles of the Eastwood Park LRAD site, but no occurrences have been recorded. There is no potential for the marbled murrelet to be impacted by the proposed project during construction.

Northern spotted owl has a moderate potential to occur within the Eastwood Park and Marin City LRAD ranges (refer to Table 1 for information). A total of four northern spotted owl activity centers are documented within 0.5 mile of the Eastwood Park and Marin City LRAD sites, and one documented nest is within 0.5 mile of the Eastwood Park LRAD site. No known nests or activity centers are located within 0.5 mile of the Sausalito site. Due to the low potential for northern spotted owl to occur within 0.25 mile of the Sausalito site, no effects would occur regardless of when construction occurs.

Northern spotted owls typically prefer dense canopy closure of mature and old-growth trees with logs, standing snags, and live trees with broken tops. Most of the Marin County owls are known to use younger forests than those further north in California (MMWD, 2019). The owls also require open space in the understory or less dense habitats to allow flight under the canopy to forage (Gutierrez, Franklin, & Lahaye, 2020). The LRAD sites are located in dense residential areas adjacent to roadways (including Highway 101) and would not contain suitable habitat for northern spotted owls where construction activities would occur. Construction activities would occur outside of the northern spotted owl nesting season to the extent possible (NSO-1). If high-impact work was to occur during the nesting season, surveys would be conducted to determine if a breeding pair were located within 0.25 mile of the work area, and installation would not occur before July 31 if an active nest was present, unless the young have fledged (NSO-2). Given the work would be focused on installing LRAD horns near structures and adjacent to roadways, construction activities would not cause significant impacts on northern spotted owls.

Operation

As described above, there is moderate potential for northern spotted owls to occur within 0.5 mile of the Eastwood Park and Marin City LRAD ranges due to known activity centers and a nest site near the Eastwood Park LRAD site. Northern spotted owls are not known to occur within 0.5 mile of the Sausalito LRAD site and would not be affected by testing of the LRAD during operations.

The Marin City and Eastwood Park LRAD 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 decibels (dBA) Ldn⁹. LRAD horns can generate noise levels

⁹ Ldn is the average equivalent sound level over a 24 hour period.

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murrelet, do not flush in response to short duration, but loud noise events, such as aircrafts or helicopters flying overhead (USFWS, 2020). "During incubation, we do not expect murrelets to flush in response to aircraft based on studies of other species as described by (Craig & Craig, 1984; Grubb, Delaney, Bowerman, & Wierda, 2010; Fraser, Frenzel, & Mathisen, 1984; Delaney, Grubb, & Beier, 1999), and based on observations of marbled murrelets (Long & Ralph, 1998)."

In accordance with USFWS guidance, the recommended threshold for noise-generating activities affecting northern spotted owl is approximately 80 dB and lower. The proposed LRAD units would generate "extreme" noise levels (100-110 dB) at the noise source (refer above for specifics on noise levels). The USFWS guidance document addresses the effects of noise disturbance on northern spotted owls and marbled murrelets to draw conclusions about the potential for identified effects to rise to the level of "take". While the guidance aims to reduce take of the aforementioned species, the document is not a regulation. 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).

The nearest known activity center from the proposed Marin City LRAD unit is over 0.8 mile away and the nearest potential nesting habitat is 0.33 mile away. The Eastwood LRAD unit zone of influence is focused away from the more forested areas with the greatest potential nesting habitat for northern spotted owls and pointed towards the residences and communities in the area. The nearest known activity center for the Eastwood LRAD site is 0.43 mile away to the southwest and potential nesting habitat is 0.2 mile away.

While loud, the LRAD horns would be tested 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. Northern spotted owls incubate eggs for 30 days and chicks learn to fly at 6 weeks. The anticipated noise levels at the nearest documented activity center located 0.43 mile away would be lower than 80 dB, based on estimates from real world observations, as vegetation, topography, and structures are present in the intervening space between the proposed LRAD unit and the documented site. Additionally, the noise generated by the LRAD unit would occur for a short duration (up to 60 seconds once a month) compared to typical noise-generating activities discussed in the USFWS guidance. Therefore, known northern spotted owls nesting and occupying activity centers are not likely to suffer a significant disruption of normal behavior patterns. Were a northern spotted owl to nest within 0.25 mile of the Marin City or Eastwood Park 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. Northern spotted owls that may nest or forage in nearby areas of potential habitat (the nearest of which is 0.2 mile away) are likely accustomed to noise disturbances during the nesting season from human activity, such as ambulance, fire engine sirens, or motorcycles that are outlined above, due to adjacency to residential communities and would not be significantly affected. The same is true for nesting migratory birds. 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 are not expected to be adversely affected by LRAD horn testing. Significant impacts on biological resources would not occur.

