
III. PROJECT DESCRIPTION

A. OVERVIEW OF ENVIRONMENTAL SETTING

This section provides a brief overview of the project site's existing regional and local setting. Additional descriptions of the environmental setting as it relates to each of the environmental issues analyzed in Section IV (Environmental Impact Analysis) of this Draft SEIR are included in the environmental setting discussions contained within Sections IV.A - IV.L. Also provided in this section is a list of related projects which is used as the basis for the discussion of cumulative impacts in Section IV of the Draft SEIR.

CEQA Guidelines Section 15125(a) states an EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of Preparation (NOP) is published, or if no NOP is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting would normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The NOP was prepared and circulated on November 19, 2012.

Regional and Local Setting

As shown in Figure III-1, the project site is in the western area of the Town of Ross in Marin County, California. The site is comprised of a single, irregularly shaped, 35.97-acre parcel of vacant hillside land on the southeastern flank of Bald Hill, which in turn lies on the northern slopes of Mount Tamalpais. The site abuts Marin Municipal Water District (MMWD) lands and Natalie Coffin Greene Park on the west and southerly sides. Private lands, which are mostly developed with single-family homes on large lots, abut the site to the north and easterly sides.

Access to the site is from Upper Road via Lagunitas Road and Sir Francis Drake Boulevard. Upper Road is a local street, providing access to Glenwood Avenue and Lagunitas Road for traffic to and from the east and south and to Bolinas Avenue for traffic to and from the north and west. The site entrance is located adjacent to a tight hairpin curve on Upper Road.

Located in Ross Valley, the Town of Ross lies within the "City Centered Corridor" of Marin County, as defined by the Marin Countywide Plan, and is adjacent to the Town of San Anselmo, City of San Rafael, and the unincorporated Kentfield area of Marin County. The Town of Ross is the second smallest of Marin's communities, with 1.6 square miles and slightly more than 800 residential parcels (Town of Ross 2007).

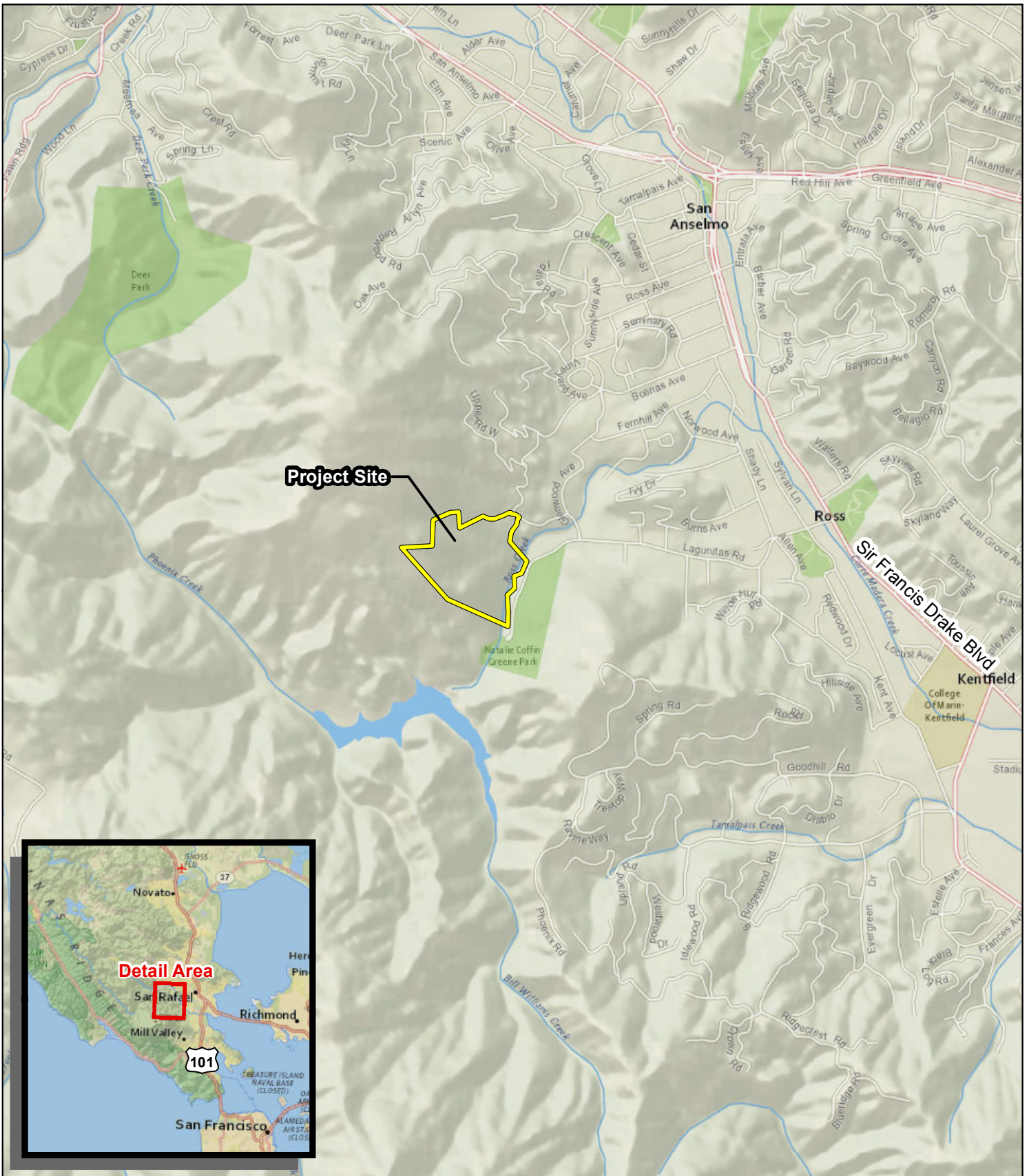
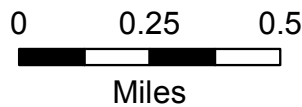


Figure III-1. Regional and Vicinity Map

Upper Road Land Division Project
Town of Ross, California



Date: August 2012
Map By: Derek Chan

The project site is located on a steep, east-facing hillslope with intervening ravines and gullies. Elevations range from approximately 165 feet at the Upper Road access point to approximately 676 feet at the property's westerly corner. Slopes range from relatively flat in a few locations to very steep (above 50 percent) in the lower canyon areas. The topography in the central portion of the site forms a large easterly facing bowl bounded by a low ridge above Upper Road and higher ridges to the south and west. The northeast-facing finger of the site, which abuts Upper Road and provides access to the entire parcel, climbs from an elevation of 165 feet to 240 feet over a distance of about 280 feet, for an average slope of about 27 percent. Refer to Figure III-2 for an aerial photograph of the project site and Figure III-3 for a composite constraints map of the site. Existing views of the site are shown in Figures III-4 and III-5.

Surface runoff from most of the property collects in two small drainages, known to the landowner as Swan Swale and Frog Swale. These drainage features are natural watercourses that are tributary to Ross Creek. A watercourse is defined by CDFG as a stream channel in which water currently flows, or has flowed over a given course as defined by the topography that confines the water to this course when the water rises to its highest level. Therefore, Swan and Frog Swales meet the regulatory definition of a stream. Both have small drainage areas, and are deeply incised with very steep banks in some locations. Swan Swale appears to have perennial flows. A third, unnamed, watercourse drains a small area near the project entrance and forms a part of the site boundary near Upper Road. This watercourse is also tributary to Ross Creek. Ross Creek flows through Natalie Coffin Greene Park from Phoenix Lake, a MMWD reservoir. Ross Creek, in turn, is a tributary of Corte Madera Creek, which drains to the San Francisco Bay about five miles southeast of the project site.

A majority of the site is tree covered, with an oak-bay-madrone forest association typical of many areas of Marin County. Coast live oak, Black oak, Valley oak and California bay are the dominant hillside trees. California Buckeye, Big Leaf Maple, California Sycamore and California Hazelnut vegetate the ravines. A stand of redwoods is located along the lower portion of Swan Swale. Sudden Oak Death (SOD) Syndrome has infected the site and many of the Coast live oaks and Black oaks are dead or dying.

Non-native Scotch and French Broom growths dominate the understory in several large areas of the site. The owner has conducted major broom eradication work in past years, although the broom remains dense in the highest parts of the site and is aggressively returning in other areas. A large rock outcropping is located in the south-central area of the site, at approximately elevation 430. The open grassland areas that typify the crest of Bald Hill a short distance to the northwest are only present at the highest northwest corner of the site, generally above elevation 575.



