

Dear Members of the Housing Element Advisory Committee:

We object to designating the Spencer Fire house as an amendment to the Housing Element. It's been reviewed in depth multiple times and rejected so we can only assume this new review is politically motivated.

Spencer Avenue is a major artery for Sausalito's Emergency Evacuation Plan

- a. Per Figure 2 below, Spencer Avenue is a major egress route for Zones SAU-E001 and E007 (Larger map included as Attachment 1). These two zones encompass roughly half of the city.

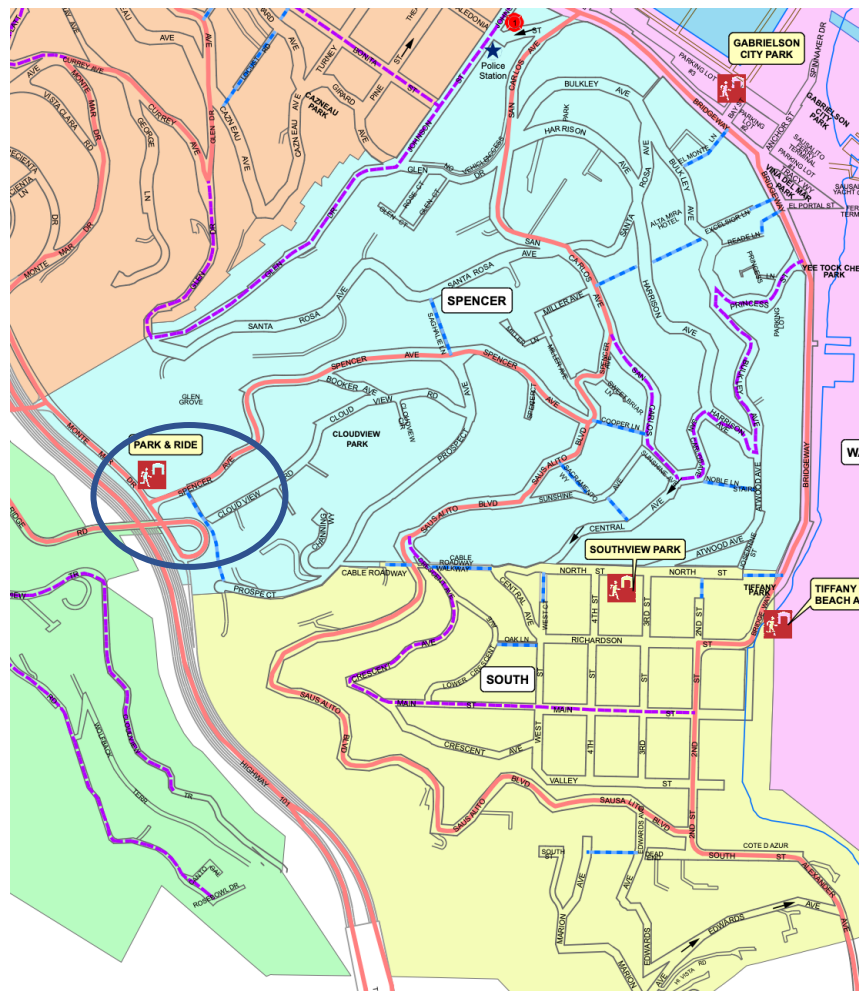


Figure 1 Primary Evacuation Routes Denoted in Pink

- b. Per the 1966 deed from the State of California, ingress and egress from the Firehouse location is restricted to Spencer Avenue (See Attachment 2, Deed).
- c. Your committee at one time proposed to allow for a 24-unit development on the property. Assuming 1.5 cars per unit, up to 36 cars would be exiting the Firehouse site in an emergency evacuation. If one car could exit every 30 seconds, this would clog Spencer Avenue for an additional 18 critical minutes. This is a best-case scenario. Given the difficulty of seeing cars approaching from the northbound Highway 101 exit until they are under the Wolfback Road overpass, the likelihood of emergency vehicles amassing at the bus parking lot and simply general confusion, making a right turn onto the extension of Spencer Avenue would take longer and the clog time could be greatly increased.
- d. Development bonuses would increase the size of the development and serve to make the emergency evacuation problem worse. With these bonuses, more than 80 cars could exit this site.
- e. The roads approaching Spencer are extremely narrow and often clogged:



Target for crime

- e. The police will tell you that criminals look for locations with easy access and alternate routes. Any development on the Spencer Firehouse property would meet these criteria.
 - f. It is a reason the Spencer Avenue area has a high incidence of break-ins. Our information is anecdotal as the Sausalito police do not maintain statistics, but a city inspector recently made sure to lock his car while inspecting a house in the area because he “heard there is a lot of crime in this neighborhood.”
2. Difficult site topography
- a. According to the Marin Map Site Parcel Report, the average slope for the site is 51.98. In Figure 3, the closer the lines, the steeper the slope.

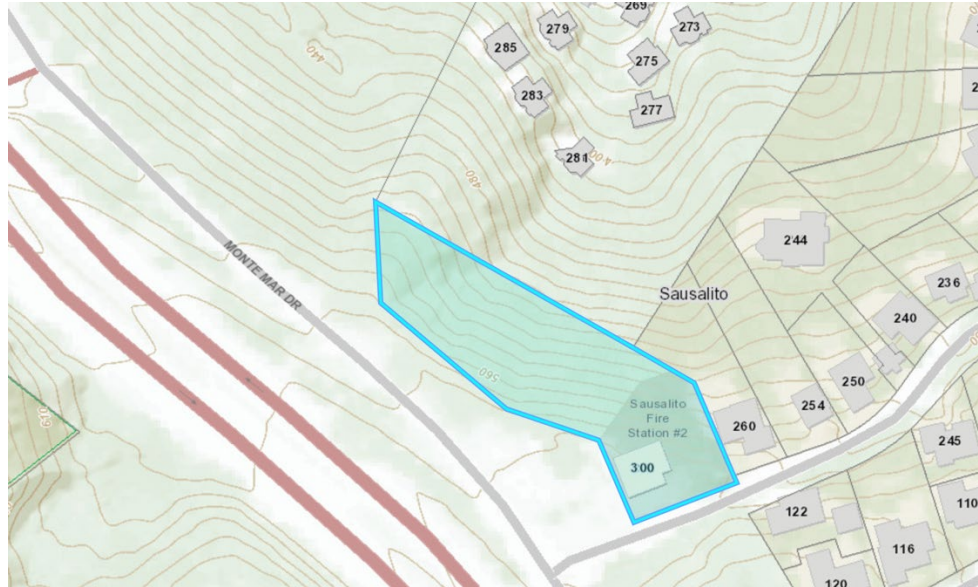


Figure 2 Rough topographical map of Spencer Firehouse

- b. During the last round of the Housing Element, the City Community development department excluded sites with large slopes due to the difficulty of development.
- c. If you look at the CA deep-seated landslide susceptibility map, you'll see the Spencer Fire house area is very susceptible to landslides. <https://maps-cnra-cadoc.opendata.arcgis.com/maps/cadoc::cgs-map-sheet-58-deep-seated-landslide-susceptibility/explore?location=37.853880%2C-122.482424%2C13.00>
- d. Any development would kill a considerable number of trees.



- 3. Lack of Services-The Spencer Fire House is far removed from basic services like grocery stores, libraries, pharmacies etc.

4. Danger in locating housing near highways:

- a. In 2006, California air quality officials delivered a warning in the Air Resources Board's 2005 Handbook to cities and counties: Avoid putting new homes in high-pollution zones within 500 feet of freeways [LA Times: Freeway Pollution Travels Farther Than We Thought](#)
- b. The former firehouse at 300 Spencer Avenue is 150 feet from Highway 101.

