

REVISED DRAFT ENVIRONMENTAL IMPACT REPORT

BELVEDERE-TIBURON LIBRARY EXPANSION PROJECT

SCH# 2009052003

Prepared for:

Town of Tiburon

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Tiburon, California 94920



Belvedere-Tiburon Library Expansion Project

Revised Draft Environmental Impact Report

STATE CLEARINGHOUSE NO. 2009052003

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1. INTRODUCTION

The Belvedere-Tiburon Library Agency (the project applicant) proposes to expand the existing Belvedere-Tiburon Public Library through the construction of a two-story addition. The existing 10,500 square foot (sf) Library (11,990 sf including a mechanical mezzanine area) would be expanded to 28,500 sf (29,990 sf including the mechanical mezzanine area) in floor area. The project would also result in changes to vehicular access points; changes to site parking, including the installation of a new fifty-two (52) car parking area; and relocation of the existing Zelinsky Park. The project would also include lighting and landscaping improvements, including the installation of a Town Plaza and Zelinsky Promenade/Garden Plaza extending from Tiburon Boulevard to Zelinsky Park, restoration of the existing Zelinsky Park area, landscaping, and installation of a Story Time Area and Staff Patio.

In June 2010, a Draft EIR (DEIR) prepared for the proposed Belvedere-Tiburon Library Expansion Project (hereafter referred to as “the project”) was circulated for public review and comment. During the public review phase, the Town received 12 comment letters on the DEIR. Additional oral comments were made at the Tiburon Planning Commission’s July 14, 2010 public hearing on the DEIR.

The consulting firm that prepared the DEIR went out of business during the public review phase. The current consultants reviewed the comments received on the DEIR and prepared preliminary responses to the main comments. Based on these preliminary responses, the Town decided that the responses contained sufficient new information that portions of the DEIR should be recirculated for additional public review and comment consistent with *CEQA Guidelines* Section 15088.5.

Based on comments received, the Town determined that most of the DEIR did not require revisions. The sections that did require substantial revision are biological resources (Section IV.D), transportation/traffic (Section IV.H), and alternatives to the proposed project (Section VI). Because the mitigations and conclusions contained in those three sections affect various summary discussions in other sections of the DEIR, those sections have been revised accordingly (i.e., Section V.A – Summary of Significant and Unavoidable Impacts and Section II- Executive Summary).

CEQA Guidelines Section 15088.5 (c) states: “If the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified.” Consistent with this direction, the Town is recirculating the five sections of the DEIR listed in the previous paragraph as the project Revised Draft EIR.

Public Review of This Revised DEIR

This Revised Draft EIR (hereafter referred to as the RDEIR) will be circulated for public review. Once the public review phase for this RDEIR is closed, the Town and its consultants will prepare responses to comments and a Final EIR for the proposed project. Recirculation consistent with *CEQA Guidelines* Section 15088.5(f)(2) includes specific guidelines on what additional comments can be made and how comments on the original DEIR will be handled. The specific language of the cited section states:

When the EIR is revised only in part and the lead agency is recirculating only the revised chapters or portions of the EIR, the lead agency may request that

reviewers limit their comments to the revised chapters or portions of the recirculated EIR. The lead agency need only to (i) respond to comments received during the initial circulation period that may relate to chapters or portions of the document that were not revised and recirculated and (ii) comments received during the recirculation period that relate to the chapters or portions of the earlier EIR that were revised and recirculated. The lead agency's request that reviewers limit the scope of their comments shall be included within the text of the revised EIR or by attachment to the revised EIR.

As noted previously, the Town has determined that based on the few comments received on other sections of the EIR, those sections do not need to be recirculated. As such, the Town requests, per the cited section listed above, that reviewers limit their comments to the EIR sections included in this RDEIR.

The following outlines how the original and new comments will be handled when preparing the Final EIR:

- The public review phase for the DEIR except for the sections included in this RDEIR is closed. Comments submitted on the original DEIR on matters not included in the five recirculated sections will be responded to in the Final EIR. The Town will not accept additional comments on those sections.
- Comments submitted on the original DEIR on biological resources, transportation/traffic, and/or alternatives to the proposed project will not be responded to. In revising these sections, the EIR consultants have attempted to address the concerns and suggestions made by the commenters. As such, the original comments may no longer be pertinent to the revised EIR sections. Individuals and agencies who submitted those original comments will need to review the revised sections in this RDEIR and submit new comments on those revised sections if they feel that their comments have still not been adequately addressed. Consistent with *CEQA Guidelines* Section 15088.5(f)(3), individuals, groups, and agencies who commented on these sections of the original DEIR have been notified that they will need to submit new comments on these recirculated sections.
- The Town will accept comments from any agency, group, or individual on the sections included in this RDEIR, whether or not the commenter submitted comments on these sections during the original review phase.

2. REVISED SECTIONS OF THE DRAFT EIR

Revisions have been made to five sections of the original DEIR. The *CEQA Guidelines* Section 15088.5(g) states that the Revised DEIR shall include a summary of the revisions made to the previously circulated DEIR. This summary is presented below. A more detailed summary of changes is presented in the introduction to each of the five revised sections.

- ***Executive Summary (Section II)***. This summary section was revised to reflect the new impacts, mitigation measures, and determinations of impact significance resulting from revision to the biological resources and traffic sections (see below).

- **Biological Resources (Section IV.D).** This section was revised to include additional background (setting) information about Railroad Marsh and the species that occupy or use that marsh. A number of minor changes were made to the various impact discussions and mitigation measure recommendations. The main revisions involved additional assessment of the long-term project impacts on Railroad Marsh. This Revised DEIR concludes that operational, or long-term, impacts to that marsh would remain significant and unavoidable given the proposed 35-foot buffer between the marsh and the developed portion of the project site. Similarly, the impacts to the two special status species of wildlife that may inhabit the marsh would remain significant and unavoidable. The original DEIR concluded that these impacts were reduced to a less than significant level.
- **Transportation/Traffic (Section IV.H).** This section was revised to incorporate additional analysis of parking needs and available parking for the project. It is concluded that with mitigation the project would have adequate parking, so there would not be a significant unavoidable impact regarding parking. In addition, some minor revisions were incorporated to address Caltrans comments on the original DEIR regarding signalization and left-turn lane requirements at the State Route 131 (Tiburon Boulevard)/Mar West Street intersection. Discussion of the secondary impacts of extending the left-turn lane was added. This additional information and analysis did not change the original DEIR conclusions on impact significance regarding intersection operations.
- **Summary of Significant and Unavoidable Impacts (Section V.A).** This short section was revised to add impacts to Railroad Marsh to the list of significant unavoidable impacts.
- **Alternatives to the Proposed Project (Section VI).** The discussion of Alternatives B and C were expanded to provide additional information on the effects of this alternative on the biological resources of Railroad Marsh and to revise the discussion about parking impacts given the new analysis of parking. A new Alternative D was presented. This alternative includes include reducing the eastern extension of the library to provide additional views of Tiburon Ridge from Tiburon Boulevard and reduce parking requirements. The alternative eliminates parking within at least 50 feet of the shoreline of Railroad Marsh to mitigate biological impacts. It is concluded that Alternative D eliminates the project's significant unavoidable aesthetic and biological impacts. Alternative D is identified as the environmentally superior alternative.

The following presents these five revised sections. This RDEIR uses the same numbering and presentation format as the original DEIR.

II. EXECUTIVE SUMMARY

The following section replaces the Executive Summary section of the original Draft EIR (pages II-1 to II-24).

A. Introduction

This summary is intended to highlight the major areas of importance in the environmental analysis for the proposed project as required by Section 15123 of the CEQA Guidelines. The summary includes a brief description of the project, the project

objectives, areas of controversy/issues to be resolved, and a summary of alternatives to the proposed project. In addition, this section provides a table summarizing: (1) potential environmental impacts that would occur as a result of the proposed project; (2) the level of significance of the environmental impacts prior to implementation of any applicable mitigation measures; (3) the recommended mitigation measures and/or project requirements that avoid or reduce significant environmental impacts; and (4) the level of significance after mitigation measures are implemented (refer to Table II-1, Summary of Impacts/Mitigation Measures at the end of this section).

B. Proposed Project

The proposed project would expand the existing Belvedere-Tiburon Public Library through the construction of a two-story addition. The existing 10,500 square foot (sf) Library (11,990 sf including a mechanical mezzanine area) would be expanded to 28,500 sf (29,990 sf including the mechanical mezzanine area) in floor area. The project would also result in changes to vehicular access points; changes to site parking, including the installation of a new fifty-two (52) car parking area; and relocation of the existing Zelinsky Park. Approximately fifty-four (54) existing parking spaces would be eliminated by the project.

The project would also include lighting and landscaping improvements, including the installation of a Town Plaza and Zelinsky Promenade/Garden Plaza extending from Tiburon Boulevard to Zelinsky Park, relocation of the existing Zelinsky Park area, landscaping, and installation of a Story Time Area and Staff Patio.

One bioretention treatment area is proposed to the south of the parking area. The parking lot would be surfaced with a combination of asphalt and pervious asphaltic concrete; and would be landscaped with trees and plants. Stormwater would flow through the pervious paving. Additionally, runoff from the roof of the proposed Library addition would flow to a ground flow-through planter located to the north of the addition.

The proposed project would increase the existing development intensity on the Library parcels from a Floor Area Ratio (FAR) of 0.46 to an FAR of approximately 0.69. This change in FAR translates to an increase in total square footage on those parcels from approximately 11,990 sf to approximately 29,990 sf, or a net change of 18,000 sf. Upon buildout of the proposed project, impervious area would be increased from approximately 38 percent to approximately 42 percent.

C. Project Objectives

The objectives of the proposed project include the following:

- Create new spaces that will allow the Library to better fulfill its mission as a learning, technology, and cultural center for all age groups.
- Increase shelving and floor space for library collections in all formats.
- Expand the Children's Room to offer services to children up to age 12. The current space is adequate only for children up to toddler age.
- Add a new Teen Area that will feature relevant materials and collections, a teen gathering space, and group and quiet study areas.

- Provide increased seating capacity and work spaces in public areas.
- Create a dedicated technology center with 20 computer stations. The technology center will allow for hands-on daily training and supported patron computer access.
- Expand programming space to provide
 - A meeting room for 80+ adults
 - Storytelling space for 30 children and parents
 - A conference room for 10-14
 - Four small study rooms
- Enlarge work and office space for library staff and volunteers
- Create new space for a library bookstore and a small café to serve as revenue sources for the library.
- Expand storage space in all areas of the Library.

D. Significant Effects

CEQA requires a discussion of potentially significant environmental changes that could result from the project. The project would result in significant impacts to air quality (consistency with an applicable air quality plan), aesthetics (changes to scenic vistas), biological resources (Railroad Marsh and Special Status Wildlife Species), noise (construction groundborne vibration or groundborne noise levels and substantial temporary increase in noise), and traffic (parking). See Table II-1 for a summary of project impacts and mitigation measures.

e. Areas of Controversy

This EIR addresses environmental issues that are known or were raised during the Notice of Preparation (NOP) public review period. Letters were received from Caltrans, the Federated Indians of the Graton Rancheria, Native American Heritage Commission, and members of the public. The Town anticipates that views, biological resources, hydrology, land use, and parking would be the areas of controversy for the project.

F. Alternatives

Four alternatives were analyzed that would avoid or substantially lessen some of the significant effects of the project. These alternatives include the following:

- Alternative A: No Project/No Build
- Alternative B: Revised Site Plan
- Alternative C: Reduced Library
- Alternative D: Mitigated Project

Alternative A was identified as the environmentally superior alternative. Alternative D was identified as the environmentally superior alternative among the alternatives that included some additional development of the site.