Figure III-2. Aerial Photograph of the Project Site

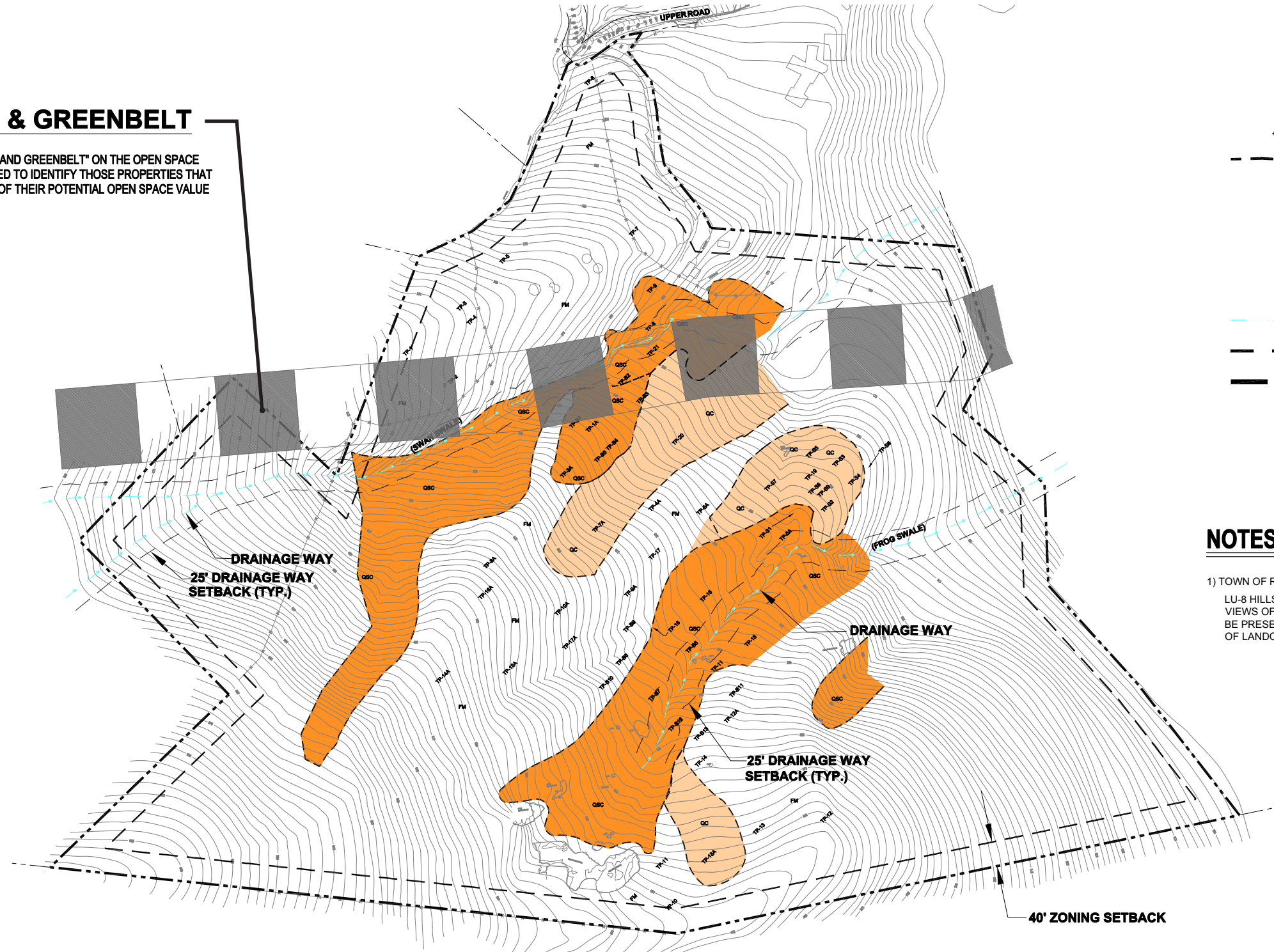


Upper Road Land Division Project
Town of Ross, California

Date: August 2012
Map By: Derek Chan

UPLAND RIDGE & GREENBELT

GENERAL PLAN POLICY 1.5
 THE DESIGNATION OF "UPLAND RIDGE AND GREENBELT" ON THE OPEN SPACE
 PLAN IS APPROXIMATE AND IS INTENDED TO IDENTIFY THOSE PROPERTIES THAT
 WOULD REQUIRE FURTHER ANALYSIS OF THEIR POTENTIAL OPEN SPACE VALUE

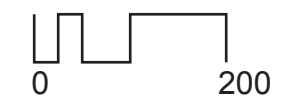


LEGEND

	TEST PIT
	LITHOLOGIC CONTACT
FM	FRANCISCAN MELANGE, A MIXTURE OF ROCK TYPES INCLUDING SANDSTONE, SILTSTONE, GREENSTONE, CHERT AND SHEARED SHALE
QC	COLLUVIAL SOILS, WHERE RELATIVELY DEEP DEPOSITS EXIST, GENERALLY GREATER THAN SIX FEET DEEP.
QSC	COMBINATION OF COLLUVIAL SOILS AND SLIDE DEBRIS, PLANAR CONTACTS IN SOME PITS, OTHERS CONTAINING WEAK, SOFT AND POTENTIALLY UNSTABLE MATERIALS
	DRAINAGE WAY
	SETBACK LINE
	PROPERTY BOUNDARY

NOTES:

- 1) TOWN OF ROSS, GENERAL PLAN LAND USE ELEMENT, POLICY 8:
 LU-8 HILLSIDE AND RIDGELINE VIEWS.
 VIEWS OF THE HILLS AND RIDGELINES FROM PUBLIC STREETS AND PARKS SHALL BE PRESERVED WHERE POSSIBLE, CONSIDERING AT THE SAME TIME THE RIGHTS OF LANDOWNERS.



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Figure III-3. Composite Constraints Map

Upper Road Land Division Project
 Town of Ross, California



ENVIRONMENTAL CONSULTANTS

Date: OCTOBER 2012
 Source: CSW | Stuber-Stroeh Engineering Group, Inc.



View 1. View of the existing project access point from Upper Road.



View 2. View from the existing driveway toward Upper Road.



View 3. View of existing dilapidated cabin on-site.



View 4. View of the interior of the existing cabin on-site.

Figure III-4. Views of the Project Site

Upper Road Land Division Project
Town of Ross, California



View 1. View of the existing greenhouse and material pile.



View 2. View of remnants of a water tank located on-site.



View 3. View of the second cabin located on-site.



View 4. View of the footbridge area and existing dense vegetation.

Figure III-5. Views of the Project Site

Upper Road Land Division Project
Town of Ross, California

The site is not currently occupied or developed. Former improvements, which are no longer habitable, include two small cabins, a greenhouse, and a separate wood deck. Two wooden water tanks have dried out and are falling apart, while a foot bridge across Swan Swale remains useable. A paved access road approximately 12 to 14 feet wide runs from a gate off Upper Road to the cabin and greenhouse area.

General Plan and Zoning Designation

The project site, as described in the Town of Ross General Plan, is designated Very Low Density (VL). This land use designation is defined as an average of 0.3 to 3.0 persons per acre and is consistent with R-1:B-A, R-1:B-5A and R-1:B-10A zoning, with lots one acre or more in size (Town of Ross 2007). The site is zoned R-1:B-10A, Single Family Residential, 10-acre minimum lot size. Uses permitted as a matter of right in an R-1 District without a Use Permit (subject to modification by applicable combining district regulations) include single family residences and accessory uses including garages, greenhouses, terraces, swimming pools, private stables, tennis courts (daytime use), screening walls, fences, driveways, and walkways.

Surrounding Land Use and Urban Context

The Town of Ross is a small, residential community with land area of more than 1,000 acres. Residential parcels occupy about 75 percent of the Town's land area, while parks occupy five percent of land area, cultural and religious institutions occupy four percent, and streets and roads occupy about 14 percent. The Town has approximately 1.3 acres of commercial space and no industrial areas or office developments. Ross is a, predominately residential community with very high land and home values. The site of the proposed Upper Road subdivision is located along the Town's western boundary, in a low-density, in a 1-4 acre lot size neighborhood.

Four residential parcels abut the site. The smallest is 1.0 acre; the others are 2.1, 2.8, and 4.0 acres respectively. Of these, the site shares 769 feet of common boundary with the 7 Upper Road parcel, 383 feet with 31 Upper Road, 233 feet with 27 Upper Road, and 191 feet of common boundary with 25 Upper Road. The entire 35.97-acre parcel has only one point of access to the public road system, and the total length of the Upper Road frontage is 130 feet. Along most of its eastern boundary, the site abuts Natalie Coffin Greene Park, a 1,118 foot long common boundary. The park is a Town of Ross facility. The southwestern and northwestern sides of the park border MMWD lands (2,243 feet of common boundary) and an open space parcel owned by the Town (995 feet of common boundary). There is no vehicular access to the site from the park, MMWD, or Town lands. To summarize, almost 72 percent of the site's boundary adjoins open space and parkland, about 26 percent of the boundary adjoins low-density residential development, while about two percent of the site's boundary abuts Upper Road.

Beyond the immediately adjacent parcels, the land use patterns that provide the urban context are not substantially different. Open space and watershed lands extend for long distances, even miles to the west and northwest. Low density, residential small-town suburban land use patterns extend for about a mile to the east, while Kentfield lies to the south and San Anselmo to the north. These communities have a similar pattern of land use, but with somewhat higher residential densities, smaller homes, and larger commercial areas. Views of the surrounding land uses are shown in Figures III-6 and III-7.



View 1. View looking toward Ross Creek and the redwood grove on-site.



View 2. Northwest view of surrounding uses from Upper Road.



View 3. View looking north along Upper Road adjacent to the project site.



View 4. View looking east along Upper Road adjacent to the project site.

Figure III-6. Views of the Project Site and Surrounding Uses

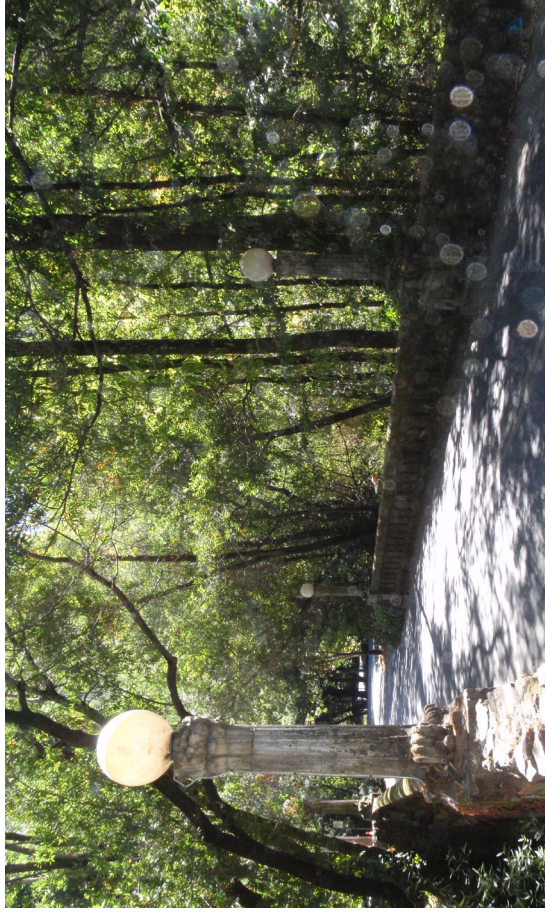
**Upper Road Land Division Project
Town of Ross, California**



View 1. View of 7 Upper Road (property adjacent to the project site).



View 2. View of landscaping along Upper Road adjacent to the project site.



View 3. View of the bridge on Glenwood Avenue near the project site.



View 4. View of Natalie Coffin Greene Park located adjacent to the project site.

Figure III-7. Views of the Surrounding Uses

Upper Road Land Division Project
Town of Ross, California

B. RELATED PROJECTS

Sections 15126 and 15130 of the State CEQA Guidelines provide that EIRs consider the significant environmental effects of a proposed project as well as “cumulative impacts.” Cumulative impacts refer to two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts (CEQA Guidelines Section 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts [CEQA Guidelines Section 15130(b)(1)(A)]. Table III-1 lists the related (or cumulative) projects identified for the proposed project. These related projects consist of all approved, proposed, or projects currently under construction located in the Town of Ross and other adjacent jurisdictions. For an analysis of the cumulative impacts associated with these related projects and the proposed project, the reader is referred to the cumulative impact discussions under each individual impact category in Chapter IV of this Draft SEIR.