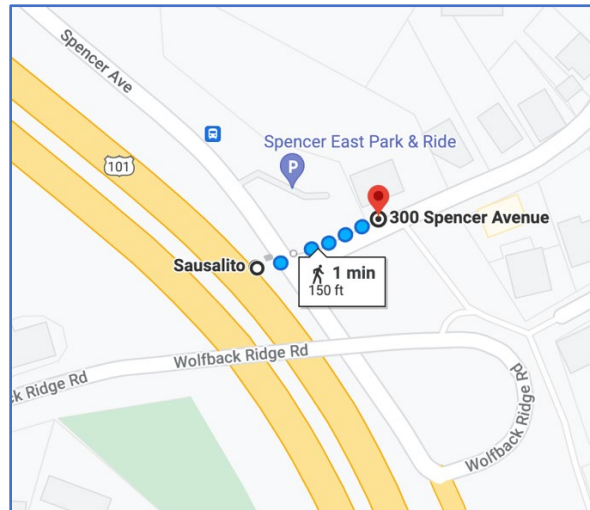


Figure 3 150 foot distance based on GPS measurement

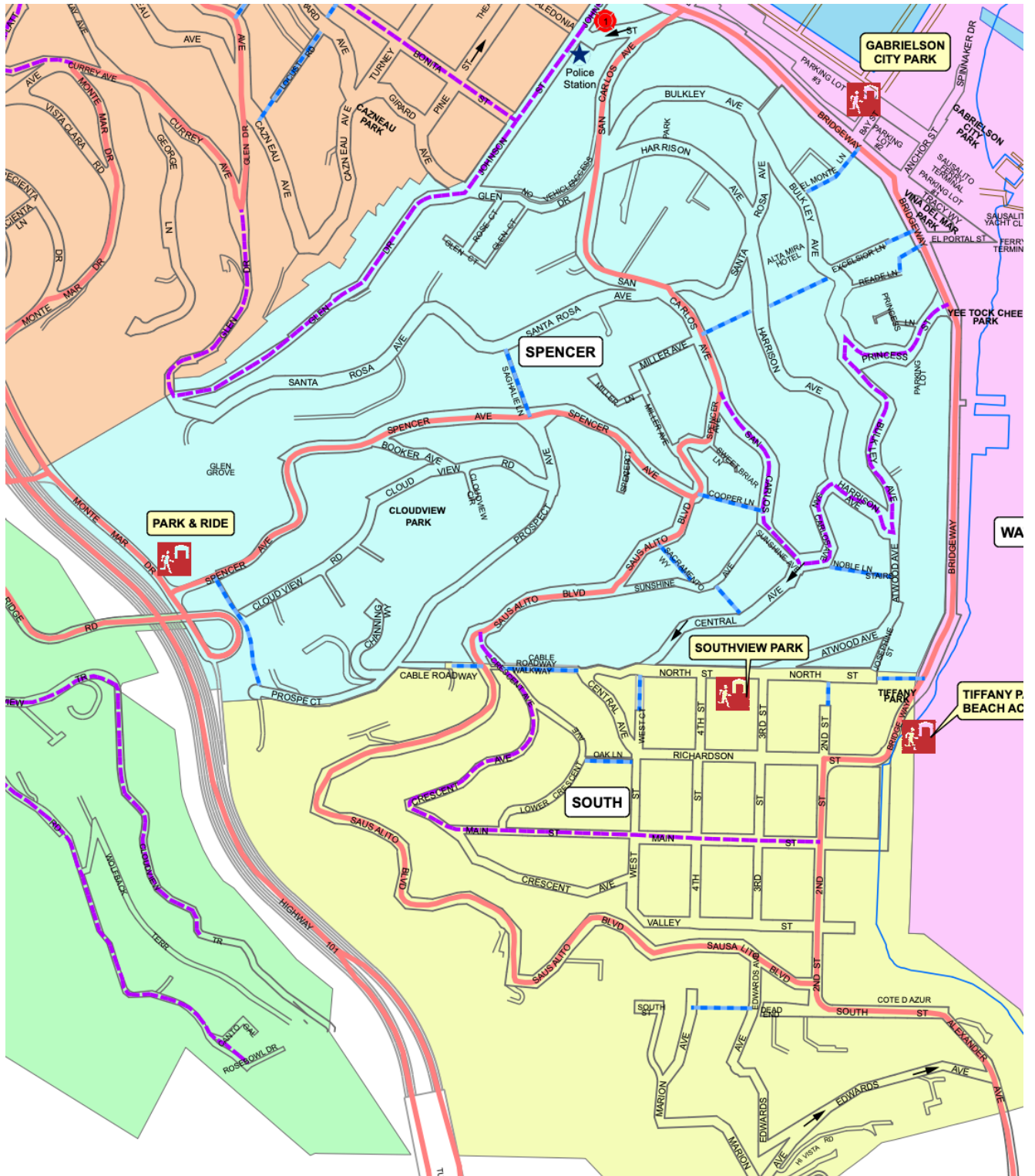
- c. The advisory added a warning to stay away from interchanges, intersections and other hot spots.
 - i. The risk to health can be compounded if there are multiple pollution sources. One should avoid living close to highway interchanges and freeway ramps, which regulators and scientists have identified as hot spots that can hit residents with twice as much as pollution.
 - ii. The Spencer Firehouse is located near both the on and off ramps for Highway 101.
- d. A higher percentage of electric vehicles will not solve the problem.
 - i. Cars and trucks keep getting cleaner, but don't count on electric vehicles bringing an end to traffic-related health problems.
 - ii. Switching to zero-emission vehicles only gets rid of tailpipe-generated pollution. It does nothing to reduce non-exhaust pollutants, including dust from brake pads and tires that contains toxic metals, rubber and other compounds that are kicked up into the air.
- e. Admittedly, in 2018 the Air Resources Board shifted its stance somewhat ([Regulators Shift Stance](#)) ...or did it?