G. Environmental Impacts and Mitigation Measures

Table II-1 summarizes the various environmental impacts associated with the project. The table lists whether the impact is not significant (NI), less-than-significant (LTS), or potentially significant (PS). It then lists the mitigation measure for the impact and concludes whether the impact has been reduced to a less-than-significant level (or remains a significant and unavoidable impact (SU)

**Table II-1
Summary of Impacts/Mitigation Measures**

Environmental Impacts	Level of Significance Prior Mitigation	Mitigation Measures	Level of Significance After Mitigation
AESTHETICS			
<i>Impact AES-1: Would the project have a substantial adverse effect on a scenic vista?</i>	PS	Other than not constructing the project, no mitigation measures are available to reduce this impact.	SU
<i>Impact AES-2: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</i>	NI	None Required.	NI
<i>Impact AES-3: Would the project substantially degrade the existing visual character or quality of the site and its surroundings?</i>	LTS	None Required.	LTS
<i>Impact AES-4: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i>	LTS	None Required.	LTS
AIR QUALITY			
<i>Impact AQ-1: Would the project conflict with or obstruct implementation of the applicable air quality plan?</i>	PS	Other than not preparing a General Plan Amendment, no mitigation measures are available to reduce this impact.	SU
<i>Impact AQ-2: Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?</i>	PS	Mitigation Measure AQ-2a: Construction Emissions: Implementation of the following measures would reduce airborne dust by reducing and controlling loose soils in areas subject to dust creating activity. As a condition of the construction contracts, the project sponsors shall require that construction contractors follow these construction practices: a. Water all active construction areas at least twice daily. b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.	LTS

**Table II-1
Summary of Impacts/Mitigation Measures**

Environmental Impacts	Level of Significance Prior Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>c. Pave, apply water three times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at the construction sites.</p> <p>d. Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at the construction sites.</p> <p>e. Sweep public streets adjacent to construction sites daily (with water sweepers) if visible soil material is carried onto the streets.</p> <p>f. Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).</p> <p>g. Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).</p> <p>h. Limit traffic speeds on unpaved roads to 15 miles per hour.</p> <p>i. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.</p> <p>j. Replant vegetation in disturbed areas as soon as possible.</p> <p>k. Wash off the tires or tracks of all trucks and equipment leaving the construction site.</p> <p>l. Install wind breaks at the windward sides of the construction areas</p> <p>m. Suspend excavation and grading activities when wind (as instantaneous gusts) exceeds 25 miles per hour.</p>	
<i>Impact AQ-3: Would the project expose sensitive receptors to substantial pollutants?</i>	LTS	None Required.	LTS

**Table II-1
Summary of Impacts/Mitigation Measures**

Environmental Impacts	Level of Significance Prior Mitigation	Mitigation Measures	Level of Significance After Mitigation
<i>Impact AQ-4: Would the project create objectionable odors?</i>	NI	None Required.	NI
<i>Impact AQ-5: Green House Gas Emissions: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?</i>	LTS	None Required.	LTS
BIOLOGICAL RESOURCES			
<i>Impact BIO-1: Project development would adversely impact Railroad Marsh and plants and wildlife that inhabit or use that marsh.</i>	PS	<p>Mitigation Measure BIO-1a: The project shall not damage native vegetation in the buffer zone. The boundary of the buffer zone shall be staked and flagged in the field with a highly visible color coded system and all construction and equipment operators shall be instructed to remain outside this no-disturbance boundary for the duration of construction.</p> <p>Mitigation Measure BIO-1b: The area between the proposed Library expansion and Railroad Marsh shall be enhanced to improve habitat value and to protect sensitive riparian, buffer, marshland and open water habitats. A restoration and enhancement plan shall be prepared by a qualified wetland biologist prior to the project receiving a grading permit. The applicant shall be responsible for implementing that plan. The plan shall at least include:</p> <ul style="list-style-type: none"> • Requirements for removal and monitoring of acacia, eucalyptus, pampas grass, French broom, Himalaya berry, poison hemlock, curly dock, and fennel within the buffer. It will establish the monitoring protocol and follow-up actions needed 	SU

**Table II-1
Summary of Impacts/Mitigation Measures**

Environmental Impacts	Level of Significance Prior Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>for seedling and resprout removal.</p> <ul style="list-style-type: none"> Guidelines for replanting the buffer. The replanting plan should be consistent with the marsh management plan that recommends planting low-growing species such as soft rush (<i>Juncus effuses</i>) along the waterline area and coyote brush (<i>Baccharis pilularis</i>) on the adjacent upland. Maintenance guidelines regarding whether mowing or cutting of vegetation in the buffer should occur and when. A tree and shrub plant list for other landscaped areas on the north side of the buildings and parking lot. Native trees and shrubs will be used to the maximum extent feasible. <p>The plan shall be submitted for review to CDFG and amended consistent with the department's recommendations.</p> <p>Mitigation Measure BIO-1c: A 3-foot high fence shall be installed at the inland edge of the buffer along the project's interface with the buffer. Public access and use of the buffer will be prohibited. The signage shall state that humans and dogs are not allowed between the fence and the marsh. Signage may provide information on the history of the marsh, habitat and species composition as well as the sensitivity of these habitats and the need to restrict human and dog intrusion into the marsh area.</p>	
<p><i>Impact BIO-2: Project development could adversely affect special status species of plants and wildlife or habitat that these species inhabit or use.</i></p>	<p align="center">PS</p>	<p>Mitigation Measure BIO-1a applies to this impact. In addition, the following mitigations are recommended:</p> <p>Mitigation Measure BIO-2a The project shall not injure</p>	<p align="center">SU</p>

**Table II-1
Summary of Impacts/Mitigation Measures**

Environmental Impacts	Level of Significance Prior Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>or destroy habitat used by California red-legged frogs (CRLF). To accomplish this standard, a qualified biologist, capable of monitoring projects with potential habitat for California red-legged frogs (CRLF) shall be present at the site to implement the following:</p> <ol style="list-style-type: none"> 1. Prior to and within 3 days of installation of the exclusion fencing (type to be determined through consultation with CDFG and USFWS), the biologist shall survey the location for the installation for the presence of CRLF. In addition, should any burrows be observed, the burrows shall be inspected by the biologist to determine if it is being used by the species. Should CRLF be observed, the area shall be vacated and re-inspected in one week. If no animal use is noted, the burrows shall be carefully excavated using a small trowel or shovel. Careful prodding using a blunt object will aid in determining the course of the tunnel such that the tunnel is excavated from the sides rather than the top, reducing the potential for any injury should an animal be present. Excavated burrows with no CRLF shall be left open so they cannot be re-occupied. If any non-listed species are located, they shall be translocated outside of the construction zone. Should any individual CRLF be found during the field survey or excavation, the area where that individual has been found shall remain undisturbed. If any life stage of the CRLF is found during these surveys or excavations, the Department of Fish and Game and the US Fish and Wildlife Service shall be contacted immediately, and activities that could result in take shall be postponed until appropriate actions are taken to allow project activities to continue. 	

**Table II-1
Summary of Impacts/Mitigation Measures**

Environmental Impacts	Level of Significance Prior Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>2. During installation of the construction zone exclusion fencing, the biological monitor shall be present and will oversee the installation of all construction fencing. The exclusionary fencing shall be installed along the marsh boundary first, leaving the southeastern property boundary open so that if any animals are within the construction zone, they will have the opportunity to move out of the area freely. Once it is confirmed that no animals remain within the project boundary, the remaining exclusionary fencing shall be placed.</p> <p>3. Immediately following installation of exclusion fencing, the biological monitor shall survey the enclosed construction zone for the presence of CRLF. If any life stage of the CRLF is found during these surveys, the Department of Fish and Game and the U.S. Fish and Wildlife Service shall be contacted immediately, and activities that could result in take shall be postponed until appropriate actions are taken to allow project activities to continue.</p> <p>4. The biological monitor shall be present at all times during restoration area planting activities outside the construction zone and within the buffer area, to monitor for the presence of CRLF.</p> <p>5. The biological monitor shall prepare a training document in both English and Spanish about the animals of concern, their identification, and the methods of avoidance and reporting requirements and procedures, should the species be observed. The document shall provide photographs of the</p>	

**Table II-1
Summary of Impacts/Mitigation Measures**

Environmental Impacts	Level of Significance Prior Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>species and notification numbers for the monitor, the Department of Fish and Game, and the U.S. Fish and Wildlife Service. The training document and contact information for the monitor shall be posted at the construction zone and maintained in the monitoring log. Every contractor, sub-contractor and construction worker shall be provided a copy of the training document in advance of their respective construction activities and shall be required to adhere to its contents.</p> <p>6. A highly visible warning sign shall be installed along the project perimeter. The warning sign shall be in English and Spanish and shall state: "Stay Out - Habitat Area of Federally Protected Species." A document drop shall be attached to several warning signs and stocked with a supply of training documents.</p> <p>7. The biological monitor shall conduct weekly site visits when construction is occurring to verify that all construction zone exclusionary fencing is in place and functioning as intended. Any repair or maintenance to the fencing deemed necessary by the biological monitor shall be completed under the monitor's supervision. Such maintenance activities include adequate removal of vegetation at the construction fence line to ensure that vegetation "ladders" for species access are not allowed to establish.</p> <p>8. Once construction activities are complete, the exclusion fencing shall be removed under the supervision of the biological monitor. Prior to the removal of the buffer area/restoration area fencing,</p>	

**Table II-1
Summary of Impacts/Mitigation Measures**

Environmental Impacts	Level of Significance Prior Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>permanent exclusionary measures shall be put in place to prevent special status species movement beyond the buffer areas. Wildlife movement through the site shall be facilitated via the buffer zone established between the exclusionary fencing and the marsh.</p> <p>9. The general contractor shall assign a crew member that will be responsible for conducting site inspections, monitoring gate opening and closing, and assuring that other species protection measures are in place and being enforced when the Biological Monitor is not present. The crew member shall adhere to the procedures contained in the training document and shall be able to contact the biological monitor should any violations be noted or listed species observed on-site.</p> <p>10. The biological monitor has the authority to halt all or some construction activities and or modify all or some construction methods as necessary to protect habitat and individual sensitive species. The monitor shall be responsible for contacting USFWS should any endangered or threatened species be observed within the construction zones.</p> <p>11. The biological monitor shall complete daily monitoring reports for each day present, to be maintained in a monitoring log-book kept on site. Reports must contain the date and time of work, weather conditions, biological monitor's name, construction or project activity and progress performed that day, any listed species observed, any measures taken to repair and or maintain fencing, and</p>	

**Table II-1
Summary of Impacts/Mitigation Measures**

Environmental Impacts	Level of Significance Prior Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>any construction modifications required to protect habitat. The monitoring log-book with compiled reports shall be submitted to the Town of Tiburon upon cessation of construction as part of a construction monitoring report.</p> <p>Mitigation Measure BIO-2b: The project shall not injure or destroy habitat used by the salt marsh common yellowthroat. To accomplish this standard, any active salt marsh common yellowthroat, raptor, or other nests in the vicinity of proposed grading shall be avoided until young birds are able to leave the nest (i.e., fledged) and forage on their own. Avoidance may be accomplished either by scheduling grading and tree removal during the non-nesting period (September through February), or if this is not feasible, by conducting a pre-construction survey for raptor nests. Provisions of the pre-construction survey and nest avoidance, if necessary, shall include the following:</p> <ol style="list-style-type: none"> 1. If grading is scheduled during the active nesting period (March through August), a qualified wildlife biologist shall conduct a pre-construction nesting survey no more than 14 days prior to initiation of grading to provide confirmation on presence or absence of active nests in the vicinity. 2. If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with CDFG and implemented to prevent nest abandonment. At a minimum, grading in the vicinity of the nest shall be deferred until the young birds have fledged. A nest-setback zone of at least 	

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Summary of Impacts/Mitigation Measures**

Environmental Impacts	Level of Significance Prior Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>300 feet shall be established for raptors and 100 feet for other birds within which all construction-related disturbances shall be prohibited. The perimeter of the nest-setback zone shall be fenced or adequately demarcated (e.g. high visibility fencing, staking or flagging), and construction personnel restricted from the area.</p> <p>3. If permanent avoidance of the nest is not feasible, impacts shall be minimized by prohibiting disturbance within the nest-setback zone until a qualified biologist verifies that the birds have either a) not begun egg-laying and incubation, or b) that the juveniles from the nest are foraging independently and capable of independent survival at an earlier date. A survey report by the qualified biologist verifying that the young have fledged shall be submitted to the Town of Tiburon and CDFG prior to initiation of grading in the nest-setback zone.</p>	
<i>Impact BIO-3: Project development could disrupt wildlife travel and impede the use of nursery sites.</i>	PS	Mitigation Measure BIO-2b applies to this impact.	LTS
<i>Impact BIO-4: Project development could be inconsistent with plans that protect biological resources.</i>	NA	<p>Mitigation Measure BIO-4: The proposed project's General Plan Amendment regarding General Plan Policy OSC-20 will be revised to state:</p> <p><i>OSC-20 Buffer zones of at least 100 feet shall be provided, to the maximum extent feasible, between development and wetland areas, unless a different buffer zone has been established in a Town-adopted management plan.</i></p>	NA
HYDROLOGY AND WATER QUALITY			
<i>Impact HYDRO-1: Would the project violate water</i>	PS	Mitigation Measure HYDRO 1a: Prepare and	LTS