**Table III-1
Related Projects**

Related Project Number	Name and Location	Land Use	Unit/Lot Size	Status
Town of Ross				
1	Highway Bridge Rehabilitation Shady Ln. and Norwood Ave. Bridge	Bridge	NA	Project Funding and Preliminary Engineering
2	Bridge Scour Program Glenwood Ave. Bridge	Bridge	NA	Project Funding and Preliminary Engineering
3	Bridge Replacement Winship Ave. Bridge	Bridge	NA	Project Funding and Preliminary Engineering
4	Highway Bridge Rehabilitation Shady Ln. and Norwood Ave. Bridge	Bridge	NA	Project Funding and Preliminary Engineering
5	Highway Bridge Rehabilitation Sir Francis Drake Blvd. Bridge	Bridge	NA	Project Funding and Preliminary Engineering
6	Highway Safety Improvement Program Sir Francis Drake Blvd./Lagunitas Rd. Intersection	Transportation	NA	Bid and Construction

Related Project Number	Name and Location	Land Use	Unit/Lot Size	Status
7	Bolinas Ave. Safe Pathways Project Bolinas Ave.	Transportation	NA	Finished
8	Bolinas Ave. Drainage Project Bolinas Ave.	Drainage Improvements	NA	Conceptual Design
Town of San Anselmo				
9	San Francisco Theological Seminary Master Plan Amendment 105 Seminary Road	Seminary	Campus renovations including 9,007 S.F. net new construction	In Design Review
County of Marin				
10	Science Math Nursing Project College of Marin, Kentfield Campus	Community College	77,000 S.F. building with associated infrastructure and access (internal roads and bridges)	Under Construction
11	Child Development Center College of Marin, Kentfield Campus	Community College	6,200 S.F. building with associated infrastructure (parking lot and exterior uses)	Planning Stage
12	Academic Center College of Marin, Kentfield Campus	Community College	43,000 S.F. building	Conceptual Design
Marin Municipal Water District				
13	Draft Marin Municipal Water District Wildfire Protection and Habitat Improvement Plan on MMWD lands adjacent to the project site on Mt. Tamalpais	Vegetation Management Plan	Fuel break construction and maintenance, weed control, habitat restoration, vegetation mapping and monitoring	Planning Stage
14	Marin Municipal Water District Capital Improvement - Water Storage Improvement Project (WSIP) on MMWD lands adjacent to the project site on Mt. Tamalpais	Utility	Construction of two concrete water tanks to provide four million gallons of storage capacity	Planning Stage
Source: Town of Ross, Town of San Anselmo, College of Marin, Marin Municipal Water District. November 2013.				

C. PROJECT CHARACTERISTICS

The proposed project requests approval of a Vesting Tentative Subdivision Map for three residential sites and approval of Design Review and Hillside Lot Applications for grading, and retaining wall construction and approvals for a common driveway and utilities to serve the site. The proposed Vesting Tentative Subdivision Map would divide the parcel into three new parcels of 11.89, 11.00, and 13.08 acres each (Figure III-8). Table III-2 below provides for each parcel gross acreages and net acreages derived by subtracting the easement areas devoted to access and utilities. Driveways would be constructed within each parcel. Although no home designs are proposed currently and the residences would be reviewed by the Town through future development applications, this Draft SEIR analyzes the potential environmental impacts associated with full build-out of the project site.

**Table III-2
Proposed Parcels**

Parcel Number	Size		Purpose
	Gross (acres)	Net (acres)	
1	11.89	11.58	Single Family Residence
2	11.00	10.71	Single Family Residence
3	13.08	12.76	Single Family Residence

The tree survey identified 2,187 trees existing on-site, including 167 trees that are dead. Therefore, the total number of live trees on-site was said to be 2,020. The arborist recommended that 72 trees be removed due to their hazardous condition. A total of 140 trees deemed to be “non-significant” by the arborist are proposed for removal and 216 “significant” trees would be removed. The project proposes to replace some trees on-site and to provide in-lieu economic compensation to the Town for other trees that are not proposed to be replaced.

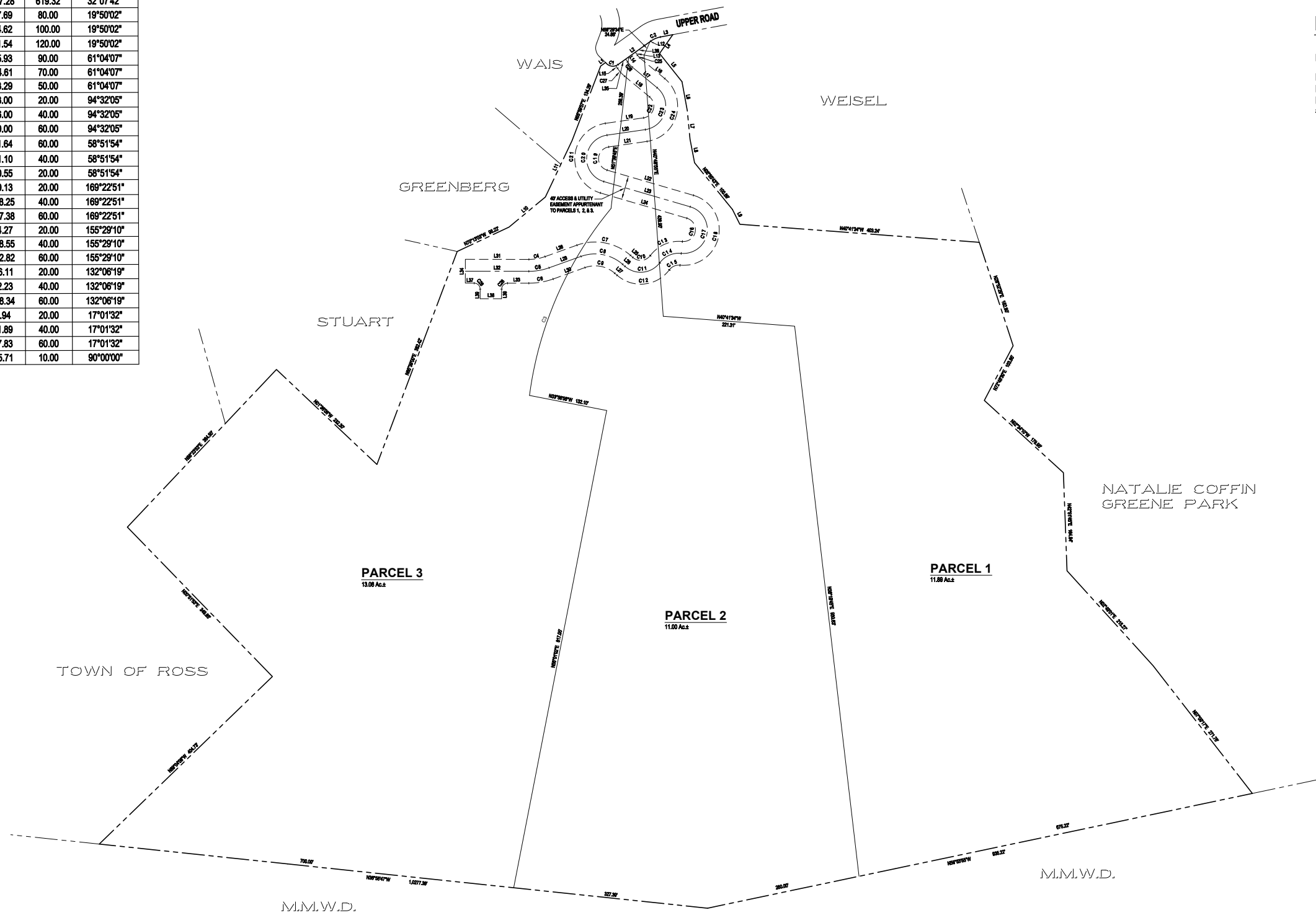
Access

As illustrated in Figure III-9, a common road would serve the three home sites. Private driveways would connect each home to the common road. From the new project entrance at Upper Road, a 20-foot wide access way would extend about 992 feet connecting Upper Road to 12-foot wide driveways for Parcels 1, 2 and 3. Most of the common road would be depressed in a graded cut, with retaining walls on the westerly side and a cut upslope on the easterly side. The curving entranceway would have a maximum slope of 18 percent compared to the 27 percent average slope of the existing topography at this location.

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LINE	LENGTH	BEARING
L1	10.20	S80°38'59"E
L2	67.77	S80°39'43"E
L3	21.32	S55°35'43"E
L4	38.70	S80°10'11"W
L5	60.60	S06°32'28"W
L6	48.82	S34°34'20"W
L7	48.83	S39°30'50"W
L8	40.28	S34°09'33"W
L9	28.00	S18°22'31"W
L10	79.17	S84°38'09"E
L11	104.80	N70°19'25"E
L12	1.64	S80°39'43"E
L13	6.37	S11°40'54"W
L14	5.55	S11°40'54"W
L15	5.32	S11°40'54"W
L16	54.31	S05°20'38"E
L17	54.31	S05°20'38"E
L18	54.31	S05°20'38"E
L19	65.02	N53°14'19"W
L20	65.02	N53°14'19"W
L21	65.02	N53°14'19"W
L22	151.24	S28°43'29"E
L23	151.24	S28°43'29"E
L24	151.24	S28°43'29"E
L25	5.30	N03°40'27"W
L26	5.30	N03°40'27"W
L27	5.30	N03°40'27"W
L28	56.96	N64°44'34"W
L29	56.96	N64°44'34"W
L30	56.96	N64°44'34"W
L31	106.77	N44°54'31"W
L32	106.77	N44°54'31"W
L33	35.77	N44°54'31"W
L34	40.00	N45°05'29"E
L35	22.08	S80°39'43"E
L36	44.05	S80°39'43"E
L37	15.00	S44°54'31"E
L38	36.00	S44°54'31"E
L39	16.18	N45°05'29"E

CURVE	LENGTH	RADIUS	DELTA
C1	23.57	15.00	90°00'44"
C2	17.50	40.00	25°04'00"
C3	347.28	619.32	32°07'42"
C4	27.69	80.00	19°50'02"
C5	34.62	100.00	19°50'02"
C6	41.54	120.00	19°50'02"
C7	95.93	90.00	61°04'07"
C8	74.61	70.00	61°04'07"
C9	53.29	50.00	61°04'07"
C10	33.00	20.00	94°32'05"
C11	66.00	40.00	94°32'05"
C12	99.00	60.00	94°32'05"
C13	61.64	60.00	58°51'54"
C14	41.10	40.00	58°51'54"
C15	20.55	20.00	58°51'54"
C16	59.13	20.00	169°22'51"
C17	118.25	40.00	169°22'51"
C18	177.38	60.00	169°22'51"
C19	54.27	20.00	155°29'10"
C20	108.55	40.00	155°29'10"
C21	162.82	60.00	155°29'10"
C22	46.11	20.00	132°06'19"
C23	92.23	40.00	132°06'19"
C24	138.34	60.00	132°06'19"
C25	5.94	20.00	17°01'32"
C26	11.89	40.00	17°01'32"
C27	17.83	60.00	17°01'32"
C28	15.71	10.00	90°00'00"



PRELIMINARY LOT AREAS

PARCEL	NET (AC.)	EASEMENTS(AC.)	GROSS(AC.)
PARCEL 1	11.58	0.31	11.89
PARCEL 2	10.71	0.29	11.00
PARCEL 3	12.76	0.32	13.08
TOTAL	35.05	0.92	35.97

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Figure III-8. Vesting Tentative Map
 Upper Road Land Division Project
 Town of Ross, California

A curb and gutter would line the westerly side and a two-foot wide shoulder would mark the easterly side of the road. Natural rock-clad, tiered retaining walls in compliance with Town code would support the road. The proposed project would maximize the use of on-site rock harvested from site grading in the construction of the poured-in-place retaining walls. The depressed design of this access way would allow auto travel while buffering noise and headlight effects on neighboring properties. Individual driveways to the three home sites would branch off the common road. The Parcel 1 driveway would be 39 feet long; the Parcel 2 driveway would measure 59 feet; and Parcel 3 would extend 126 feet, relying on an upslope retaining wall for support.