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Table 1 Special-Status Species with Potential to Occur in the Project Vicinity

Scientific Name	Common Name	Sensitive Status	Habitat Types	Potential to occur at LRAD Sites	Potential to be impacted by the LRAD Units
Sensitive Plants					
<i>Amorpha californica</i> var. <i>napensis</i>	Napa false indigo	CNPS 1B.2	Wetland, riparian woodland	Low; potential suitable habitat around possible aquatic resource near Eastwood Park, but no CNDDDB occurrences are present near the project site	None; the project locations are in well-developed or previously disturbed areas, which are unlikely to host rare plants.
<i>Arctostaphylos montana</i> ssp. <i>montana</i>	Mt. Tamalpais manzanita	CNPS 1B.3	Chaparral, valley grassland	Low; potential suitable habitat around chaparral habitat near Eastwood Park, but no CNDDDB occurrences are present near the project site	None; the project locations are in well-developed or previously disturbed areas, which are unlikely to host rare plants.
<i>Arctostaphylos virgata</i>	Marin manzanita	CNPS 1B.2	Closed-cone pine forest, redwood forest, mixed evergreen forest, chaparral	Low; potential suitable habitat around chaparral habitat near Eastwood Park or forest habitat near Sausalito LRAD system project locations, but no CNDDDB occurrences are present near the project site	None; the project locations are in well-developed or previously disturbed areas, which are unlikely to host rare plants.
<i>Arenaria paludicola</i>	marsh sandwort	FE, CE, CNPS 1B.1	Wet meadows, freshwater marshes	None; suitable habitat is not present within project locations	None; the project locations are in well-developed or previously disturbed areas, which are unlikely to host rare plants.

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Scientific Name	Common Name	Sensitive Status	Habitat Types	Potential to occur at LRAD Sites	Potential to be impacted by the LRAD Units
				occurrences are present near the project site	
<i>Fissidens pauperculus</i>	minute pocket moss	CNPS 1B.2	Seasonally moist hard-packet soils on steep faces, gullies, or cut banks	None; suitable habitat is not present within project locations	None; the project locations are in well-developed or previously disturbed areas, which are unlikely to host rare bryophytes.
<i>Fritillaria lanceolata</i> var. <i>tristulis</i>	Marin checker lily	CNPS 1B.1	Oak or pine scrub, grassland	Low; potential suitable habitat around forest fragments or non-native pine stands near Sausalito LRAD system locations, but no CNDDB occurrences are present near the project site	None; the project locations are in well-developed or previously disturbed areas, which are unlikely to host rare plants.
<i>Gilia capitata</i> ssp. <i>chamissonis</i>	blue coast gilia	CNPS 1B.1	Coastal sandhills, sand dunes	None; suitable habitat is not present within project locations	None; the project locations are in well-developed or previously disturbed areas, which are unlikely to host rare plants.
<i>Hesperolinon congestum</i>	Marin western flax	FT, CT, CNPS 1B.1	Serpentine, grassland	None; suitable habitat is not present within project locations	None; the project locations are in well-developed or previously disturbed areas, which are unlikely to host rare plants.
<i>Horkelia marinensis</i>	Point Reyes horkelia	CNPS 1B.2	Coastal dunes	None; suitable habitat is not present within project locations	None; the project locations are in well-developed or previously disturbed areas, which are unlikely to host rare plants.
<i>Horkelia tenuiloba</i>	thin-lobed horkelia	CNPS 1B.2	Open chaparral	Low; potential suitable habitat around chaparral habitat near Eastwood	None; the project locations are in well-developed or previously