**Table II-1
Summary of Impacts/Mitigation Measures**

Environmental Impacts	Level of Significance Prior Mitigation	Mitigation Measures	Level of Significance After Mitigation
<i>quality standards or waste discharge requirements?</i>		<p>implement an erosion control plan and SWPPP for the construction phase of the project, in accordance with NPDES permit requirements. The SWPPP will describe methods for preventing discharge of construction and post-construction related pollutants to the Town's municipal stormwater system and to Railroad Marsh. The plan should outline specific methods for minimizing exposure of graded areas adjacent to Railroad Marsh, and construction activities for portions of the project adjacent to the marsh shall be limited to the dry season (May through September).</p> <p>Mitigation Measure HYDRO 1b: Prepare a Stormwater Control Plan (SCP), following the procedures outlined by MCSTOPPP. The SCP shall include the project SWPPP (see Mitigation Measure HYDRO-1a above) as well as a description of post-construction BMPs being implemented. Bioretention features will be designed following the guidance found in MCSTOPPP's stormwater quality manual and the California Storm Water BMP Handbook for New and Redevelopment. If it is determined that pervious pavement is not feasible for the parking area, additional bioretention features or area will be included to treat all imperious surfaces within the new parking area, and the library bioretention features shall be designed to treat all rooftop area of the new library expansion. Bioretention facilities and areas of pervious pavement shall include an underdrain system due to the clayey nature of the soil on-site as well as the presence of near-surface groundwater.</p>	
<i>Impact HYDRO-2: Would the project substantially</i>	LTS	None Required.	LTS

**Table II-1
Summary of Impacts/Mitigation Measures**

Environmental Impacts	Level of Significance Prior Mitigation	Mitigation Measures	Level of Significance After Mitigation
<i>deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</i>			
<i>Impact HYDRO-3: Would the project alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?</i>	LTS	None Required.	LTS
<i>Impact HYDRO-4: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?</i>	PS	<p>Mitigation Measure HYDRO-4a: Upon completion of the final project design and prior to Town approval, the applicant shall complete a site drainage study to quantify the effects of the increased impervious surfaces on the 100-year peak runoff from the project site. If the study identifies increases in 100-year peak flow, specific design measures shall be incorporated into the project to reduce peak flow rates for the 100-year event to at or below pre-project levels. Design measures to control runoff may include the expansion of areas underlain by permeable pavement, reduction in impervious surface area, and/or enlarging/adding water quality or other stormwater control features to provide additional detention. The results of this study shall be submitted to the Town of Tiburon for approval.</p> <p>Mitigation Measure HYDRO-4b: The final drainage map for the Tiburon Library project shall be reviewed by the Town engineer to verify that where the project</p>	LTS

**Table II-1
Summary of Impacts/Mitigation Measures**

Environmental Impacts	Level of Significance Prior Mitigation	Mitigation Measures	Level of Significance After Mitigation
		has increased the drainage area to any individual storm drain, that drain has sufficient capacity to receive the estimated increase in flows without flooding. If individual storm drain capacity is not sufficient, then potential flow to that storm drain shall be reduced to below capacity by increasing pervious surfaces, incorporating swales or other means of detention/retention, or rerouting flows to storm drains that have sufficient capacity.	
<i>Impact HYDRO-5: Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</i>	PS	Implementation of Mitigation Measures HYDRO-1a and 1b and HYDRO-4a and 4b.	LTS
<i>Impact HYDRO-6: Would the project otherwise substantially degrade water quality?</i>	PS	Implementation of Mitigation Measures HYDRO-1a and 1b.	LTS
<i>Impact HYDRO-7: Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</i>	NI	None Required.	NI
<i>Impact HYDRO-8: Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?</i>	LTS	None Required.	LTS
<i>Impact HYDRO-9: Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</i>	PS	Mitigation Measure HYDRO-9: The project shall incorporate a continuous berm at no less than 10.5 feet NAVD88 in elevation to maintain the existing separation between the Railroad Marsh and the library building. The elevation of the landscaped area east of the proposed parking lot shall be raised so that the crest of the area is the same elevation as the existing pathway east of the project site (10.5 feet NAVD88).	LTS

**Table II-1
Summary of Impacts/Mitigation Measures**

Environmental Impacts	Level of Significance Prior Mitigation	Mitigation Measures	Level of Significance After Mitigation
<i>Impact HYDRO-10: Would the project expose people or structures to inundation by seiche, tsunami, or mudflow?</i>	LTS	None Required.	LTS
LAND USE AND PLANNING			
<i>Impact LU-1: Would the project physically divide an established community?</i>	NI	None Required,	NI
<i>Impact LU-2: Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted with the purpose of avoiding or mitigating an environmental effect?</i>	LTS	None Required.	LTS
<i>Impact LU-3: Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?</i>	NI	None Required,	NI
NOISE			
<i>Impact NOISE-1: Would the project result in exposure of persons to or generation of noise in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</i>	PS	Mitigation Measure NOISE-1a: Construction of the proposed project shall be restricted to the hours of 7:00 A.M. to 5:00 P.M. Monday through Friday, and 9:30 A.M. to 4:00 P.M. on Saturdays. Only quiet work is allowed to be performed on Saturdays, such that noise from any source associated with the permitted work, including but not limited to construction activity, amplified sound, and worker's voices shall not be plainly audible beyond the property line. Work covered by a permit shall not be performed on Sunday or on holidays observed by the Town of Tiburon. Mitigation Measure NOISE-1b: Noise and	LTS

**Table II-1
Summary of Impacts/Mitigation Measures**

Environmental Impacts	Level of Significance Prior Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>groundborne vibration construction activities whose specific location on the project site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses.</p> <p>Mitigation Measure NOISE-1c: Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.</p> <p>Mitigation Measure NOISE-1d: The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills and tractors.</p> <p>Mitigation Measure NOISE-1e: The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.</p> <p>Mitigation Measure NOISE-1f: Barriers such as plywood structures or flexible sound control curtains shall be erected between the proposed project and sensitive receptors to minimize the amount of noise to the maximum extent feasible during construction.</p> <p>Mitigation Measure NOISE-1g: All construction truck traffic shall be restricted to truck routes approved by the Town, which shall avoid residential areas and</p>	

**Table II-1
Summary of Impacts/Mitigation Measures**

Environmental Impacts	Level of Significance Prior Mitigation	Mitigation Measures	Level of Significance After Mitigation
		other sensitive receptors to the extent feasible.	
<i>Impact NOISE-2: Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</i>	PS	Construction activities associated with the project would expose persons or existing structures to excessive groundborne vibration or groundborne noise levels that would result in human annoyance. Other than not constructing the project, no mitigation measures are available to reduce this impact.	SU
<i>Impact NOISE-3: Would the project cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</i>	LTS	None Required.	LTS
<i>Impact NOISE-4: Would the project result in substantial temporary or periodic increase in ambient noise levels in the project vicinity?</i>	PS	Construction activities associated with the project would expose persons to excessive noise levels that would result in a substantial temporary increase in ambient noise levels. Other than not constructing the project, no mitigation measures are available to reduce this impact.	SU
<i>Impact NOISE-5: Would the project result in exposure of people residing or working at the project site to excessive noise levels from a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public or public use airport?</i>	NI	None Required.	NI
<i>Impact NOISE-6: Would the project result in exposure of people residing or working at the project site to excessive noise levels from a private airstrip?</i>	NI	None Required.	NI
TRANSPORTATION/TRAFFIC			
<i>Impact TRANS-1: Would the project conflict with the Town of Tiburon Level of Service standards for signalized intersections or unsignalized intersections?</i>	LTS	None Required.	LTS
<i>Impact TRANS-2: Would the project result in impacts</i>	LTS	None Required.	LTS

**Table II-1
Summary of Impacts/Mitigation Measures**

Environmental Impacts	Level of Significance Prior Mitigation	Mitigation Measures	Level of Significance After Mitigation
<i>to regional roadways (Tiburon Boulevard), by resulting in addition of project traffic that would deteriorate the LOS from LOS D to E during the P.M. peak hour period?</i>			
<i>Impact TRANS-3: Would the project result in project traffic or roadway design results in a substantial increase in unsafe circulation conditions?</i>	LTS	None Required.	LTS
<i>Impact TRANS-4: Would the project result in conflicts with adopted policies and plans supporting alternative transportation?</i>	LTS	None Required.	LTS
<i>Impact TRANS-5: Result in inadequate emergency access?</i>	NI	None Required.	NI
<i>Impact TRANS-6: Implementation of the proposed project would result in inadequate parking capacity.</i>	PS	<p>Mitigation Measure TRANS-6a: The Town will ensure the availability of at least 53 off-site parking spaces for Library and Town Hall use through the following actions:</p> <p><u>Public Parking Spaces</u></p> <ol style="list-style-type: none"> 1. Create a minimum of four new parking spaces along Tiburon Boulevard; AND 2. Place a 2-hour time limit on the 7 currently un-timed spaces on Mar West Street, AND/OR 3. Collaborate with Main Street Properties to establish an arrangement to allow short-term parking (as opposed to the current fixed-fee all-day parking) in some of the spaces on their lot. 	LTS

**Table II-1
Summary of Impacts/Mitigation Measures**

Environmental Impacts	Level of Significance Prior Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><u>Employee Parking Spaces</u></p> <ol style="list-style-type: none"> 1. Continue the existing leasing arrangement; OR 2. Collaborate with Main Street Properties to enter into a long-term lease for parking spaces in Lot 3, OR to provide for a partial “decking” of the existing lot to provide additional parking spaces; AND/OR 3. Reserve 12-15 parking spaces at the Town-owned Beach Road Tennis Court Parking Lot at the intersection of Beach Road and Marsh Road for Town and Library employees; AND/OR 4. Adopt a parking permit program that would limit parking on some or all of the 17 spaces that are nearest the Library on Mar West Street to permit holders during the hours the Library and Town Hall are open. Permits then would be issued solely to Town and Library staff. 	
<p><i>Impact TRANS-7: Implementation of the proposed project would not conflict with the Town of Tiburon Level of Service standards for signalized intersections or unsignalized intersections for cumulative traffic conditions.</i></p>	LTS	None Required.	LTS
<p><i>Impact TRANS-8: The project plus cumulative development would generate traffic that would require signalization of the Tiburon Boulevard/Mar West Street intersection.</i></p>	PS	Mitigation Measure TRANS-8: The Town shall apply to Caltrans for signalization of the intersection of Mar West Street and Tiburon Boulevard once a signal warrant is met. The Town shall employ its own criteria for ranking and prioritization, including other signal warrants and accident history, when considering the need and timing for traffic signal installation. The	LTS

**Table II-1
Summary of Impacts/Mitigation Measures**

Environmental Impacts	Level of Significance Prior Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Town shall coordinate with Caltrans when planning and implementing the mitigation, but the final decision regarding signalization lies with Caltrans.	
Impact TRANS-9: <i>The project and other cumulative development would generate traffic that would result in inadequate queuing distance in the eastbound left-turn pocket on Tiburon Boulevard at Mar West Street.</i>	PS	Mitigation Measure TRANS-9: Once future traffic conditions warrant, the Town will apply to Caltrans to extend the eastbound Tiburon Boulevard left-turn pocket at Mar West Street 25 feet to the west. The Town shall employ its own criteria, for ranking and prioritization when considering the need and timing for lengthening this left-turn pocket, and will coordinate with Caltrans, but the final decisions to approve the left-turn pocket lies with Caltrans.	LTS
Secondary Impact TRANS-10: <i>Implementing Mitigation Measure TRANS-9 will require widening of Tiburon Boulevard, which would have construction-related impacts on biological resources, drainage, water quality, soils, noise, air quality, aesthetics, and traffic.</i>	PS	No sensitive resources would be affected. It is expected that standard mitigations developed at the time an improvement plan is designed would reduce all impacts to a less than significant level.	LTS
<p><i>NI = No Impact</i> <i>LTS = Less Than Significant</i> <i>PS = Potentially Significant</i> <i>SU = Significant Unavoidable</i></p> <p><i>Source: Belvedere-Tiburon Library Expansion Project EIR, 2010.</i></p>			

IV. ENVIRONMENTAL IMPACT ANALYSIS

D. BIOLOGICAL RESOURCES

The following section replaces the Biological Resources section of the original Draft EIR (pages IV.D-1 to IV.D-40). The main changes include:

1. Some additional discussion has been added to the Setting section about the environmental resources contained in Railroad Marsh and the importance of upland buffers for such marshes.
2. The lengthy table listing special status species and some other technical data have been relocated to Appendix F.
3. A new Impact (Impact BIO-1, which replaces the original Impacts BIO-2 and BIO-3) has been added to assess the long-term impacts of the project on Railroad Marsh and the species that inhabit or use it. It is concluded that this new impact remains a significant unavoidable impact for the project. Other impacts have been renumbered. It is concluded that the reduction in the marsh buffer also makes the impact to special status wildlife species (Impact BIO-2) a significant unavoidable impact for the project.