The proposed project site features moderate topography with an elevation change of approximately 220 feet from the Upper Road entrance to the area above the westerly boundary of Parcel 3. Accordingly, the road system climbs steadily uphill as it traverses the site. The road would be approximately 992 feet in length with an average grade of 15 percent. Parcel driveways would not exceed 18 percent in grade with more level transitions to building areas ranging from two to eight percent.

Grading

The Preliminary Development Plan (Figure III-9) depicts grading, drainage and utilities, and identifies the locations of the proposed building sites and driveways. Figure III-10 illustrates detailed grading and drainage plans. The plans identify anticipated volumes of cut and fill and locations of retaining walls, culverts, catch basins and the bridge, all associated with the road and driveway construction. Preliminary driveway profiles are illustrated in Figure III-11.

The project objectives of balancing cut and fill on-site and reducing road grades is proposed to be accomplished by taking the cut material from the road system and incorporating it into a single fill pad on Parcel 1 with irregular contours which preserve the adjacent Redwood grove and swales. A series of six terraced concrete retaining walls of approximately six feet in height would also be constructed on Parcel 1 to buttress the fill material.

The result is that no material would be off-hauled by truck through Town roads. Total cut and fill has been reduced 62.5 percent from 61,500 cubic yards (CY) in the prior design to 23,100 CY in the proposed project. However, one cubic yard of soil or rock from virgin soil expands and does not translate into one cubic yard of fill in the dump truck, stockpiled or placed and compacted on the site. Bulking or swell factors, also known as a "fluff factor," depends on the type of soil. A fluff factor of approximately 4,500 CY has been calculated for the proposed project. Therefore, total cut and fill including a fluff would be approximately 27,000 CY which is a reduction of 56 percent from the previously proposed project. Cut from the detention ponds includes approximately 2,400 CY from the upper portion of Swan Swale and approximately 4,200 CY from the lower portion of Swan Swale. Parcel driveways and site development includes approximately 16,500 CY and 600 CY of cut and fill, respectively. Thus, as stated above, the proposed project would have a total of approximately 23,100 CY of cut. The cut would be balanced on-site in the development of parcel one (22,500 CY) and parcel driveways and other portions of the site (600 CY).

Most of the reduction in grading would be a result of lessening the road grade over steep terrain at the project entry as well as the elimination of a previously-proposed water tank and associated access road. Construction vehicle and equipment staging would be located at the top of the existing driveway adjacent to the lower cabin. Cut material is proposed to be transported via three on-site trucks. In order to minimize impacts to Swan Swale to the extent feasible, the truck crossing of Swan Swale would occur at the location of the proposed lower detention pond.

Drainage and Utilities

As shown in Figure III-10, runoff collected on developed hard surfaces would be directed to storm drain inlets and transported in short pipes to downslope outlets/energy dissipaters to merge with sheet flows of runoff flowing to the existing Swan Swale. Four inlet, pipe and dissipater systems are proposed along the driveway system. Stormwater collected on the entrance roadway would flow in the gutter to Upper Road where it would be diverted to the drainage ditch along Upper Road. Two detention basins on Swan Swale would capture uphill drainage in a manner that would result in less post project off-site drainage than existing conditions in compliance with Town Code Sections 18.39.090 (i) and 15.54.010 (b).

Water and sanitary sewer lines would be installed beneath the new road and driveways (Figure III-12). The sewer lines would connect with an existing sewer main beneath Upper Road. The existing Upper Road water main would be upsized from the entrance to 7 Upper Road to the project entrance. A new main would extend up and along the new road with laterals serving each of the three residences.

Wastewater conveyance to the Central Marin Sanitation Agency CMSA is regulated by the Ross Valley Sanitary District (RVSD). Although the existing 6-inch vitrified clay pipe situated under Upper Road may be properly sized to accommodate future needs of the project, RVSD has indicated that the mainline system downstream to the trunkline may be required to be replaced to accommodate the increased flows. Upgrades to the mainline down to the trunkline would take place within areas either under or immediately adjacent to Upper Road that have previously been disturbed through roadway construction or utility work.

All the retaining walls would have back drains and drain rock on the upslope sides to collect and drain groundwater away from their footings in the rainy season. In addition, all of the retaining walls on the high sides of the driveways or lots would have concrete ditches on the uphill sides to intercept the surface runoff and direct it downslope, around the walls. Driveway wall heights would respect the six foot maximum for individual walls, minimum three foot separation of walls, and 18 foot aggregate height for multiple walls according to Town Code Section 18.39.090 (c). Cut and fill slopes would not exceed 2:1 in steepness in compliance with this same standard (Figure III-13). The terraced walls to buttress the fill material would exceed the height limit of eighteen feet for the slope (Ross Municipal Code Section 18.39.090(c)).

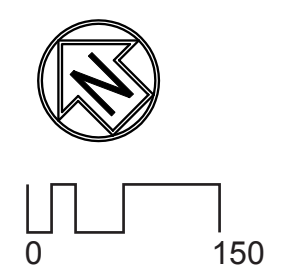
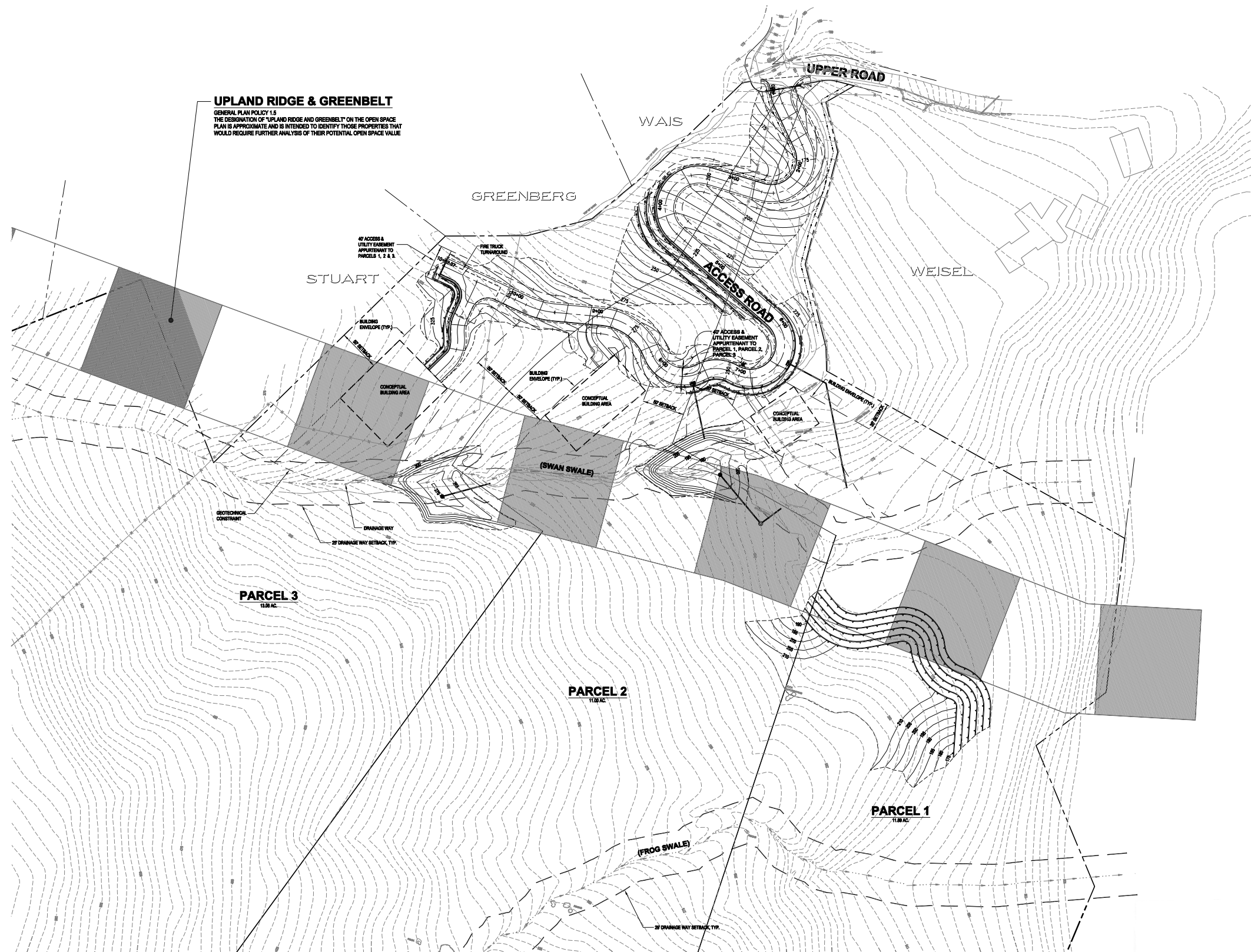


Figure III-9. Preliminary Development Plan

Upper Road Land Division Project
 Town of Ross, California



ENVIRONMENTAL CONSULTANTS

Date: OCTOBER 2012
 Source: CSW | Stuber-Stroeh Engineering Group, Inc.