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Scientific Name	Common Name	Sensitive Status	Habitat Types	Potential to occur at LRAD Sites	Potential to be impacted by the LRAD Units
<i>Stebbinsoseris decipiens</i>	Santa Cruz microseris	CNPS 1B.2	Open coastal, serpentine, sandy	None; suitable habitat is not present within project locations	None; the project locations are in well-developed or previously disturbed areas, which are unlikely to host rare plants.
<i>Streptanthus glandulosus ssp. niger</i>	Tiburon jewelflower	FE, CE, CNPS 1B.1	Serpentine outcrops in grasslands	None; suitable habitat is not present within project locations	None; the project locations are in well-developed or previously disturbed areas, which are unlikely to host rare plants.
<i>Triquetrella californica</i>	coastal triquetrella	CNPS 1B.2	Roadsides, hillsides, rocky slopes, fields, chaparral; low to moderate elevations	None; suitable habitat is present along the steep slopes south of the Sausalito LRAD system locations, but no CNDDDB occurrences are present near the project site	None; the project locations are in well-developed or previously disturbed areas, which are unlikely to host rare bryophytes.
Sensitive Wildlife					
<i>Brachyramphus marmoratus</i>	marbled murrelet	FT, CE	Breeds inland on mountains near coast	Low; critical habitat present in project area, but no occurrences recorded, and suitable nesting habitat only occurs at the eastern edge of the range for the Eastwood Park system	Low; this species is unlikely to occur within the range
<i>Corynorhinus townsendii</i>	Townsend's big-eared bat	SSC	caves, mines, bridges, building, rock crevices, tree hollows in coastal lowlands, and cultivated valleys;	Low; some potentially suitable habitat in oak or bay woodland habitats near the Eastwood Park	Low; this species is unlikely to occur within the range

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Scientific Name	Common Name	Sensitive Status	Habitat Types	Potential to occur at LRAD Sites	Potential to be impacted by the LRAD Units
				the project area, and aquatic areas will be avoided within the project area.	
<i>Eucyclogobius newberryi</i>	tidewater goby	FE	Aquatic	None; aquatic species. Aquatic areas are excluded from the project footprint.	None
<i>Falco peregrinus anatum</i>	American peregrine falcon	FP	Nests on cliff ledge or hollow of broken tree snag, also uses ledges of buildings or other structures	Low; some potentially suitable habitat in forests fragment or non-native pine habitats within Sausalito LRAD system range	Low; work would occur outside nesting season or surveys conducted. Nesting bird avoidance (including raptors) will be included in environmental training to ensure avoidance (NB-1, NB-2, NB-3, NB-4).
<i>Geothlypis trichas sinuosa</i>	saltmarsh common yellowthroat	SSC	Coastal riparian and wetland areas, Requires thick continuous cover down to water surface for foraging; tall grasses, tule patches, willows for nesting	Low; species is highly associated with saltmarsh habitat which is not found within the project locations. CNDDDB occurrences located on the Pacific coastline. This species is unlikely to occur on the highly developed San Francisco Bay coastline	Low; work would occur outside nesting season or surveys conducted. Nesting bird avoidance (including raptors) will be included in environmental training to ensure avoidance (NB-1, NB-2, NB-3, NB-4).
<i>Icaricia icarioides missionensis</i>	Mission blue butterfly	FE	Grasslands	Low; some potentially suitable habitat near the Sausalito LRAD system range, and the CNDDB	None; the LRAD system locations are outside of potential habitat.

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Scientific Name	Common Name	Sensitive Status	Habitat Types	Potential to occur at LRAD Sites	Potential to be impacted by the LRAD Units
			coastal scrub, mixed conifer, mixed chaparral, and wet meadows	developed and previously disturbed areas	
<i>Rana draytonii</i>	California red-legged frog	FT, SSC	Breeds in ponds/slow moving streams, may use grassland and oak woodland for dispersal and foraging	None; species is highly associated with streams in wet coastal forests. This habitat type is infrequent in the project footprints which are located in well-developed areas	None
<i>Reithrodontomys raviventris</i>	salt-marsh harvest mouse	FE, CE, FP	Marshes and wetland edges	None, suitable habitat is not present near the project locations. Potentially suitable habitat is Bothin Marsh, located between the Eastwood Park and the Marin City LRAD system ranges	None
<i>Spirinchus thaleichthys</i>	longfin smelt	FC, CT	Aquatic	None; aquatic species. Aquatic areas are excluded from the project footprint.	None
<i>Strix occidentalis caurina</i>	Northern spotted owl	FT, CT	Dense canopies of mature and old-growth forests. Nests in tree hollows	Moderate; suitable habitat not present in project area but occurs within 0.2 mile of the Eastwood Park LRAD site and 0.3 mile of the Marin City LRAD site. One known nest site	Low; known nest and activity center sites are further than 0.25 mile from all LRAD sites and would not be impacted. Northern spotted owls that may nest or forage in nearby areas of potential habitat (the nearest of which is 0.2 mile