A. Setting

Local Setting

The project site is located near the western shore of the San Francisco Bay in the southern part of the Town of Tiburon. The project site is bounded by the Railroad Marsh to the northeast, Mar West Street and commercial and residential uses to the northwest, Tiburon Boulevard to the southwest, and Tiburon Town Hall and associated parking to the southeast. The Point Tiburon Marsh Condominiums are located approximately 250 feet northeast of the project site.

The approximately 2.35-acre project site is currently developed with the Belvedere-Tiburon Library and Town Hall parking areas and Zelinsky Park, portions of which were installed and improved in 2001, includes an irrigated turf area, paved pathway, trees and groundcover, benches, and a commemorative photo display dedicated to the Zelinsky family.

The topography of the site ranges from generally level near the library building, Zelinsky Park and the parking area to gently sloping towards Railroad Marsh. From approximately 1884 until 1984, the northern part of the project site was part of the Northwestern Pacific Railroad Yard. Railroad Marsh is a Freshwater Marsh, cut off from tidal action in the 1880's by construction of the Northwestern Pacific Railroad (Davoren and Eilman 1980). The railroad track crossed the property in the approximate vicinity of what is now the paved pathway. The track was removed in about 1968 and the land was dedicated to the Town of Tiburon in 1984. The southern portion of the project site was dedicated to the Town of Tiburon in a series of dedications made by the Zelinsky family in the 1980s and 1990s. The Town of Tiburon turned over a portion of the land donated by the Zelinsky family to the Library Agency in the 1990s.

The project site is currently developed with the Belvedere-Tiburon Library and Town Hall parking areas, and Zelinsky Park, which includes an irrigated turf area, paved pathways, trees and groundcover all located on an elevated landscape area several feet above natural grade. Annual and non-native annual grassland and weed species dominate the remainder of the Project site north of the existing developed portions of the site and flanking Zelinsky Park. These areas are maintained (mowed) regularly and consist of historically disturbed and compacted soils. Railroad Marsh is adjacent to the mowed grass areas and Zelinsky Park, immediately north of the proposed expansion project.

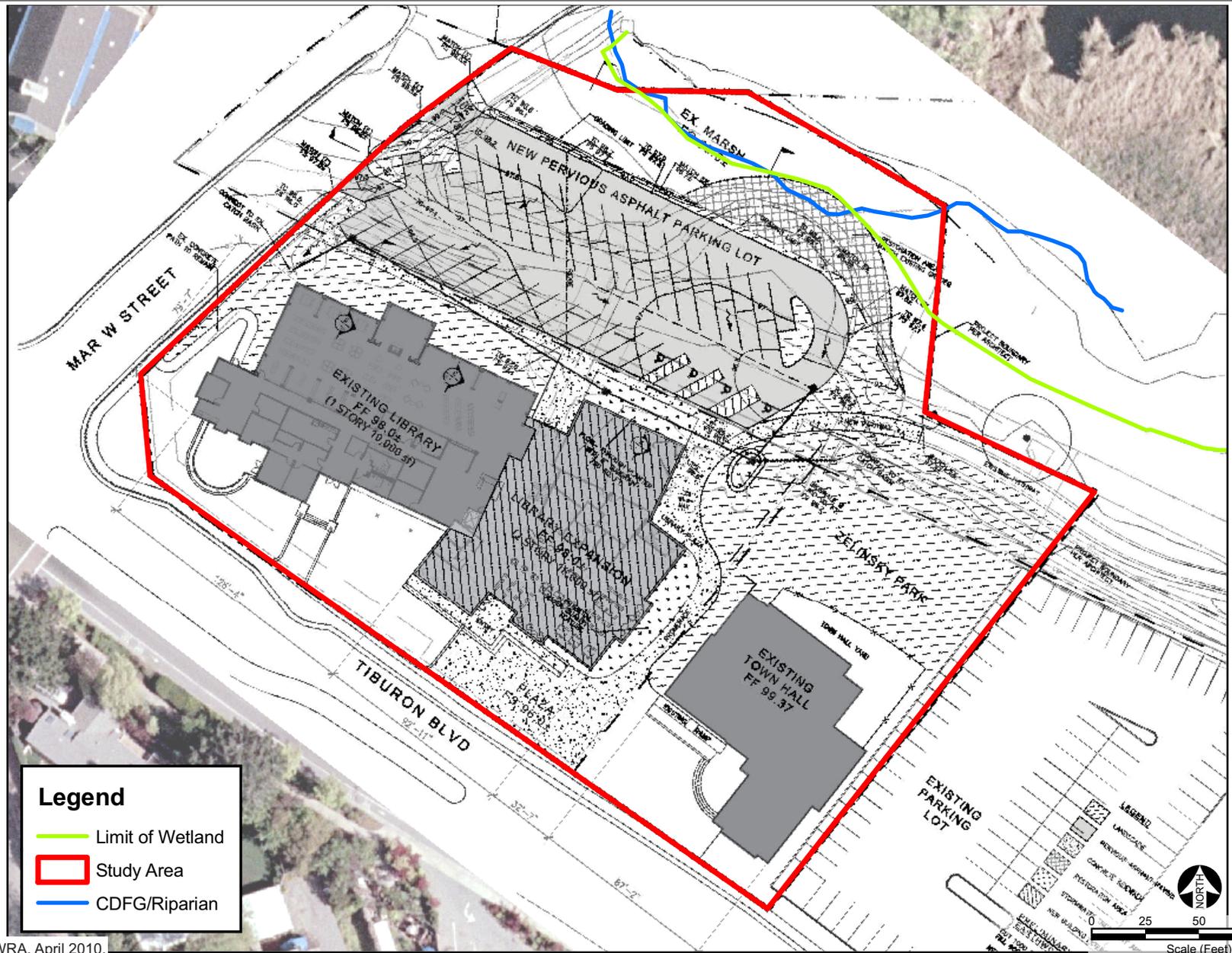
Railroad Marsh

The approximately 10-acre Railroad Marsh is a sensitive natural community and is the preeminent biological resource near the project site. In the vicinity of the project site, wetlands (as delineated on a preliminary basis by the original EIR biologist) are located below the 96-foot contour as depicted on Figure IV-D.1. The marsh was historically part of the Belvedere Lagoon and supported saltmarsh and tidal mudflat habitat. In the 1880s, the site was cut off from tidal action by construction of the Northwestern Pacific Railroad railroad yard. The marsh is surrounded by urban development and is replenished by runoff from these developed areas and a stream which flows from Tiburon Ridge to the east. Subsequent siltation converted the marsh to a freshwater marsh and reduced the open water portion of the marsh to about one acre by the 1960s. In the 1980s, the Town initiated efforts to restore the marsh (per the original *Tiburon Freshwater Marsh Restoration Plan*, WRA 1985). In implementing that plan, the Town has dredged the marsh sediment basins, installed sediment traps, replanted the margins with native plants, and manipulated the water level to control cattails.

The marsh vegetation is dominated by willow (*Salix* sp.) with cattail (*Typha* sp.), French broom (*Genista monspessulana*), acacia trees (*Acacia* sp.), blackberry (*Rubus* sp.), pampas grass (*Cortaderia selloana*) and poison hemlock (*Conium maculatum*). The riparian vegetation adjacent to the northeastern property boundary, as well as the wetlands and waters within the marsh, provides habitat for a variety of wildlife species including resident and migratory birds.

While no nests of raptors or other birds were observed on the site during the reconnaissance survey conducted by original EIR biologist, there is a potential for new nests to be established prior to project implementation, or during later phases of construction. In addition, Railroad Marsh's willow riparian habitat exists along the northeastern property boundary and could provide nesting habitat for the *salt marsh common yellowthroat*, a special status species. Twenty-five species of birds that were using the marsh were identified by the plan preparers in January 2001. It is likely that other species also reside or use the marsh (see list in Appendix F).

In 2000, the Town had the Marsh Restoration Plan revised to address maintenance problems including effects of increased public access and trash. It was determined that people and dogs accessing the marsh edge were disturbing wildlife that use the marsh. The two wildlife management objectives included in the plan are: 1) to remove cattails to increase and maintain shallow water habitat, and 2) to plant vegetative buffers and install a low fence to reduce disturbance to wildlife along the south shoreline. The low fence would also prevent the unintentional mowing of native wetland species by park maintenance crews. The Plan calls for a 3-foot high fence of welded wire and posts, or



Source: WRA, April 2010.

Figure IV.D-1
Study Area Wetland Boundary

a similar design, placed at a distance of 50 feet from the shore. The recommended 50-foot buffer would allow viewing of birds and the marsh from a distance while reducing disturbances to wildlife. The “shore” is where the water (or permanently wet soil) begins. On the project site, the shore is immediately inland (north) of the band of willows that is between the grassy area on the site and the marsh. Further inland is the 96-foot elevation, which is the extent of the jurisdictional wetlands on the site. This area between the shore and the 96-foot contour is periodically inundated during large storm events. However, the excess runoff quickly drains and the area between the 96-foot contour and the shore reverts to its typical state, which is a grassy area that is kept mowed by the Town.

Upland buffers are a critical part of marsh habitat. They provide an area adjacent to wet areas where birds can rest, feed, nest, and find refuge during periods of high water. The Town’s General Plan recognizes the value of this marsh and of buffers by requiring, where feasible, a 100-foot buffer from wetlands. Policy OSC-20 of that plan states: *Buffer zones of at least 100 feet shall be provided, to the maximum extent feasible, between development and wetland areas.* The proposed project includes a proposal to amend the General Plan to revise this policy by providing an exception for public projects that benefit a substantial segment of the community.

Consistent with the plan’s recommendations, in the autumn of 2010, Town contractors conducted maintenance work on the marsh. Adjacent to the project site, cattails and much of the understory vegetation beneath trees was removed and trees were limbed up. This work resulted in views from the project site of open water in the marsh.

Special Status Species

A more complete discussion of the methodology used to identify special status species on or near the project site, and the tables of potential special status species are included in Appendix F (Background Biological Data). The following summarizes that analysis.

Plants

Based upon a review of the resources and databases available, 63 special status plants have been documented in the regional vicinity of the proposed project site. Of these, 61 species were determined to be “not present.” There are no special status plants identified as “low potential to occur” “likely to occur” or “present” on the project site. This is due to the lack of suitable soils and suitable habitat (e.g., serpentine soils, coastal prairie, riparian woodland, etc.). There are two special status plant species that do not have a potential to occur on the project site but have a moderate potential to occur in Railroad Marsh. These two species are Point Reyes checkerbloom (*Sidalcea calycosa* ssp. *rhizomata*) and Suisun Marsh aster (*Symphotrichum lentum*), discussed below.

Point Reyes Checkerbloom (Sidalcea calycosa ssp. Rhizomata)

Point Reyes checkerbloom is a perennial herb (rhizomatous) that is native to California and is endemic (limited) to California alone. It is included in the CNPS Inventory of Rare and Endangered Plants on list 1B.2 meaning that it is rare, threatened, or endangered in California. It occurs in marshes and swamps, especially freshwater marshes near the coast at elevations between 5-75 meters. Point Reyes checkerbloom is only known to occur in three California counties: Marin, Sonoma, and Mendocino. The blooming

season for this species extends from April through September. Although Point Reyes checkerbloom was not observed during any of the biological assessments and/or wetland delineations conducted during appropriately timed site visits, there is suitable habitat for this species in Railroad Marsh. The only recorded occurrence is from a specimen collected in 1918 by Eastwood at Lake Lagunitas and the species is presumed extant (CNDDDB 2009). Because of the presence of suitable habitat in Railroad Marsh, which is immediately adjacent to the project site, this species has a moderate potential to occur in Railroad Marsh.