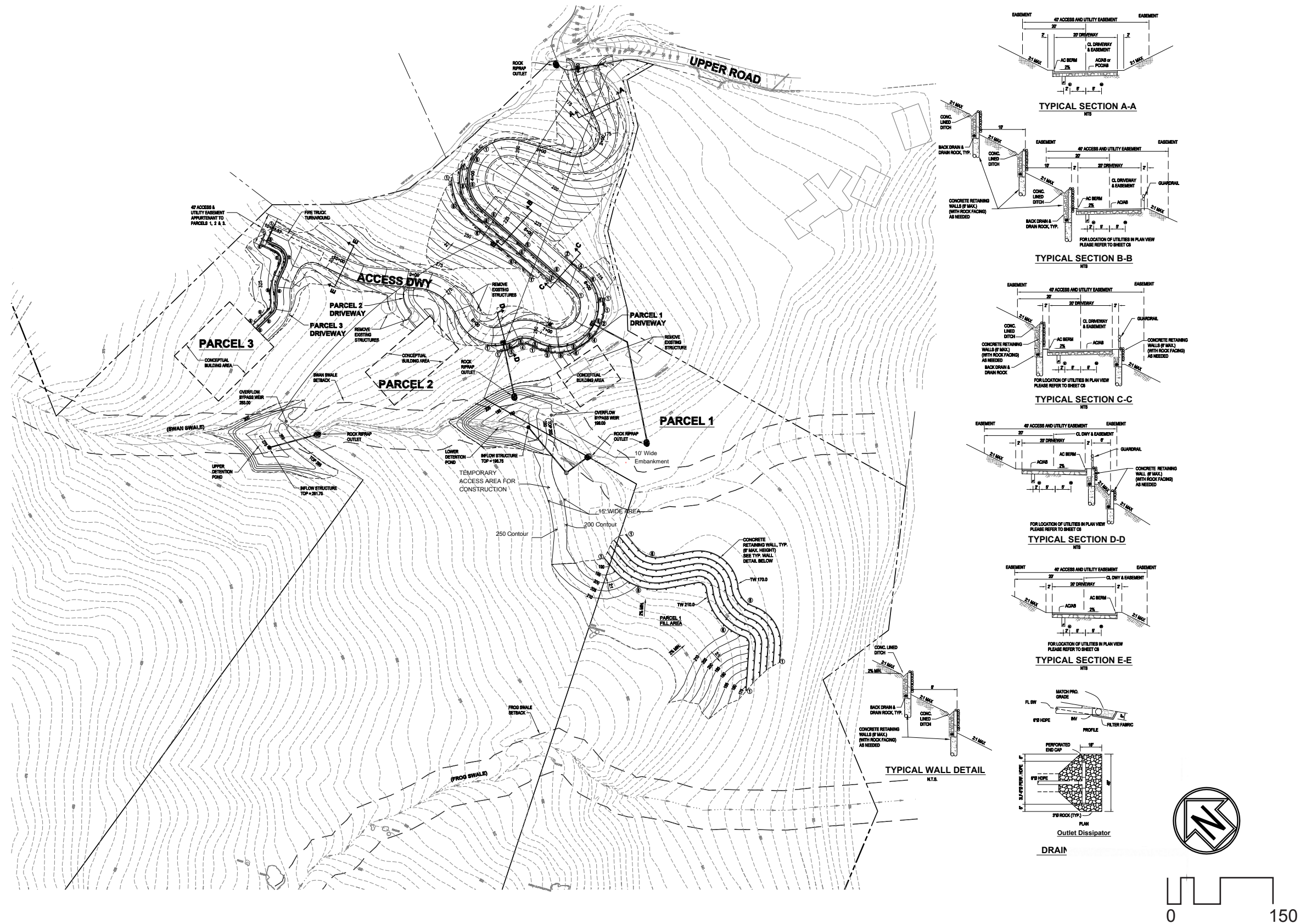
GRADING NOTES:

1. THE GEOTECHNICAL ELEMENTS OF GRADING ARE TO BE IN GENERAL CONFORMANCE WITH THE RECOMMENDATIONS PRESENTED IN THE 1989 REPORT BY HERZOG ASSOCIATES AND THE NOVEMBER 3, 1999 ANALYSIS BY PHOENIX GEOTECHNICAL. THE PROJECT GEOTECHNICAL ENGINEER AND CERTIFIED ENGINEERING GEOLOGIST ARE TO REVIEW AND APPROVE ALL ASPECTS OF THE GRADING WORK RELATED TO THE CONSTRUCTION ON KEY WAYS, SUB DRAINS, ENGINEERED FILLS, RETAINING WALL FOOTINGS AND BACK DRAINS, AND CUT SLOPES. A FINAL REPORT SHALL BE SUBMITTED OUTLINING THIS WORK.
2. CUTS 2:1 UNLESS APPROVED BY ENGINEERING GEOLOGIST. IN STRONG SANDSTONE CUTS IN SHEARED MELANGE MAY NEED TO BE RECONSTRUCTED.
3. FINAL DETAILS REGARDING SPOILS DEPOSITION WILL BE SUBJECT TO REVIEW AND APPROVAL OF CERTIFIED ENGINEERING GEOLOGIST.
4. GRADING DESIGN FOR BUILDING PADS ASSUMES USE OF PIER AND GRADE BEAM FOUNDATION DESIGN WITH ABOVE GRADE PLACEMENT OF CAST IN PLACE GRADE BEAMS.
5. CONCEPTUAL BUILDING AREAS ARE SHOWN FOR PURPOSES OF CONDUCTING ENVIRONMENTAL REVIEW. FINAL LOCATIONS AND CONFIGURATIONS WILL BE DETERMINED THROUGH TOWN REVIEW OF INDIVIDUAL LOT DESIGN AND DEVELOPMENT.

PRELIMINARY CUT AND FILL VOLUMES

	CUT (CUBIC YARDS)	FILL (CUBIC YARDS)
PARCEL DRIVEWAYS & SITE	16,500	600
PARCEL 1 FILL AREA		22,500
DETENTION PONDS		
SWAN SWALE (UPPER)	2,400	0
SWAN SWALE (LOWER)	4,200	0
PROJECT TOTAL	23,100	23,100

NOTE:
PRELIMINARY CUT AND FILL VOLUMES ARE BASED ON DIFFERENCES BETWEEN EXISTING GRADE CONTOURS AND FINISH GRADE CONTOURS.



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Figure III-10. Preliminary Grading and Drainage Plan