- i. It issued a new advisory that emphasizes design rather than distance, recommending anti-pollution features such as air filters, sound walls and thick vegetation as “promising strategies” to reduce the health risks from freeways.
- ii. *BUT...*
 - 1. A professor of preventive medicine at USC said at the time that the air board’s latest document presented best-case scenarios and overstated the extent to which air filters and other anti-pollution measures protect residents.
 - a. By recommending those steps, he said, state regulators “may give the false impression that it is now OK to put schools and residences close to freeways.”
 - b. “The best current strategy to reduce near-freeway exposure is not to put schools and residences there in the first place,” said the professor, who previously worked at the Air Resources Board. “Even with the best reduction measures available, air pollution in these locations will remain unhealthy.”
 - 2. The deputy executive officer for the air board said in 2018 that the April advisory did not change the agency’s 2005 recommendation to avoid siting homes within 500 feet of freeways. “That’s a very basic health position that the agency has taken and we still stand by.”
 - 3. State air regulators have said that their 2005 guidelines had not, in fact, been replaced. Air Resources Board officials said they decided to supplement them in light of new science on freeway pollution and the effectiveness of air filters and other measures.
 - 4. Filters remove only some of the harmful ingredients in traffic pollution. And they’re effective only when the air is running and all doors and windows are closed. Most will not remove toxic exhaust gases such as benzene and 1,3-butadiene. To screen those out, you need more costly charcoal filters. ([LA Times: Freeway Pollution Travels Farther Than We Thought](#))
- 5. Several other sites have not been posted on the Housing Element List like the Alta Mira

In summary, the Spencer Firehouse site might appear as a good candidate for inclusion on the Housing Element. At a closer look, however, it fails to qualify and should be permanently deleted.