Suisun Marsh Aster (Symphyotrichum lentum)

Suisun Marsh aster is a perennial herb (rhizomatous) that is native to California and is endemic (limited) to California alone. It is included in the CNPS Inventory of Rare and Endangered Plants on list 1B.2 meaning that it is rare, threatened, or endangered in California. It occurs in brackish and freshwater marshes and swamps almost always under natural conditions in wetlands and is most often seen along sloughs with phragmites, scirpus, blackberry, typha, etc. from 0-3 meters in elevation. The blooming period for this species extends from May through November. Suisun Marsh aster is not known to occur in Marin County. The closest recorded occurrence is across the Bay in West Richmond at Point Molate from a specimen collected by Powell in 1988 (CNDDDB 2009). The species is presumed extant. Although the species was not observed during any of the biological assessments and/or wetland delineations conducted during appropriately timed site visits, there is suitable habitat for this species in Railroad Marsh.

Animals

Fifty-one special status wildlife species have been documented in the vicinity of the proposed project site. Of these species, 34 are “not present”, and 14 have a “low potential to occur” on or in the immediate vicinity of the project site. None of the listed species are identified as “likely to occur” or “present” on or in the immediate vicinity of the project site. This is due to the lack of essential habitat elements required by the individual species for survival and/or breeding (e.g., saltwater marshes and meadows, specific natural vegetation communities for foraging, stands of mature trees for nesting, etc.). Two species, the California red-legged frog (*Rana draytonii*), and the salt marsh common yellowthroat (*Geothlypis trichas sinuosa*), have a “moderate potential to occur” on the project site and the robust walker (*Pomatiopsis binneyi*) is “not present” on the project site but has a “moderate potential to occur” in the aquatic habitat of Railroad Marsh. These three species are further discussed below.

California Red-legged Frog (Rana draytonii)

The California red-legged frog (CRLF) formerly occurred from Shasta County to Baja California, west of the mountains. It also occurred historically on a few desert slopes in the western Mojave and Colorado deserts. According to the USFWS (61 FR 25813–25833), the species has been extirpated from 70% of its former range and is now found primarily in wetlands and streams in coastal drainages of central California from Marin County to Ventura County. It has been all but eradicated from California's inland regions, including the foothills of the Sierra Nevada and coastal areas south of Ventura County (Jennings and Hayes 1994). The species occurs, or once occurred, at elevations ranging from sea level to 4,900 feet (1,500 meters). The CRLF species is listed as threatened by the USFWS and is recognized as a California Species of Concern (CSC) by CDFG. It typically occurs in aquatic habitat of streams and ponds, but can disperse considerable

distances in search of breeding and aestivation sites. Continued loss of upland dispersal habitat, fragmentation of remaining breeding locations, competition and predation by bullfrog, and degradation of aquatic habitat are primary concerns regarding protection and recovery of this species.

Common habitats of the CRLF include stream borders, moist woods, forest clearings, and grasslands (Stebbins 1985). CRLF feeds on insects, mammals, and other amphibians along shorelines. A permanent water source and structurally complex vegetation are habitat requirements of the CRLF. The habitats found to contain the largest densities of CRLF are usually associated with deep-water pools (>2 ft. deep) with dense stands of overhanging willows (*Salix spp.*) and an intermixed fringe of cattails (*Typha latifolia*), tules (*Scirpus spp.*), or sedges (*Carex spp.*) (Hayes and Jennings 1988). However, CRLF have also been observed to inhabit stock ponds and artificial (e.g., concrete) pools completely devoid of vegetation (Storer 1925). CRLF cannot successfully reproduce at salinities $a > 4.5\%$ (Jennings and Hayes 1990) and are thus largely restricted to freshwater and slightly brackish water habitats. For lagoon habitats such as Pescadero Marsh in Santa Cruz County, CRLF will be present only during periods when the salinities of the lagoons are within the range tolerated by the species (Padgett-Flohr and Jennings 2002).

The project site occurs outside of the designated critical habitat areas for CRLF, which were recently approved by the USFWS. Critical Habitat for CRLF in Marin County occurs in west Marin near Tomales Bay and Drakes Bay in Point Reyes National Seashore (USFWS 2009). Two occurrences of CRLF are recorded in Tiburon. The nearest known population of CRLF is within Old Lagoon (now Keil Pond) at Keil Cove approximately 1.5 miles to the northeast of the project site, on the north side of the Tiburon peninsula (March 1997). The other occurrence is between Bluff Point and Point Chauncey, in a live oak woodland, upslope of the Keil Pond breeding site (Sept 2000). The one juvenile observed was presumed to be overwintering. As noted above, CRLF require both permanent water and complex vegetation structure to complete their life cycle. The project site, which only includes a small portion of riparian vegetation and does not include Railroad Marsh in its footprint, does not contain any areas of permanent water or suitable vegetation. In addition, due to continual ongoing landscape maintenance on the site, suitable vegetation is limited to the wetland interface with Railroad Marsh. Although there is no suitable breeding or foraging habitat on the project site, CRLF have a moderate potential to occur on site due to known occurrences in the vicinity of the site (within 1.5 miles) and potential breeding habitat within Railroad Marsh from which frogs could disperse onto the project site and adjacent uplands. In addition, CRLF was observed at Railroad Marsh during a biological assessment by White and Davis in 1982 (WRA 2001). CRLF is a federally threatened species and a CDFG Species of Special Concern.

Salt Marsh Common Yellowthroat (Geothlypis trichas sinuosa)

The salt marsh common yellowthroat is a Resident and summer visitant in the San Francisco Bay area, and winters south along the coast to San Diego County (Grinnell and Miller 1944). The salt marsh common yellowthroat requires dense growth of vegetation associated with moist environments. The species inhabits freshwater marshes, coastal swales, swampy riparian thickets, brackish marshes, salt marshes, and edges of disturbed weed fields and grasslands that border soggy habitats. The species feeds on insects, especially caterpillars and other larvae; also spiders and a few seeds.

These birds glean wetland herbage and shrubs (Bent 1953). Salt marsh common yellowthroat breeds from early April to mid-July, with peak activity in May and June. Nests are usually placed on or within 8 centimeters (3 inches) of the ground. Nests may be over water, in emergent aquatic vegetation, dense shrubs, or other dense growth.

Breeding populations have been documented in wetlands along the Marin County coast in Rodeo Lagoon, Fort Barry Military Reservation and Tennessee Cove, Marin Headlands State Park. Occurrence of common yellowthroat is fairly common in Marin County (CDFG 2005). This species was observed in Railroad Marsh during a biological assessment by White and Davis in 1982 (WRA 2001). The project site does not support suitable nesting or foraging habitat, however, Railroad Marsh does support both nesting and foraging habitat. The salt marsh common yellowthroat has a moderate potential to occur on site due to the known presence of the species in Railroad Marsh in the past, as well as suitable breeding, foraging and nesting habitat in the marsh. The salt marsh common yellowthroat is a CDFG Species of Special Concern.

Robust Walker (Pomatiopsis binneyi)

The robust walker is a freshwater snail that has a Ranking of G1 and N1, meaning that it is critically imperiled worldwide and in the United States. This snail is only known from occurrences in California and Oregon. Natural heritage records exist only for Curry County in Oregon and Marin County in California. Freshwater snails have adapted to most North American habitats including permanent standing, intermittent, and flowing waters. Precise geographic distribution of American freshwater snails is not known but is expected to reflect past geologic, geographic and climatic change (Smith, 1989). Movements between isolated or inaccessible portions of water bodies is possible but dependent on outside, passive processes (e.g. rafting, periodic flooding, transport by vertebrates, introduction by humans). Long-distance dispersal is generally not considered when assigning separation distances as otherwise impracticably large separation distances would result.

The only known occurrence of the robust walker in California is from a population found in several springs in Potrero Meadows, in the Tomales-Drakes Bay watershed area, approximately 29 miles away in the northwestern portion of Marin County. It is not likely that this species exists within Railroad Marsh, however, there is suitable freshwater habitat so it has a moderate potential to occur. The robust walker is on the CDFG July 2009 Special Animals list. "Special Animals" refers to all of the taxa the CNDDDB is interested in tracking, regardless of their legal or protection status. This list is also referred to as the list of "species at risk" or "special status species".

Jurisdictional Waters and Wetlands

The only wetlands on or near the project site are associated with Railroad Marsh. A "Delineation of Potential Waters of the United States" was conducted for a previously proposed Library expansion project in 2006. An updated delineation was conducted by the original EIR biologists in 2009 to include the entire proposed project boundary. Field surveys were conducted, and observed wetlands and water bodies in the vicinity of the project site were mapped. The 2009 delineation has not been submitted to the Corps for verification. In general, the delineation found that wetland areas associated with Railroad Marsh extend to the 96-foot contour in the vicinity of the project site (Figure IV.D.-1). The wetland areas consist of both riparian and freshwater emergent wetland vegetation as well as open water and are subject to regulation by the Corps, CDFG, and

RWQCB. A 25-foot minimum buffer from the 96-foot elevation contour has been established for the project to ensure that no grading or construction activities occur within or immediately adjacent to onsite wetlands and adjacent Railroad Marsh.

Regulatory Framework

A wide range of laws, regulations, and policies regulate land uses to ensure protection of important biological resources. The more important that are pertinent to the project and the project site are summarized below.

Federal

Federal Endangered Species Act (FESA)

The FESA of 1973, as amended, provides the regulatory framework for the protection of plant and animal species (and their associated critical habitats), which are formally listed, proposed for listing, or candidates for listing as endangered or threatened under the FESA. The FESA has four major components: provisions for listing species, requirements for consultation with the USFWS and the National Marine Fisheries Service (NOAA Fisheries), prohibitions against “taking” of listed species, and provisions for permits that allow incidental “take.” The FESA also discusses recovery plans and the designation of critical habitat for listed species. Both the USFWS and the NOAA Fisheries share the responsibility for administration of the FESA. During the CEQA review process, each agency is given the opportunity to comment on the potential of the proposed project to affect listed plants and animals.

Sensitive Species

The United States Forest Service designates plant and animal species identified by a regional forester that are not listed or proposed for listing under FESA for which population viability is a concern, as evidenced by significant current or predicted downward trend in population numbers or density, or significant current or predicted downward trends in habitat capability that would reduce a species’ existing distribution, as “sensitive.” Although these species generally have no special legal status, they are given special consideration under CEQA during project review.

Clean Water Act Section 404 & 401

The Army Corps of Engineers (ACE) and the U.S. Environmental Protection Agency (EPA) regulate the discharge of dredged or fill material into waters of the United States, including wetlands, under Section 404 of the Clean Water Act (CWA) (33 U.S.C. 1344). Waters of the United States are defined in Title 33 CFR Part 328.3(a) and include a range of wet environments such as lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds. The lateral limits of jurisdiction in those waters may be divided into three categories – territorial seas, tidal waters, and non-tidal waters – and is determined depending on which type of waters is present (Title 33 CFR Part 328.4(a), (b), (c)). Activities in waters of the United States regulated under Section 404 include fill for development, water resource projects (such as dams and levees), infrastructure developments (such as highways and airports) and mining projects. Section 404 of the CWA requires a federal license or permit before dredged or fill material may be

discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g., certain farming and forestry activities).

Section 401 of the CWA (33 U.S.C. 1341) requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification from the state in which the discharge originates or would originate, or, if appropriate, from the interstate water pollution control agency having jurisdiction over the affected waters at the point where the discharge originates or would originate, that the discharge will comply with the applicable effluent limitations and water quality standards. A certification obtained for the construction of any facility must also pertain to the subsequent operation of the facility. The responsibility for the protection of water quality in California rests with the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs).

Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act (16 U.S.C. Sections 661-667e, March 10, 1994, as amended 1946, 1958, 1978, and 1995) requires that whenever waters or channel of a stream or other body of water are proposed or authorized to be modified by a public or private agency under a federal license or permit, the federal agency must first consult with the USFWS and/or NOAA Fisheries and with the head of the agency exercising administration over the wildlife resources of the state where construction will occur (in this case the CDFG), with a view to conservation of birds, fish, mammals and all other classes of wild animals and all types of aquatic and land vegetation upon which wildlife is dependent.