Upper Road Land Division Project
Town of Ross, California

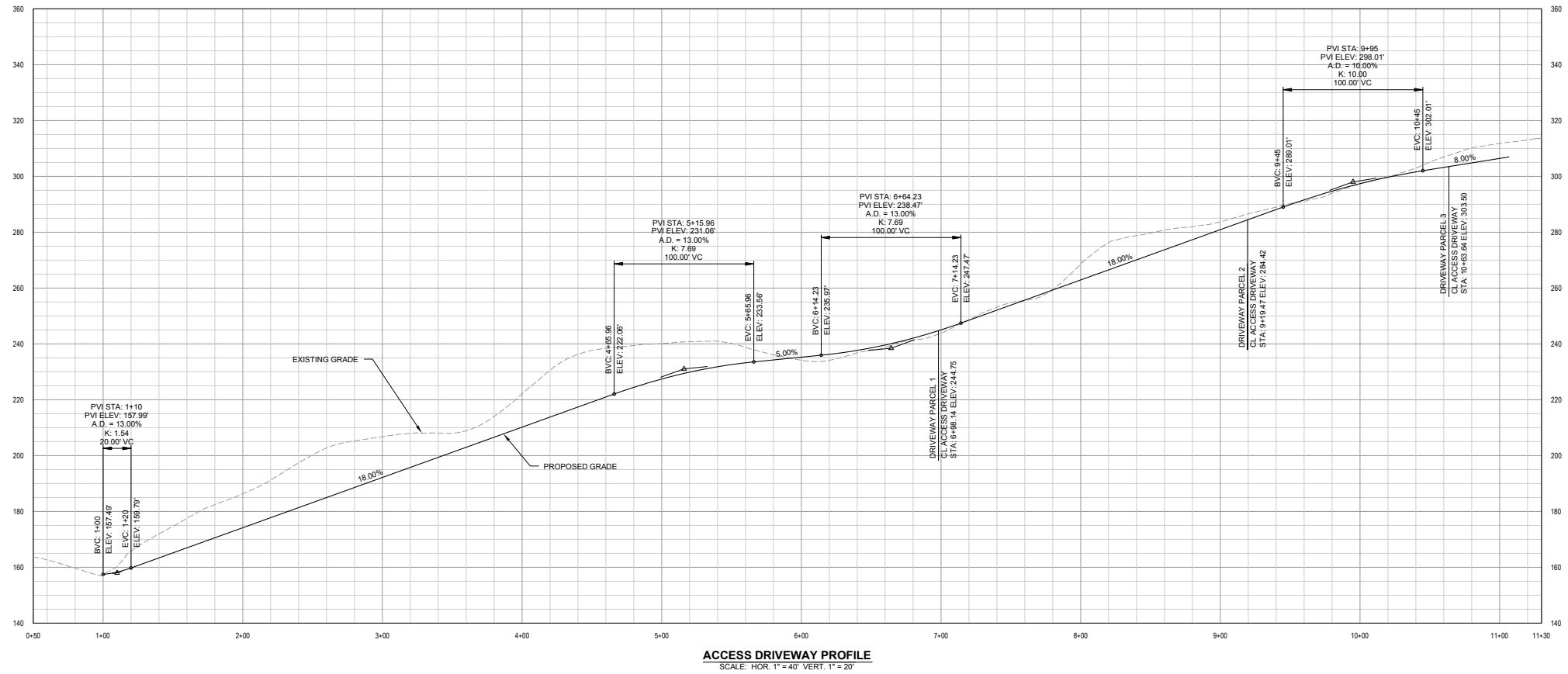
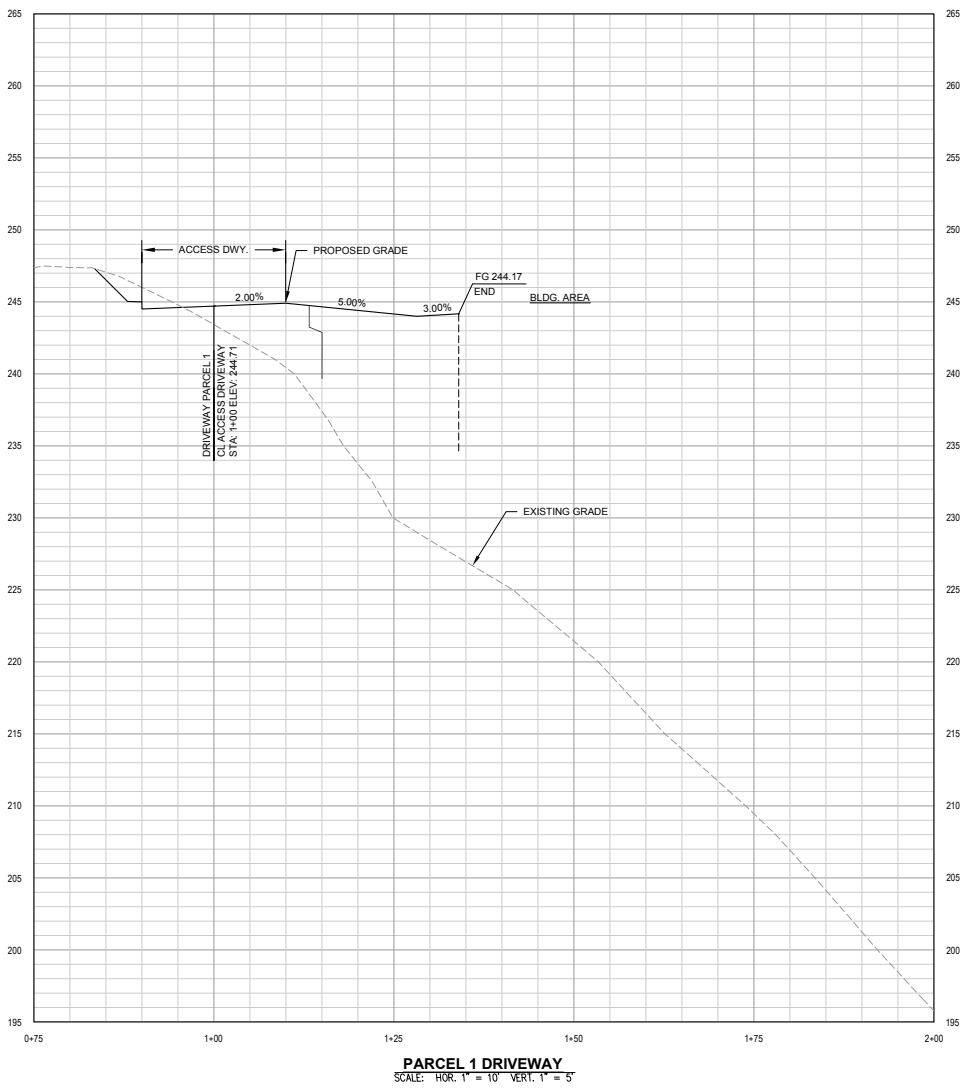
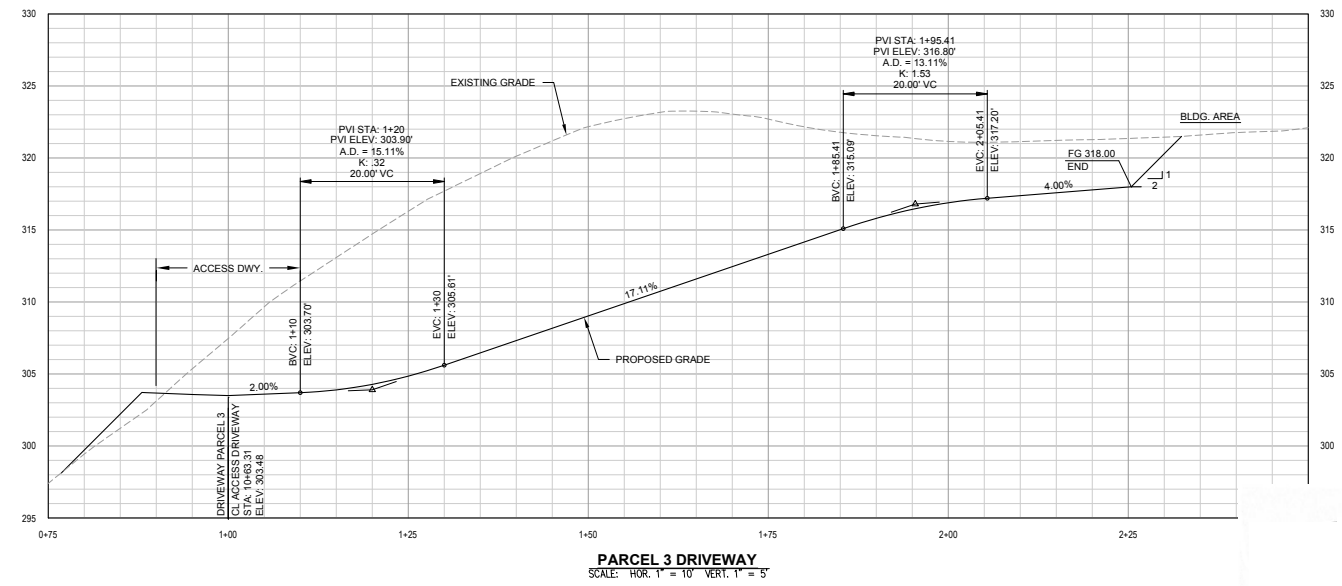
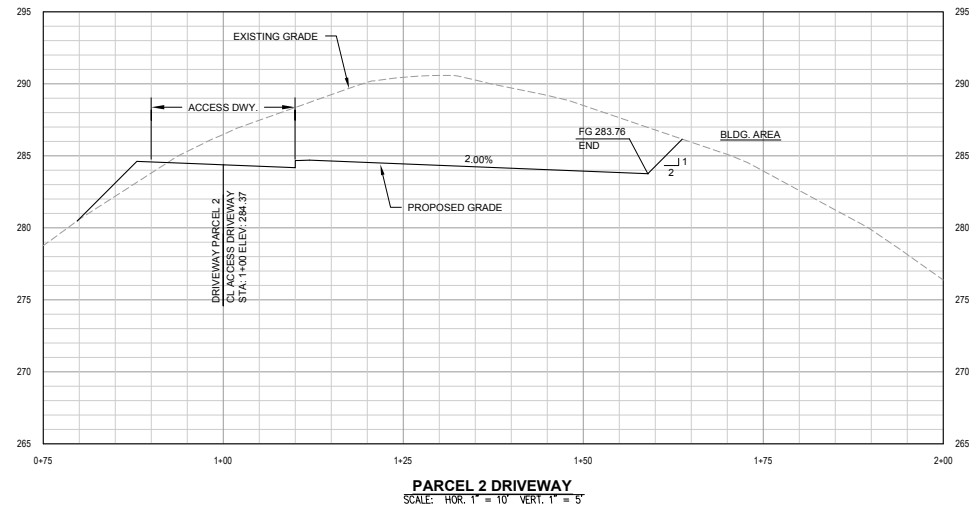


Figure III-11. Preliminary Driveway Profiles

Upper Road Land Division Project
Town of Ross, California



Date: OCTOBER 2012
Source: CSW | Stuber-Stroeh Engineering Group, Inc.

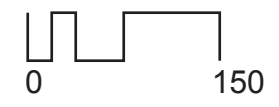


Figure III-12. Preliminary Utility Plan

Upper Road Land Division Project
Town of Ross, California



ENVIRONMENTAL CONSULTANTS

Date: OCTOBER 2012
Source: CSW | Stuber-Stroeh Engineering Group, Inc.

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LEGEND

	LOT SLOPE LINE
	PROPOSED LOT LINE
	EXISTING LOT LINE
	ENVELOPE
	BUILDING

SLOPE ANALYSIS CALCULATIONS:

LINE	LENGTH	CONTOUR DIFFERENCE	SLOPE %
1	800'	412'-75' = 337'	42.1%
2	970'	492'-165' = 327'	33.7%
3	1325'	670'-164' = 506'	38.2%

BUILDING AREA SQUARE FOOTAGES ALLOWED:

PARCEL 1: 6,639 SQ. FT
 PARCEL 2: 8,834 SQ. FT
 PARCEL 3: 7,658 SQ. FT

NOTES:

1. 10 ACRE MIN. LOT SIZE
2. REFER TO TOWN OF ROSS ORD. NO. 521 SEC. 18.39.090
3. MINIMUM FRONTAGE = 40'
4. AVERAGE LOT WIDTH = 300'

Figure III-13. Preliminary Slope Analysis

Upper Road Land Division Project
 Town of Ross, California



Date: OCTOBER 2012
 Source: CSW | Stuber-Stroeh Engineering Group, Inc.

Landscaping

The Preliminary Landscaping Plan details tree removal and replacement landscaping (Figures III-14, III-15, and III-16). The project sponsor contracted with an arborist to survey the trees on all areas potentially affected in the 36-acre parcel. The area surveyed included the entire site below the Ridge and Upland Greenbelt Boundary line plus the area above the line that would have been affected by an earlier project design.

The tree survey identified 2,187 subject trees; each numbered and tagged by the arborist. The arborist report identifies 72 trees that are "dead/fallen/hazardous/diseased" and 356 additional trees to be removed for development for a total of 428 trees proposed to be removed. The replanting plan (Figures III-15 and III-16) illustrates that 977 trees are proposed to be replanted to completely reforest the site with a greater diversity of native trees. As illustrated, the proposed project includes the installation of box trees. Box trees give an immediate presence and maturity to a newly installed landscape. These trees create an instant effect while allowing trees growing from small containers to catch up over time, thus reducing the aesthetic impacts of the project. The proposed tree replacement design reduces tree loss by 57 percent compared to the previously-proposed project design.

Town Code Section 12.24.080(d) provides for three replacement trees to be planted on a project site for every one removed. Where on-site trees are not feasible, a project sponsor may make an in-lieu payment to the Town for the provision of off-site trees. As previously indicated, the project replacement plan calls for 977 replacement trees on a site where 428 trees would be removed for the three homes and infrastructure, attaining a replacement ratio of 2.7:1.¹ While the proposal could accommodate the remaining 103 trees to reach full 3:1 replacement ratio compliance on-site, the applicant proposes to work with the Town Council and staff to fund an economic equivalent of public tree plantings as part of the Downtown Tree Plan.

The Preliminary Landscape Plan also indicates that disturbed areas would be reseeded with a mix of native seeds and that drip irrigation systems would be installed for each lot.

Residential Units

No specific residential designs are proposed at this time and none would be reviewed as a part of the current application. If the subdivision were approved, the Town would review any subsequent applications for custom-built homes on each individual parcel in accordance with the Zoning Ordinance and other applicable standards and procedures.