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Cultural Resources and Tribal Cultural Resources¹⁵

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 Marin City site would not involve ground disturbance if mounted on the fire station and would not impact cultural or tribal resources. The fire station building was constructed in 1999 and is not eligible for listing in the California Register of Historic Places. Therefore, the installation of the LRAD unit on the fire station would not result in an impact to a historic building. Significant impacts on historic built environment features would not occur.

LRAD horn installation on new poles would require ground-disturbing activities. Maximum depth of ground disturbance would be 10 feet for the pole. Given the minimal amount of ground disturbance and the existing disturbance at the Marin City, Eastwood Park, and Sausalito sites from the existing road, driveways, fire roads, 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 would be fully avoided (CUL-2). Significant impacts on cultural resources and human remains 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 be powered by solar panels for operation. 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 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"/>

¹⁵ 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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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 type="checkbox"/>	<input checked="" 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 Marin City site would not involve ground disturbance if the LRAD unit is installed on the fire station structure and would not impact mineral resources. LRAD horn installation on new poles would involve minimal ground disturbance, up to 3.2 square feet per pole, and to a maximum depth of 10 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 checked="" type="checkbox"/>	<input type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Construction

Marin City and Eastwood Park Sites

The LRAD installation activities would occur on weekdays from 8am to 5pm. This time frame would conform with the Marin County Noise Ordinance § 6.70.030, which limits construction activities to Monday through Friday 7:00 a.m. and 6:00 p.m. and Saturday between 9:00 a.m. and 5:00 p.m. 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 installers would be required to implement measures (NOI-1) to minimize noise

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Threshold (db Ldn)	Baseline Level at LRAD	Modeled Noise Level (dB Ldn)					
		100 feet	No. of Receptors	200 feet	No. of Receptors	660 feet	No. of Receptors
45 (indoor)	55 dB ^a Ldn	56.9 ^a	Option 2: 3	45.8 ^a	Option 2: 13	26.6 ^a	Option 2: 143

Notes:

Noise data from real world observations and associated calculated noise attenuation is used for this assessment. A typical LRAD unit, may produce 98 dB at the height of a person, 100 feet from the source with a noise attenuation of -11 dB per doubling distance.

^a Sound reduction for an open window per studies is 5 to 15 dB. For the calculation an assumption of 10 dB reduction is assumed (Building Performance Center, 2007).

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 are no residential sleeping facilities within 100 feet of Sausalito site Option 1 and three within 100 feet of Option 2. 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.

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to provide public services as a result of the proposed project, and the proposed 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 checked="" type="checkbox"/>	<input type="checkbox"/>
Potential for significant impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

LRAD installation would occur within Eastwood Park. The Marin City and Sausalito LRAD sites are adjacent to the George Rock Graham Park and GGNRA, respectively. LRAD installation would be temporary and would occur over approximately 3 to 4 days per site. Closure of recreational facilities due to LRAD installation is not anticipated. Ample recreational opportunities are available within and surrounding the Southern Marin Zone (e.g., Mt. Tamalpais State Park and Marin Headlands) that the few displaced recreationalists, if any, could use if discrete areas are unavailable due to LRAD installation activities. The proposed 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 proposed project would not exceed screening threshold of 110 trips per day. The VMT associated with implementation of the proposed 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 Sausalito site may require partial or full closure of the fire road for approximately 3 to 4 days. Closure of the fire road 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 poles and horns would be powered by solar panels installed on the poles. If the LRAD unit is installed on the fire station structure at the Marin City site, the LRAD unit would be connected to the existing power at the fire station. The proposed project would not require new electrical power facilities and no impact related to utilities and service systems would occur.

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