The Migratory Bird Treaty Act & Bald and Golden Eagle Protection Act

The Federal Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.), Title 50 Code of Federal Regulations (CFR) Part 10, prohibits taking, killing, possessing, transporting, and importing of migratory birds, parts of migratory birds, and their eggs and nests, except when specifically authorized by the Department of the Interior. As used in the act, the term “take” is defined as meaning, “to pursue, hunt, capture, collect, kill or attempt to pursue, hunt, shoot, capture, collect or kill, unless the context otherwise requires.” With a few exceptions, most birds are considered migratory under the MBTA. Disturbance that causes nest abandonment and/or loss of reproductive effort or loss of habitat upon which these birds depend would be in violation of the MBTA.

The Bald Eagle Protection Act (16 U.S.C. 668) was passed in 1940 to protect bald eagles and was later amended to include golden eagles. Under the act it is unlawful to import, export, take, sell, purchase, or barter any bald eagle or golden eagle, their parts, products, nests, or eggs. Take includes pursuing, shooting, poisoning, wounding, killing, capturing, trapping, collecting, molesting, or disturbing eagles.

State

California Endangered Species Act

The State of California enacted similar laws to the FESA -- the California Native Plant Protection Act (NPPA) in 1977 and the California Endangered Species Act (CESA) in 1984. The CESA expanded upon the original NPPA and enhanced legal protection for plants, but the NPPA remains part of the California Fish and Game Code. To align with the FESA, CESA created the categories of “threatened” and “endangered” species. It converted all “rare” animals into the CESA as threatened species, but did not do so for rare plants. Thus, these laws provide the legal framework for protection of California-listed rare, threatened, and endangered plant and animal species. The California Department of Fish and Game (CDFG) implements NPPA and CESA, and its Wildlife and Habitat Data Analysis Branch maintains the CNDDDB, a computerized inventory of information on the general location and status of California’s rarest plants, animals, and natural communities. During the CEQA review process, the CDFG is given the opportunity to comment on the potential of the proposed project to affect listed plants and animals.

Fully Protected Species & Species of Special Concern

The classification of “fully protected” was the CDFG’s initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for fish, amphibians and reptiles, birds, and mammals. Most of the species on these lists have subsequently been listed under CESA and/or FESA. The Fish and Game Code sections (fish at §5515, amphibians and reptiles at §5050, birds at §3511, and mammals at §4700) dealing with “fully protected” species state that these species “...may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species,” although take may be authorized for necessary scientific research. This language makes the “fully protected” designation the strongest and most restrictive regarding the “take” of these species. In 2003, the code sections dealing with fully protected species were amended to allow the CDFG to authorize take resulting from recovery activities for state-listed species.

Species of special concern are broadly defined as animals not listed under the FESA or CESA, but which are nonetheless of concern to the CDFG because they are declining at a rate that could result in listing or because they historically occurred in low numbers and known threats to their persistence currently exist. This designation is intended to result in special consideration for these animals by the CDFG, land managers, consulting biologist, and others, and is intended to focus attention on the species to help avert the need for costly listing under FESA and CESA and cumbersome recovery efforts that might ultimately be required. This designation also is intended to stimulate collection of additional information on the biology, distribution, and status of poorly known at-risk species, and focus research and management attention on them. Although these species generally have no special legal status, they are given special consideration under the CEQA during project review.

California Fish and Game Code Sections 3503 & 3513

According to Section 3503 of the California Fish and Game Code, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird except English sparrows (*Passer domesticus*) and European starlings (*Sturnus vulgaris*). Section 3503.5 specifically protects birds in the orders Falconiformes and Strigiformes (birds-of-prey). Section 3513 essentially overlaps with the MBTA, prohibiting the take or possession of any migratory non-game bird. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered “take” by the CDFG.

California Native Plant Society

The CNPS publishes and maintains an Inventory of Rare and Endangered Vascular Plants of California in both hard copy and electronic version. The Inventory assigns plants to the following categories:

- 1A – Presumed extinct in California
- 1B – Rare, threatened, or endangered in California and elsewhere
- 2 – Rare, threatened, or endangered in California, but more common elsewhere
- 3 – Plants for which more information is needed
- 4 – Plants of limited distribution

Additional endangerment codes are assigned to each taxa as follows:

1. Seriously endangered in California (over 80 percent of occurrences threatened/high degree of immediacy of threat).
2. Fairly endangered in California (20-80 percent occurrences threatened).
3. Not very endangered in California (<20 percent of occurrences threatened or no current threats known).

Plants on Lists 1A, 1B, and 2 of the CNPS Inventory consist of plants that may qualify for listing, and are given special consideration under CEQA during project review. Although plants on List 3 and 4 have little or no protection under CEQA, they are usually included in the project review for completeness.

Porter-Cologne Water Quality Control Act

Waters of the State are defined by the Porter-Cologne Act as “any surface water or groundwater, including saline waters, within the boundaries of the state.” The RWQCB protects all waters in its regulatory scope, but has special responsibility for isolated wetlands and headwaters. These waterbodies have high resource value, are vulnerable to filling, and may not be regulated by other programs, such as Section 404 of the CWA. Waters of the State are regulated by the RWQCB under the State Water Quality Certification Program, which regulates discharges of dredged and fill material under Section 401 of the CWA and the Porter-Cologne Water Quality Control Act. Projects that require an ACE permit, or fall under other federal jurisdiction, and have the potential to impact Waters of the State are required to comply with the terms of the Water Quality Certification Program. If a proposed project does not require a federal license or permit, but does involve activities that may result in a discharge of harmful substances to waters of the State, the RWQCB has the option to regulate such activities under its State

authority in the form of Waste Discharge Requirements or Certification of Waste Discharge Requirements.

California Fish and Game Code Section 1600

Streams, lakes, and riparian vegetation as habitat for fish and other wildlife species, are subject to jurisdiction by the CDFG under Sections 1600-1616 of the California Fish and Game Code. A 1602 Lake and Streambed Alteration Agreement is generally required for any activity that will do one or more of the following: 1) substantially obstruct or divert the natural flow of a river, stream, or lake; 2) substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or 3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake. The term "stream," which includes creeks and rivers, is defined in the California Code of Regulations (CCR) as follows: "a body of water that flows at least periodically or intermittently through a bed or channel having banks and that supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation" (14 CCR 1.72). In addition, the term stream can include ephemeral streams, dry washes, watercourses with subsurface flows, canals, aqueducts, irrigation ditches, and other means of water conveyance if they support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife. Riparian is defined as, "on, or pertaining to, the banks of a stream;" therefore, riparian vegetation is defined as, "vegetation which occurs in and/or adjacent to a stream and is dependent on, and occurs because of, the stream itself." Removal of riparian vegetation also requires a Section 1602 Lake and Streambed Alteration Agreement from the CDFG.

Regional/Local

Town of Tiburon General Plan (Tiburon 2020)

The Tiburon General Plan contains numerous policies to protect biological resources. See subsequent Table IV.F-2 for as listing of these policies. The ones most pertinent to the proposed project include:

- *OSC-16: The Town shall preserve and enhance the diversity of wildlife and aquatic habitats found in the Planning Area bayfront lands, including tidal marshes, seasonal marshes, lagoons, wetlands, and low-lying grasslands over historical marshes.*
- *OSC-17: Development shall not encroach into sensitive wildlife habitats, limit normal range areas, or create barriers to wildlife that cut off or substantially impede access to food, water, or shelter, or cause damage to fisheries or fish habitats. Access to environmentally sensitive marshland and adjacent habitat shall be restricted, especially during spawning and nesting season.*
- *OSC-18: Freshwater habitats in the bayfront areas associated with freshwater stream and small former marshes should be preserved and/or expanded so that the circulation, distribution, and flow of fresh water supply are facilitated.*
- *OSC-20: Buffer zones of at least 100 feet shall be provided, to the maximum extent feasible, between development and wetland areas.*

- *OSC-38: Where grading is required, it shall be performed in a manner which minimizes, to the maximum extent feasible, the impact on adjacent properties, water quality, and air*

Railroad Marsh Management Plan

The Railroad Marsh Management Plan was adopted by the Town in 2001 (updating an earlier 1985 plan). It provides management guidelines and recommendations for the marsh. Management guidelines include:

1. Specific measures to protect CRLF and salt marsh common yellowthroat when conducting other management activities will be followed.
2. Cattails will be periodically removed to increase and maintain shallow water habitat.
3. Vegetative buffers shall be planted and a low fence installed 50 feet from the shore to reduce disturbance to wildlife along the south shore.
4. Sediment will be dredged periodically and an adequate water level will be maintained to prevent cattail colonization.
5. Sediment will be dredged to maintain open water.
6. Sediment traps will be maintained.
7. Invasive non-native species will be removed

This plan that is specific to this marsh recommends a 50-foot buffer between the shore and the area where dogs and people are present. No other buffer is recommended in the plan.

B. Impacts and Mitigations

1. Criteria Used For Determining Impact Significance

A project will typically have a significant impact on plants or animals if it meets any of the following criteria:

1. Has a substantially adverse effect, either directly or through habitat modifications on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service.
2. Has a substantially adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service.

3. Has a substantially adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
4. Interferes substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impedes the use of native wildlife nursery sites.
5. Conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
6. Conflicts with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.
7. Conflicts with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).
8. Results in the loss of forest land or conversion of forest land to non-forest use.

2. Project Impacts

The project site does not contain forest land, so there is no impact per Criteria 7 and 8 listed above. The following describes potential impacts per the other 6 criteria.

Wetlands and Riparian Habitat

Impact BIO-1 Project development would adversely impact Railroad Marsh and plants and wildlife that inhabit or use that marsh. (SU)

Riparian habitat and a small amount of emergent wetland adjacent to Railroad Marsh occur along the northeastern project boundary. No direct impacts to wetlands will occur from the proposed project as no dredging or filling of jurisdictional wetlands is proposed.

The new parking lot will be constructed to drain away from the marsh. The parking lot incorporates Biofiltration, which cleans stormwater before it enters the Town's municipal storm drains. A small portion of Zelinsky Park (0.1 acres) adjacent to the buffer will be restored to natural grade and will be incorporated into the area designated as wetlands. Grading this 0.1-acre area could have water quality effects on the marsh, and this is a ***potentially significant impact***.

The project reduces the existing 200+-foot buffer between the marsh shore and the existing library building to about a 35-foot buffer between the shore and the proposed parking lot (though portions of the buffer are wider); it reduces the buffer between the new parking lot and the 96-foot contour to about 25 feet. This reduction in marsh buffer would not significantly affect native species of vegetation since the area affected is

vegetated primarily with non-native grasses and forbs, but it would reduce the buffer area that various wildlife species use. Upland buffers are a critical part of marsh habitat. They provide an area adjacent to wet areas where birds can rest, feed, nest, and find refuge during periods of high water.

The Town's General Plan recognizes the value of this marsh and of buffers by recommending, where feasible, a 100-foot buffer from wetlands. Policy OSC-20 of that plan states: *Buffer zones of at least 100 feet shall be provided, to the maximum extent feasible, between development and wetland areas.* The proposed project includes a proposal to amend the General Plan to amend this policy by providing an exception for public projects that benefit a substantial segment of the community. While such an amendment would solve the issue of project consistency with the General Plan, it does not mitigate the impact to the resource the policy addresses. The Railroad Marsh Management Plan recommends a buffer of 50 feet from the marsh shore. The project is also not consistent with this recommendation.

Without an adequate buffer, wildlife could be injured or harassed by humans and dogs using the area near the marsh; they could avoid using the buffer due to human and dog presence. The noise from cars being parking and leaving, the opening and closing of doors, and people talking as they approach or leave their vehicles; litter; and headlight intrusion into the marsh would also impact wildlife and potentially cause death, injury, nest abandonment, and loss of necessary buffer resources. The reduction in buffer size and the use of the area near the marsh edge is a ***potentially significant impact***.

Mitigation Measures

Mitigation Measures HYDRO-1a and HYDRO-1b which establish the implementation of an erosion control plan and SWPPP as well as a Stormwater Control Plan in accordance with MCSTOPPP guidelines will reduce any potential water quality threats to degradation of Railroad Marsh.

The applicant will need to comply with applicable laws and regulations, including requesting verification of the wetland delineation. The applicant will be required to consult with the regulatory agencies regarding special status species. The applicant shall continue to coordinate all project activities potentially regulated by State, Federal, and local agencies and shall obtain all necessary permits from CDFG, Corps, USFWS, and the RWQCB as required by federal and State law to avoid, minimize or offset impacts to any species listed under either the State or federal Endangered Species Acts or protected under any other State or federal law.