¹ Tree replacement ratio does not include dead, fallen, hazardous or diseased trees. ($977 / 356 = 2.74$)

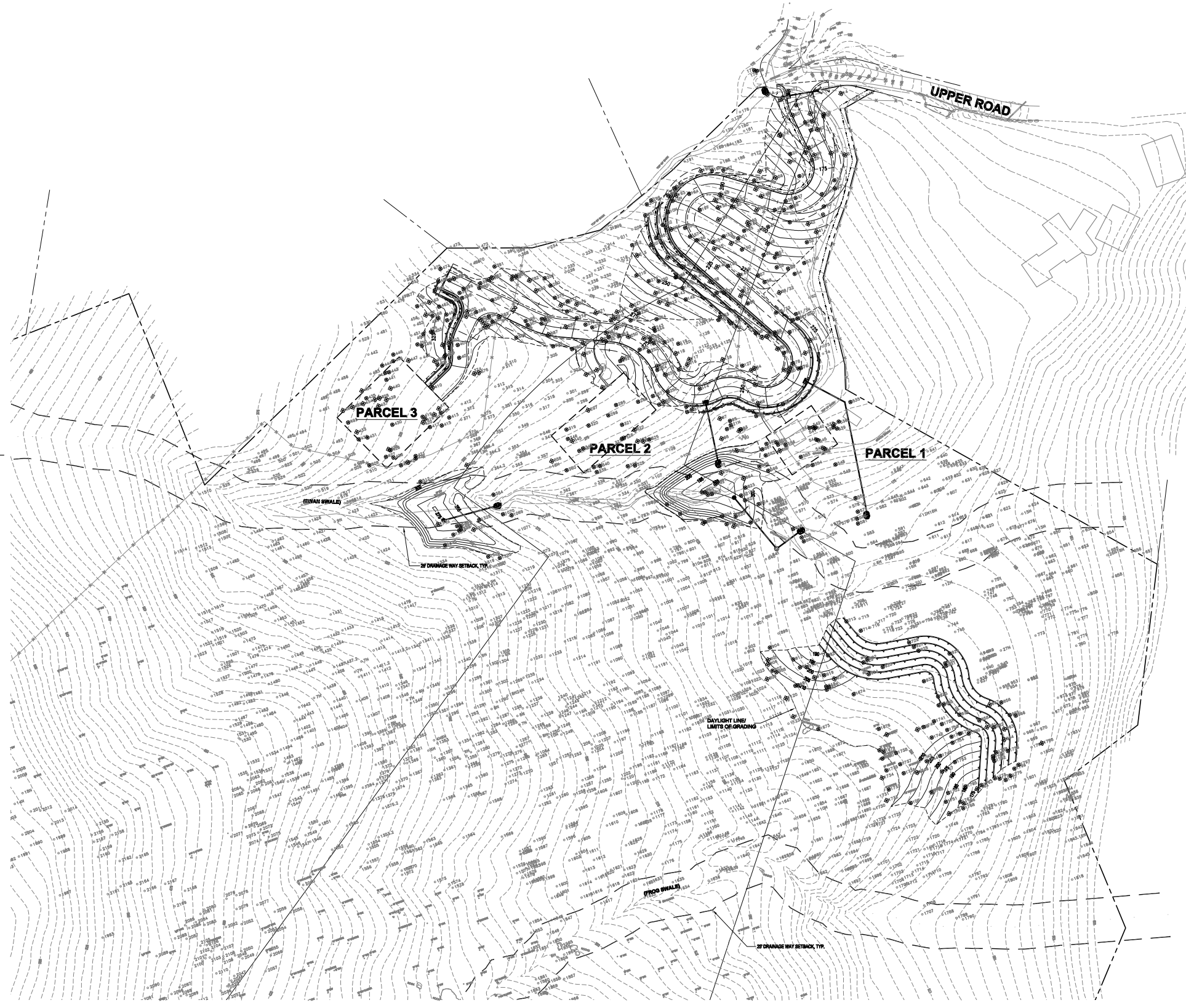
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NOTES:

1. PROJECT REPLANTING WILL CREATE A TOTAL NET GAIN OF 621 TREES.
2. FOR A COMPLETE LIST OF TREES TO BE REMOVED PLEASE SEE TREE REMOVAL REPORT FOR UPPER ROAD SUBDIVISION, PREPARED BY JAMES LASCOT, ARBORLOGIC CONSULTING ARBORISTS, MAY 8, 2012.
3. DISTURBED AREAS TO BE RESEEDED WITH MIX APPROVED BY COUNTY CREEK NATURALIST.
4. THE APPLICANT PROPOSES TO REPLACE SOME OF THE TREES WITH OTHER NATIVE SPECIES TO ALLOW FOR GREATER SPECIES DIVERSITY AT THE SITE.
5. IRRIGATION BY SEPARATE METER FOR EACH LOT BY DRIP IRRIGATION WITH ELECTRONIC DISTRIBUTOR.
6. PLEASE NOTE THAT THE TREE SURVEY EXTENDS ONLY TO THE RIDGE AND UPLAND GREENBELT BOUNDARY AND LIMITED AREAS BEYOND. PROJECT CHANGES TO SITE ABOVE THIS BOUNDARY WILL REQUIRE AN AMENDED TREE SURVEY AND MAY REQUIRE FURTHER ENVIRONMENTAL REVIEW.

TREE REMOVAL LEGEND

1759 TOTAL TREES	○	EXISTING TREE WITH TAG (TREE TO REMAIN)
72 TREES	⊗	DEAD/FALLEN/HAZARDOUS/DISEASED
140 TREES	⊕	NECESSARY FOR PROPOSED CONSTRUCTION (TRUNK Ø < 12")
216 TREES	⊙	NECESSARY FOR PROPOSED CONSTRUCTION (TRUNK Ø > 12")
<hr/>		
428 TOTAL TREES (TO BE REMOVED)		
2187 TOTAL TREES TAGGED		



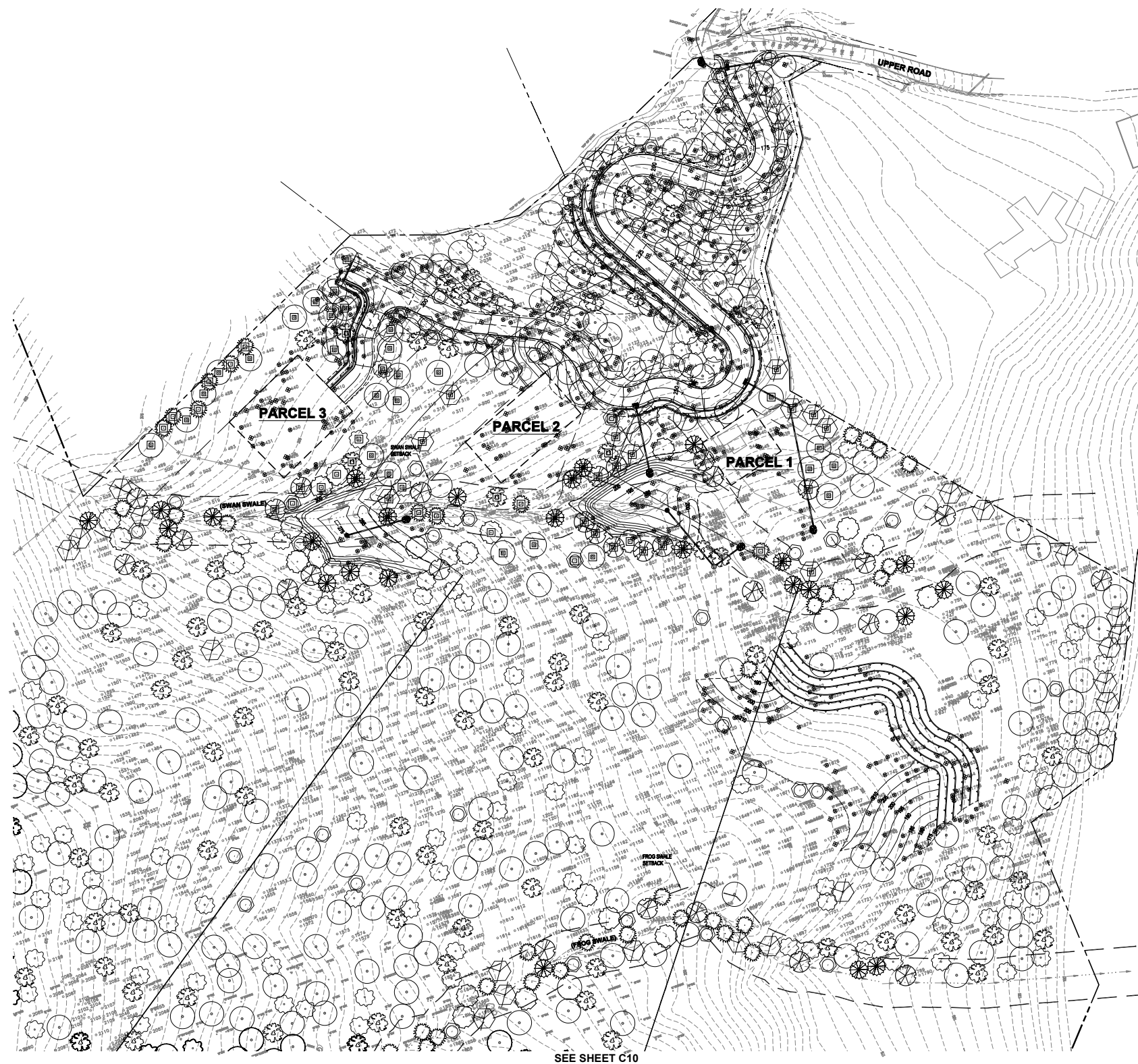
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Figure III-14. Existing Trees and Trees to be Removed and Replaced

Upper Road Land Division Project
Town of Ross, California



Date: OCTOBER 2012
Source: CSW | Stuber-Stroeh Engineering Group, Inc.