Sincerely yours,
John and Kate Flavin

Attachment ! Sausalito Evacuation Routes



OFFICIAL RECORDS COUNTY OF MARIN

22169

22169

RECORDED AT REQUEST OF

27

City of Sausalito

AT 25 MIN. PAST 12 P. M.

JUL 21 1966

Official Records of Marin County, Calif.

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N. J. Guicmini

NOTARY PUBLIC

RECORDER

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Sta. "D₂R" 108

DISTRICT	COUNTY	ROUTE	SECTION	NUMBER
04	Mrn	101	1.5	9147-DD

DIRECTOR'S DEED

KNOW ALL MEN BY THESE PRESENTS:

That the STATE OF CALIFORNIA, acting by and through its Director of Public Works, does hereby grant to
CITY OF SAUSALITO, a municipal corporation.

all that certain real property situate, lying and being in the City of Sausalito
County of Marin, State of California, described as follows, to-wit:

COMMENCING at the most easterly corner of that parcel of land described as "PARCEL ONE" of Deed No. 9147 to the State of California recorded November 2, 1953, in Volume 834 at Page 381, Official Records of Marin County; thence along the northerly line of Spencer Avenue as reconstructed, S. 88°22'49" W., 110.00 feet; thence N. 21°37'11" W., 91.80 feet; thence N. 71°46'25" W., 97.08 feet; thence N. 49°19'15" W., 159.55 feet; thence N. 5°09'35" W., 107.62 feet to the northeasterly line of the aforesaid State's parcel (834 OR 381); thence along last said line S. 59°53'34" E., 366.58 feet and S. 22°12'49" E., 110.70 feet, to the point of commencement.

CONTAINING 42,627 square feet, more or less.

EXCEPTING AND RESERVING unto the State of California any and all rights of ingress to or egress from the land herein

MAIL TAX
STATEMENT TO;

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OFFICIAL RECORDS COUNTY OF MARIN

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conveyed over and across those courses described above with the lengths of 107.62 feet, 159.55 feet, 97.08 feet and 91.80 feet.

It is the purpose of the foregoing exception and reservation to provide that no easement of access shall attach or be appurtenant to the property hereby conveyed, by reason of the fact that the same abuts upon a public way and upon a State highway, with access only to the State highway being restricted.

The bearings and distances used in the above description are on the California Coordinate System, Zone 3. Multiply the above distances by 1.0000857 to obtain ground level distances.

Subject to special assessments if any, restrictions, reservations, and easements of record.

AND BE IT FURTHER KNOWN:

FIRST, the Director of Public Works has heretofore found and determined and does hereby find and determine, that the said lands were acquired for State Highway purposes and are no longer necessary, and are not now being used for highway uses or purposes;

SECOND, that this conveyance is executed pursuant to the authority vested in the Director of Public Works by law and, in particular, by the Streets and Highways Code.

WITNESS the hand of the Director of Public Works, and the seal of the Department of Public Works of the State of California, this 27th day of June, 1966

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

JOHN ERECA
DIRECTOR OF PUBLIC WORKS

By F. Bagshaw
F. Fred Bagshaw
Assistant Director

APPROVED AS TO FORM AND PROCEDURE

John Fullerton
ATTORNEY
DEPARTMENT OF PUBLIC WORKS

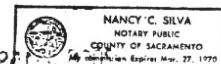
STATE OF CALIFORNIA

COUNTY OF SACRAMENTO

On this 27th day of June, in the year 1966, before me,
NANCY C. SILVA, a Notary Public in and for the State of California,

residing therein, duly commissioned and sworn, personally appeared F. BAGSHAW, known to me to be the Assistant Director of the Department of Public Works of the State of California, described in and that executed the within instrument, and also known to me to be the person who executed the same on behalf of the State of California therein named and he acknowledged to me that the State of California executed the same.

WITNESS my hand and official seal.



Nancy C. Silva
Notary Public

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