In addition to these existing legal requirements, the following mitigation measures are recommended:

BIO-1a The project shall not damage native vegetation in the buffer zone. The boundary of the buffer zone shall be staked and flagged in the field with a highly visible color coded system and all construction and equipment operators shall be instructed to remain outside this no-disturbance boundary for the duration of construction.

BIO-1b The area between the proposed Library expansion and Railroad Marsh shall be enhanced to improve habitat value and to protect sensitive riparian, buffer,

marshland and open water habitats. A restoration and enhancement plan shall be prepared by a qualified wetland biologist prior to the project receiving a grading permit. The applicant shall be responsible for implementing that plan. The plan shall at least include:

- Requirements for removal and monitoring of acacia, eucalyptus, pampas grass, French broom, Himalaya berry, poison hemlock, curly dock, and fennel within the buffer. It will establish the monitoring protocol and follow-up actions needed for seedling and resprout removal.
- Guidelines for replanting the buffer. The replanting plan should be consistent with the marsh management plan that recommends planting low-growing species such as soft rush (*Juncus effuses*) along the waterline area and coyote brush (*Baccharis pilularis*) on the adjacent upland.
- Maintenance guidelines regarding whether mowing or cutting of vegetation in the buffer should occur and when.
- A tree and shrub plant list for other landscaped areas on the north side of the buildings and parking lot. Native trees and shrubs will be used to the maximum extent feasible.

The plan shall be submitted for review to CDFG and amended consistent with the department's recommendations.

- BIO-1c A 3-foot high fence shall be installed at the inland edge of the buffer along the project's interface with the buffer. Public access and use of the buffer will be prohibited. The signage shall state that humans and dogs are not allowed between the fence and the marsh. Signage may provide information on the history of the marsh, habitat and species composition as well as the sensitivity of these habitats and the need to restrict human and dog intrusion into the marsh area.

Impact Significance After Mitigation

Mitigation Measure BIO-1a reduces the direct impacts of construction to a less-than-significant level. Mitigation Measure BIO-1b and BIO-1c provide protection for the marsh and improve the existing situation where people and dogs travel immediately adjacent to the marsh and most of the buffer is vegetated with grass that is cut very short. These mitigations partially compensate for the loss of buffer habitat by providing a buffer that is more usable by and protective of wildlife. However, the loss of most of the buffer and the effects on wildlife, especially certain bird species, remains a potentially significant impact. Additional mitigation could include widening the buffer. However, any increase in the width would result in substantive changes to the project and have substantial secondary impacts. This potential change is considered to be more substantial than a typical project mitigation. It is addressed in a new project alternative that has been added to the subsequent Section VI (Alternatives to the Proposed Project) of this Revised DEIR. Absent a wider buffer zone, the impact remains a ***significant and unavoidable impact*** for the project as proposed.

Special Status Species

Impact BIO-2 Project development could adversely affect special status species of plants and wildlife or habitat that these species inhabit or use. (SU)

No special status plants occur on the project site. The site does not contain specified soils, moisture regime, or other significant habitat features necessary to support growth of the special status plant species listed with the potential to occur in the region. Two special status plants, the Point Reyes checkerbloom and the Suisun Marsh aster, have a moderate potential to occur in Railroad Marsh. Impacts from project construction on marsh water quality could adversely affect these two species (if they actually occur in the marsh).

Although special status wildlife species have been identified in the project vicinity, it is unlikely that the project site supports any of these special status wildlife species due to past site disturbance. The project site lacks essential habitat elements required by the individual species for survival and/or breeding (e.g., saltwater marshes and meadows, specific natural vegetation communities for foraging, stands of mature trees for nesting, etc.). However, two special status species, the California red-legged frog and the salt marsh common yellowthroat have a moderate potential to occur in Railroad Marsh, which contains suitable habitat for these species. It is possible that the salt marsh common yellowthroat nests in the on-site willows near the marsh edge. In addition, the robust walker has a moderate potential to occur in the open water portions of Railroad Marsh.

These species could be adversely affected by direct project construction impacts and, more importantly, by long-term impacts from increased human and pet use near the marsh and the reduction of the marsh buffer, as discussed in the previous impact. The project would have a ***potentially significant impact*** on special status species of plants and wildlife.

Mitigation Measures

Mitigation Measure BIO-1a applies to this impact. In addition, the following mitigations are recommended:

BIO-2a The project shall not injure or destroy habitat used by California red-legged frogs (CRLF). To accomplish this standard, a qualified biologist, capable of monitoring projects with potential habitat for California red-legged frogs (CRLF) shall be present at the site to implement the following:

1. Prior to and within 3 days of installation of the exclusion fencing (type to be determined through consultation with CDFG and USFWS), the biologist shall survey the location for the installation for the presence of CRLF. In addition, should any burrows be observed, the burrows shall be inspected by the biologist to determine if it is being used by the species. Should CRLF be observed, the area shall be vacated and re-inspected in one week. If no animal use is noted, the burrows shall be carefully excavated using a small trowel or shovel. Careful prodding using a blunt object will aid in determining the course of the tunnel such that the tunnel is excavated from the sides rather than the top, reducing the potential for

any injury should an animal be present. Excavated burrows with no CRLF shall be left open so they cannot be re-occupied. If any non-listed species are located, they shall be translocated outside of the construction zone. Should any individual CRLF be found during the field survey or excavation, the area where that individual has been found shall remain undisturbed. If any life stage of the CRLF is found during these surveys or excavations, the Department of Fish and Game and the US Fish and Wildlife Service shall be contacted immediately, and activities that could result in take shall be postponed until appropriate actions are taken to allow project activities to continue.

2. During installation of the construction zone exclusion fencing, the biological monitor shall be present and will oversee the installation of all construction fencing. The exclusionary fencing shall be installed along the marsh boundary first, leaving the southeastern property boundary open so that if any animals are within the construction zone, they will have the opportunity to move out of the area freely. Once it is confirmed that no animals remain within the project boundary, the remaining exclusionary fencing shall be placed.
3. Immediately following installation of exclusion fencing, the biological monitor shall survey the enclosed construction zone for the presence of CRLF. If any life stage of the CRLF is found during these surveys, the Department of Fish and Game and the U.S. Fish and Wildlife Service shall be contacted immediately, and activities that could result in take shall be postponed until appropriate actions are taken to allow project activities to continue.
4. The biological monitor shall be present at all times during restoration area planting activities outside the construction zone and within the buffer area, to monitor for the presence of CRLF.
5. The biological monitor shall prepare a training document in both English and Spanish about the animals of concern, their identification, and the methods of avoidance and reporting requirements and procedures, should the species be observed. The document shall provide photographs of the species and notification numbers for the monitor, the Department of Fish and Game, and the U.S. Fish and Wildlife Service. The training document and contact information for the monitor shall be posted at the construction zone and maintained in the monitoring log. Every contractor, sub-contractor and construction worker shall be provided a copy of the training document in advance of their respective construction activities and shall be required to adhere to its contents.
6. A highly visible warning sign shall be installed along the project perimeter. The warning sign shall be in English and Spanish and shall state: "Stay Out - Habitat Area of Federally Protected Species." A document drop shall be attached to several warning signs and stocked with a supply of training documents.

7. The biological monitor shall conduct weekly site visits when construction is occurring to verify that all construction zone exclusionary fencing is in place and functioning as intended. Any repair or maintenance to the fencing deemed necessary by the biological monitor shall be completed under the monitor's supervision. Such maintenance activities include adequate removal of vegetation at the construction fence line to ensure that vegetation "ladders" for species access are not allowed to establish.
8. Once construction activities are complete, the exclusion fencing shall be removed under the supervision of the biological monitor. Prior to the removal of the buffer area/restoration area fencing, permanent exclusionary measures shall be put in place to prevent special status species movement beyond the buffer areas. Wildlife movement through the site shall be facilitated via the buffer zone established between the exclusionary fencing and the marsh.
9. The general contractor shall assign a crew member that will be responsible for conducting site inspections, monitoring gate opening and closing, and assuring that other species protection measures are in place and being enforced when the Biological Monitor is not present. The crew member shall adhere to the procedures contained in the training document and shall be able to contact the biological monitor should any violations be noted or listed species observed on-site.
10. The biological monitor has the authority to halt all or some construction activities and or modify all or some construction methods as necessary to protect habitat and individual sensitive species. The monitor shall be responsible for contacting USFWS should any endangered or threatened species be observed within the construction zones.
11. The biological monitor shall complete daily monitoring reports for each day present, to be maintained in a monitoring log-book kept on site. Reports must contain the date and time of work, weather conditions, biological monitor's name, construction or project activity and progress performed that day, any listed species observed, any measures taken to repair and or maintain fencing, and any construction modifications required to protect habitat. The monitoring log-book with compiled reports shall be submitted to the Town of Tiburon upon cessation of construction as part of a construction monitoring report.

BIO-2b The project shall not injure or destroy habitat used by the salt marsh common yellowthroat. To accomplish this standard, any active salt marsh common yellowthroat, raptor, or other nests in the vicinity of proposed grading shall be avoided until young birds are able to leave the nest (i.e., fledged) and forage on their own. Avoidance may be accomplished either by scheduling grading and tree removal during the non-nesting period (September through February), or if this is not feasible, by conducting a pre-construction survey for raptor nests. Provisions of the pre-construction survey and nest avoidance, if necessary, shall include the following:

1. If grading is scheduled during the active nesting period (March through August), a qualified wildlife biologist shall conduct a pre-construction nesting survey no more than 14 days prior to initiation of grading to provide confirmation on presence or absence of active nests in the vicinity.
2. If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with CDFG and implemented to prevent nest abandonment. At a minimum, grading in the vicinity of the nest shall be deferred until the young birds have fledged. A nest-setback zone of at least 300 feet shall be established for raptors and 100 feet for other birds within which all construction-related disturbances shall be prohibited. The perimeter of the nest-setback zone shall be fenced or adequately demarcated (e.g. high visibility fencing, staking or flagging), and construction personnel restricted from the area.
3. If permanent avoidance of the nest is not feasible, impacts shall be minimized by prohibiting disturbance within the nest-setback zone until a qualified biologist verifies that the birds have either a) not begun egg-laying and incubation, or b) that the juveniles from the nest are foraging independently and capable of independent survival at an earlier date. A survey report by the qualified biologist verifying that the young have fledged shall be submitted to the Town of Tiburon and CDFG prior to initiation of grading in the nest-setback zone.

Impact Significance After Mitigation

Mitigation Measure BIO-1a reduces direct impacts to marsh water quality and reduces potential impacts to special status plant species to a less-than-significant level. Mitigation Measures BIO-2a and BIO-2b will ensure that individual CRLF and salt marsh common yellowthroat will not be harmed by project construction. However, the reduction of the marsh buffer discussed in the previous impact would potentially reduce habitat used by one or both of these species. The impact would remain ***significant and unavoidable***. See the discussion of Alternative D in the subsequent Section VI of this RDEIR for a discussion of an alternative that would reduce this impact to a less-than-significant level.

Wildlife Movement and Nursery Sites

Impact BIO-3 Project development could disrupt wildlife travel and impede the use of nursery sites. (LTS/M)

Sensitive wildlife habitats are located north east of the project site within the adjacent Railroad Marsh. Due to the continuous and ongoing landscape maintenance activities on the project site, special status and common wildlife species movement across the site is limited. Current wildlife activity occurs mostly within the marsh and along the marsh/lawn area interface. A buffer zone will be maintained for the life of the project to prevent inadvertent degradation to Railroad Marsh and restrict movement of wildlife onto the construction zone. This buffer will maintain a corridor along the marsh/lawn area interface to facilitate wildlife movement through the site. With the implementation of

mitigation measures BIO - 1a through Bio - 2b as well as HYDRO -1a and HYDRO-1b, potential impacts to project area wildlife, potential nursery sites, and wildlife movement corridors would be reduced to a *less than significant* level.

Tree removal, vegetation clearing, or disturbance in the immediate vicinity of a nest if active use could result in abandonment of the nest or loss of eggs and young, which would be a violation of the Migratory Bird Treaty Act. Preconstruction surveys would be necessary in advance of construction during the nesting season (March through August) to confirm presence or absence of any new nests. This includes removal of landscape shrubs and trees required for the relocation of Zelinsky Park. Potential impacts to nesting birds are considered to be a ***potentially significant impact***.

Mitigation Measures

Mitigation Measure BIO-2b applies to this impact.