REPLACEMENT TREE LEGEND

REPLACEMENT TREES (TYPICAL)
 (Symbol indicates location only, 15 gallon) (Symbol indicates Box Tree)

QTY.		
414		OAK SPECIES -
172		LAURUS NOBILIS - bay laurel
150		AESCULUS CALIFORNICA - california buckeye
57		CERCIS OCCIDENTALIS - western redbud
52		PSEUDOTSUGA MENZIESII - douglas fir
42		SEQUOIA SEMPERVIRENS - coast redwood
33		PLATANUS RACEMOSA - california sycamore
29		ACER MACROPHYLLUM & NEGUNDO - bigleaf maple & box
28		POPULUS FREMONTII - western cottonwood
977 TOTAL TREES		

TREE REMOVAL LEGEND

1759 TOTAL TREES		EXISTING TREE WITH TAG (TREE TO REMAIN)
72 TREES		DEAD/FALLEN/HAZARDOUS/DISEASED (WITHIN PROPOSED CONSTRUCTION)
356 TREES		NECESSARY FOR PROPOSED CONSTRUCTION
428 TOTAL TREES (TO BE REMOVED)		
2187 TOTAL TREES TAGGED		

REPLACEMENT TREE CALCULATIONS

ONSITE TREES REMOVED (DUE TO PROPOSED CONSTRUCTION)	356
TREE REPLACEMENT AT RATIO = 2.74:1	
TREE REPLACEMENT (Native trees planted onsite, see plan this sheet)	977

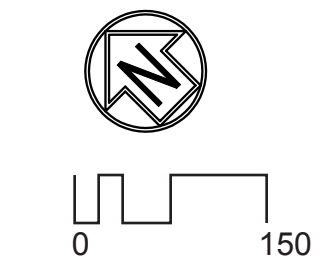
DESIGN INTENT:

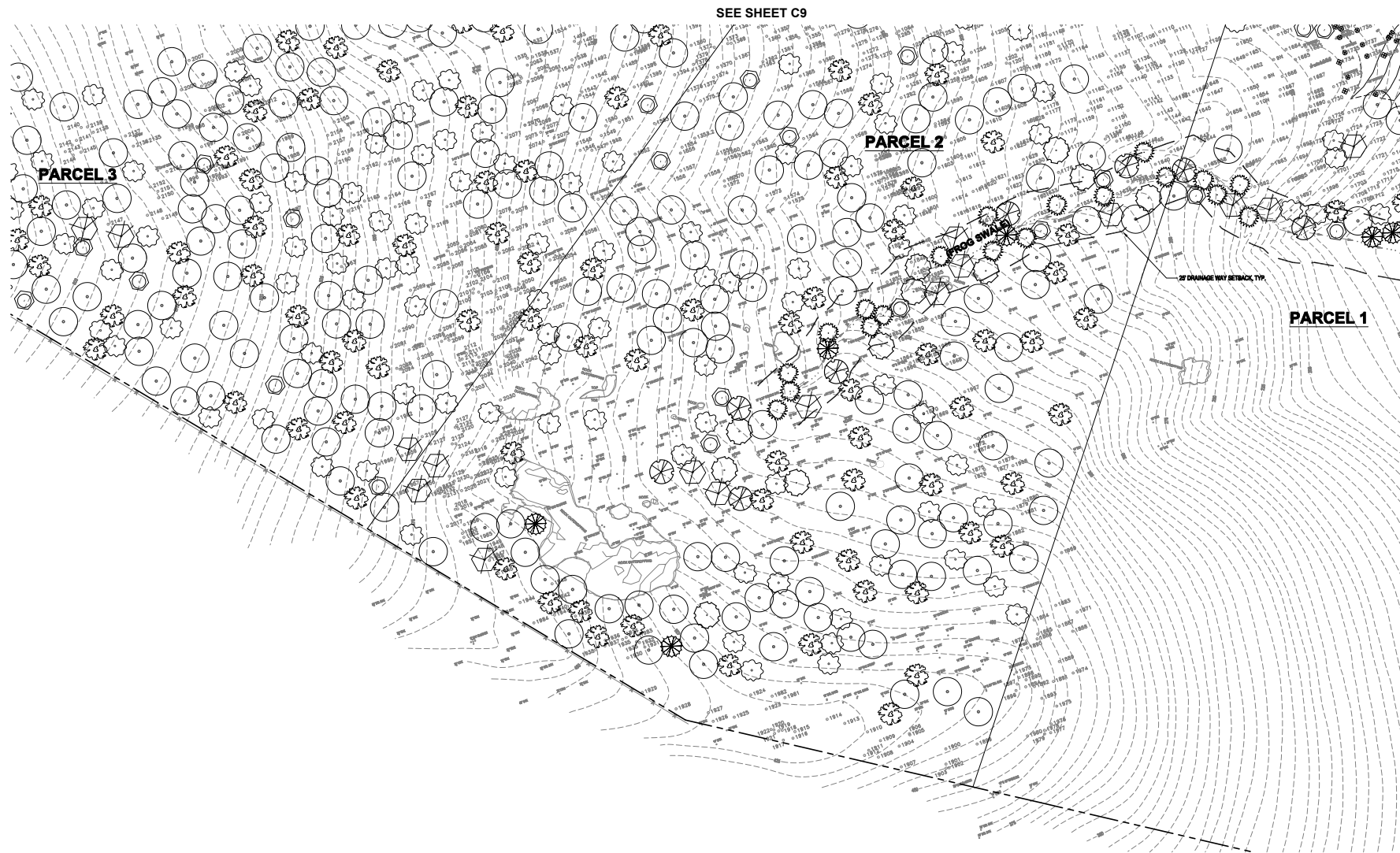
THE INTENT OF THIS TREE REPLACEMENT PROPOSAL IS TO SUCCESSFULLY RE-ESTABLISH A NATURAL/NATIVE TREE COVER DUE TO TREE REMOVAL IN AREAS PROPOSED TO BE GRADED FOR ROADWAY AND HOME DEVELOPMENT.

NOTES:

1. ALL TREES TO BE REMOVED AS NECESSARY FOR THE PROPOSED CONSTRUCTION WILL BE REPLACED AT A 1:1 MINIMUM MITIGATION RATIO.
2. FOR A COMPLETE LIST OF TREE DATA, PLEASE SEE TREE REMOVAL REPORT FOR UPPER ROAD SUBDIVISION & TREE INVENTORY REPORT FOR UPPER ROAD SUBDIVISION, PREPARED BY JAMES LASCOT, ARBORLOGIC CONSULTING ARBORISTS, MAY 12, 2012.
3. TEMPORARY IRRIGATION SHALL BE PROVIDED DURING THE TREE ESTABLISHMENT PERIOD FOR UP TO THREE YEARS.

Figure III-15. Preliminary Landscape Plan Replacement Trees (1 of 2)





REPLACEMENT TREE LEGEND

REPLACEMENT TREES (TYPICAL)
 (Symbol indicates location only, 15 gallon)

QTY.	Symbol	Tree Name
414	Small circle with a dot	OAK SPECIES -
172	Circle with a flower-like pattern	LAURUS NOBILIS - bay laurel
150	Circle with a complex leaf pattern	AESCULUS CALIFORNICA - califomia buckeye
57	Circle with a hexagonal pattern	CERCIS OCCIDENTALIS - western redbud
52	Circle with a star-like pattern	PSEUDOTSUGA MENZIESII - douglas fir
42	Circle with a circular leaf pattern	SEQUOIA SEMPERVIRENS - coast redwood
33	Circle with a radial pattern	PLATANUS RACEMOSA - califomia sycamore
29	Circle with a square-like pattern	ACER MACROPHYLLUM & NEGUNDO - bigleaf maple & box elder
28	Circle with a star-like pattern	POPULUS FREMONTII - western cottonwood
977		TOTAL TREES

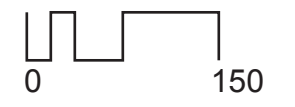


Figure III-16. Preliminary Landscape Plan Replacement Trees (2 of 2)

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However, the Preliminary Development Plan (Figure III-9) presents several basic assumptions about the proposed homes on the project site. These assumptions are used in this Draft SEIR where applicable. The Preliminary Development Plan identifies the general shape and location of the respective building sites (denoted as "conceptual building areas" on the plans) and incorporates them into the project's grading requirements. According to the Applicant, the sizes of the future homes are proposed to be approximately 6,639 square feet (sf; Parcel 1), 8,834 sf (Parcel 2), and 7,658 sf (Parcel 3). The applicable 30-foot height limit could easily accommodate two story structures. Full buildout of the project would result in the addition of three new single family homes and an associated population increase of 9 – 15 residents.

Grading and Construction Schedule

The first stage of the proposed project would include grading of the site and construction of the access road and drainage and utility improvements. Grading is not proposed to be conducted in multiple phases. Approximately 59 days would be required to complete this first stage of the proposed project. Construction of the individual residences would require approximately 18 months. Full buildout of the proposed project is anticipated to occur by approximately fall or winter 2015.

Project Applicant

The applicant for the proposed project is:

Skip Berg
Berg Holdings
2330 Marinship Way
Sausalito, CA 94965

D. PROJECT OBJECTIVES

The objectives of the proposed project are as follows:

- Subdivision of the property into three residential lots, with lot sizes similar to or larger than surrounding residential uses to the northerly and easterly boundaries of the project site and at a density consistent with the Town of Ross General Plan and Zoning Ordinance;
- Construction of infrastructure to serve three lots;
- Ultimate construction of three fire-resistant residential units and related accessory buildings on the lots;
- Reduction of the currently dangerous fire load by removal of select vegetation and trees associated with the property to reduce the danger of the spread of a major conflagration impacting the Town of Ross;
- Upgrade the existing water main along the frontage of the project site, install a new main within the project, and install fire hydrants along both mains to improve the ability of local

agencies to combat a major fire which might otherwise spread and threaten homes in the Town of Ross;

- Provision of additional water storage in two detention ponds and extension of a main and secondary driveways to serve the residences and provide fire safety access at the urban wildland interface;
- Location of the lots and their building envelopes to reduce aesthetic impacts associated with views from Goodhill Road;
- Reduction of fire fuel loads, with corresponding mitigation, at a level intended to reduce significant biological and forestry impacts;
- Location of lots and associated infrastructure to minimize slope instability; and
- Balancing all cut and fill on-site.

E. DISCRETIONARY ACTIONS

This Draft SEIR serves as the environmental document for all discretionary actions associated with the development of the proposed project. This Draft SEIR is intended to cover all federal, state, regional, and/or local government discretionary approvals that may be required to develop the proposed project, whether or not they are explicitly listed below. The federal, state, regional and local agencies that may have jurisdiction over the proposed project may require, but are not necessarily limited to the following:

Town of Ross

- Vesting Tentative Map approval
- A Hillside Lot Permit pursuant to Town of Ross Municipal Code section 18.39.020 for development and subdivision of a parcel that is completely or partially within areas designated as slope stability 3 or 4 on the Town's slope stability map.
- Design review for grading and retaining walls.
- Public Sewer Extension Permit (PSX Permit)

Other public agencies whose approval may be required include:

- Regional Water Quality Control Board, San Francisco Bay Region
- United States Army Corps of Engineers
- United States Fish and Wildlife Service
- California Department of Fish and Game
- Marin Municipal Water District