Impact Significance After Mitigation

This mitigation plus the MBTA requirements provide significant protection nests of common species of wildlife. The impact is reduced to a ***less-than-significant*** level.

Consistency with Plans

Impact BIO-4 Project development could be inconsistent with plans that protect biological resources. (NI)

Project consistency with the Town's General Plan is assessed in Section IV-F (Land Use & Planning). The project is generally consistent with most goals and policies related to open space and conservation. The project goals include the protection of all project area sensitive habitats, vegetation resources, water resources, and fish and wildlife resources. The project incorporates a restoration and enhancement plan that involves the removal and regrading of a portion of Zelinsky Park (approx. 0.1 acres) that currently encroaches on the wetland area, back to natural contours. In addition, enhancement of the riparian woodland along the northeastern project boundary is proposed in the form of invasive plant removal as set forth in the *Railroad Marsh Management Plan*. The project designates about a 35-foot buffer between the riparian habitat and sensitive resources occurring in the adjacent Railroad Marsh and the project development, protecting both water and habitat quality of the marsh in addition to protecting species potentially dispersing from the marsh. No buildings will be placed within 100+ feet of the riparian zone or marsh edge. The parking area that will be constructed drains away from the marsh and incorporates Biofiltration which cleans stormwater prior to routing to the Town's municipal storm drains.

As mentioned previously, the project is not consistent with Policy OSC-20 regarding the recommended width of the buffer zone. The Town will need to determine final consistency with this policy, whether the plan needs to be amended to address this inconsistency, and whether amending the policy sets a precedent for additional development near wetland resources. While these issues are of importance to the Town and the public, they are not environmental impacts. The actual impact would be to the

resources that the policy aims to preserve and protect. Those impacts were identified and assessed in the previous three impacts.

It is not within the purview of a Draft EIR to make final determinations of General Plan consistency, as such determinations are "quasi-legislative" in nature (see *Corona-Norco Unified School District v. City of Corona* (1993) 17 Cal. App. 4th 985,992) and require the Town to evaluate whether, "considering all [the project's] aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." (*Id.* at 994.) Perfect conformity with the General Plan is not required, (*Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal. App. 4th 704, 717-718.) Rather,

[a] general plan must try to accomplish a wide range of competing interests – including those of developers, neighboring homeowners, [...], environmentalists, [...], and providers and recipients of all types of city-provided services. [...] Once a general plan is in place, it is the province of elected city officials to examine the specifics of a proposed project to determine whether it would be "in harmony" with the policies stated in the plan. *Id.*

If the Town finds that Policy OSC-20 is to be interpreted as strictly requiring a 100-foot buffer to protect significant biological resources, then the impact to the marsh would remain significant as concluded in Impact BIO-1,

Another issue is if the Town amends the General Plan to allow a 25-foot buffer under Policy OSC-20, would it result in other new public buildings being located closer than 100 feet from a wetland resource. At this time, there are no plans for expansion or construction of any other public buildings in Tiburon near wetlands. For purposes of this EIR, it is speculative that such an application would be made.

There is a question of whether the General Plan needs to be amended given the 100-foot buffer is required "to the maximum extent feasible." If it is to be amended, then it is recommended that the amendment could be worded:

Buffer zones of at least 100 feet shall be provided, to the maximum extent feasible, between development and wetland areas, unless a different buffer zone has been established in a Town-adopted management plan.

While Policy OSC-20 listed above recommends a 100-foot buffer from a jurisdiction or designated wetland, the Railroad Marsh Management Plan recommends a 50-foot buffer from the shore for this particular wetland resource plus replanting of the buffer and fencing. The project would remain inconsistent with this proposed wording for Policy OSC-20. However, see Alternative D in Section VI of this RDEIR for an alternative that would be consistent with the recommended 50-foot buffer from the shore and, thus, consistent with this proposed revision of the General Plan Amendment.

Railroad Marsh Management Plan

The project is inconsistent with the Railroad Marsh Management Plan's recommendation to maintain at least a 50-foot buffer from the shore. With mitigation measures recommended for the previous three impacts, the project would be consistent with the other pertinent objectives to 1) plant the vegetative buffer; 2) replace non-native invasive weed with native species; and 3) install a 3-foot high fence along the south shore to reduce disturbance of wildlife.

Mitigation Measures

BIO-4 The proposed project's General Plan Amendment regarding General Plan Policy OSC-20 will be revised to state:

OSC-20 Buffer zones of at least 100 feet, or for wetlands with Town-adopted management plans, whatever buffer is recommended in that plan, shall be provided, to the maximum extent feasible, between development and wetland areas.

Impact Significance After Mitigation

This mitigation maintains the existing General Plan intention of providing protection for wetlands. Unlike the project proposal, which could be perceived as a precedent for other projects' intrusion into wetland buffers, the recommended language maintains the existing buffer requirement except where the Town has determined that reduced buffers are acceptable when it adopted or adopts science-based management plans for a particular wetland. It thereby reduces the potential for the General Plan Amendment to be a precedent for future projects seeking development within a wetland buffer zone.

See the subsequent discussion of Project Alternative D regarding an alternate project that would be consistent with this proposed revision to Policy OSC-20 and with the Railroad Marsh Plan's recommended buffer width.

IV. ENVIRONMENTAL IMPACT ANALYSIS

H. TRANSPORTATION TRAFFIC

The following section replaces the Transportation/Traffic section of the original Draft EIR (pages IV.H-1 to IV.H-42).

The Environmental Setting portion of this chapter has not been revised except for the section on parking where some additional information about available parking in the project area was added. Some additional clarification was added to the analysis of Impacts TRANS-1, 2 and 8. Impact TRANS-6 was substantially revised, and two new impacts were added (TRANS-9 and 10).

Introduction

This section of the Draft EIR evaluates the potential transportation and traffic impacts associated with the implementation of the proposed project. This includes the potential for the proposed project to result in impacts associated with the deterioration of intersection LOS, delays at intersections, deterioration of roadway LOS, unsafe circulation conditions, design conflicts with supporting alternative transportation, and inadequate emergency access. Finally, mitigation measures intended to reduce impacts to transportation and traffic are proposed, where appropriate, to avoid or reduce significant impacts of the proposed project.

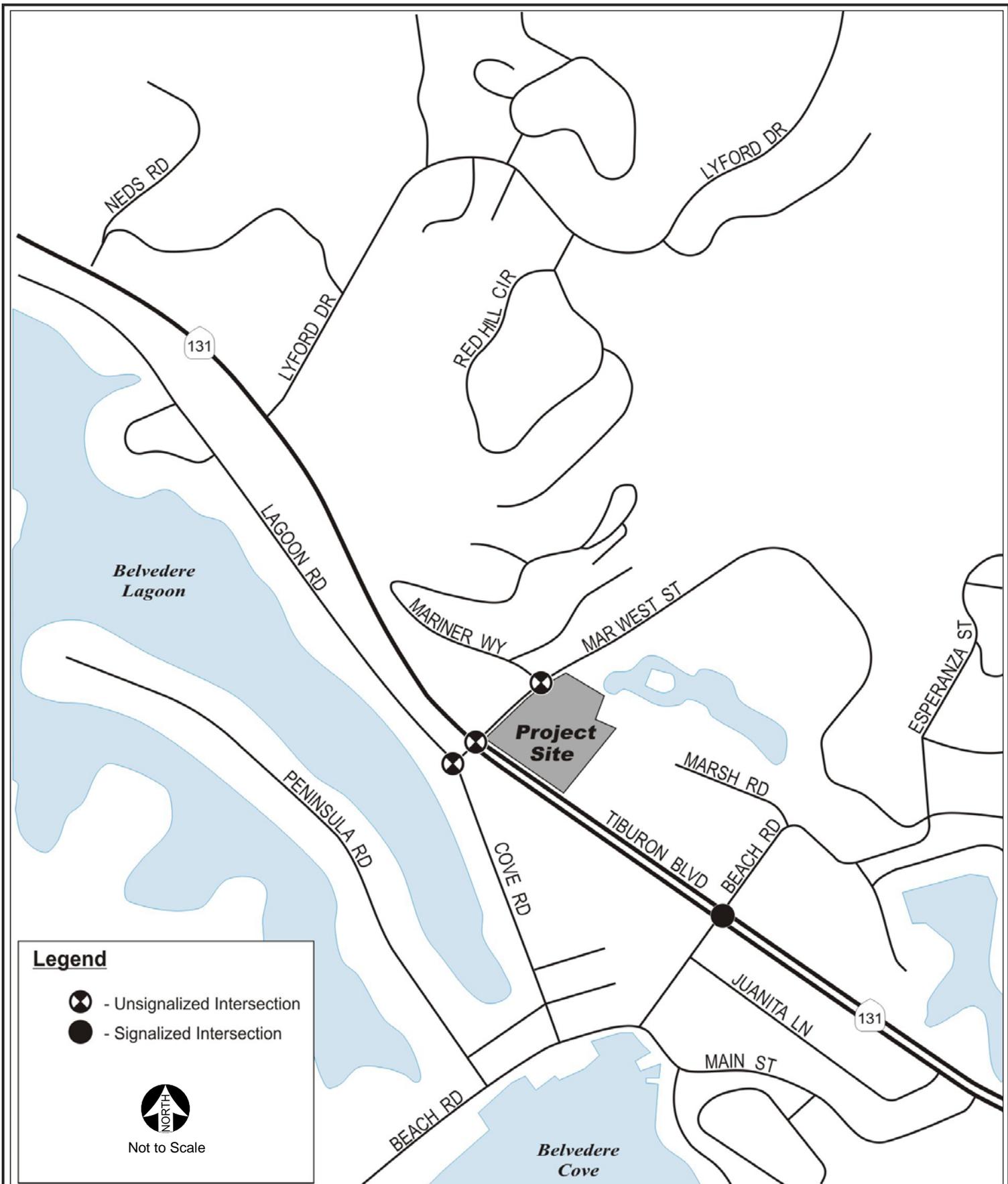
This section summarizes information contained in the Belvedere-Tiburon Library Expansion Project EIR Traffic Impact Analysis, prepared by DKS Associates, February 17, 2010. The transportation analysis represented in this study follows review and incorporation, where appropriate, of data from the Belvedere-Tiburon Library Proposed Expansion General Plan Amendment and Rezoning Initial Study, prepared for Belvedere-Tiburon Library Agency, March 2004. In addition, data provided in this report area based on recent correspondence and conversation with staff of the Town of Tiburon, and recent site visits conducted in March and April 2009.

Environmental Setting

The proposed project site is located at the northeast corner of the intersection of Tiburon Boulevard and Mar West Street. The project site is currently developed with the Belvedere-Tiburon Library (10,500 square feet) to the south, the Railroad Marsh to the north, Mar West Street to the west and, Zelinsky Park and Town Hall parking areas to the east. Abutting land uses include commercial, office, residential and some open space.

The project study area, which extends beyond the project site itself for the purpose of analyzing potential project impacts, is bounded by Mar West Street to the west, Mariner Way to the north, Lagoon Road-Cove Road to the south, and Beach Road to the east. Figure IV.H-1 illustrates the project site location and roadway network.

Vehicular access to the Library and Town Hall would be provided via Mar West Street near Mariner Way. This constitutes a change from current conditions, where vehicular access to both the Town Hall and Library parking areas are provided solely from Tiburon Boulevard.



Source: Belvedere-Tiburon Library Expansion Project EIR Traffic Impact Analysis, DKS Associates, February 2010.

This report provides a general description of the transportation facilities in the project vicinity and summarizes existing, background, project, cumulative condition (no project) and cumulative conditions (with project) within the study area. Particular attention is given to impacts on vehicular, parking transit, bicycle and pedestrian facilities.

To evaluate traffic conditions, as well as provide a basis for comparison of conditions before and after project-generated traffic is added to the street system, intersection Level of Service (LOS) analysis was evaluated at four (4) study intersections. Based on consultation with Town of Tiburon staff, the following intersections were analyzed as part of the traffic impact analysis:

1. Mar West Street & Lagoon Road/Cove Road
2. Mar West Street & Tiburon Boulevard
3. Mar West Street & Mariner Way
4. Beach Road & Tiburon Boulevard

The list of study intersections was based on the size of the project and the number of trips they would potentially generate, the surrounding study area, and with consideration to those intersections that are most likely to be impacted by the proposed project. The operation of these intersections was evaluated during the weekday P.M. (4:00 P.M. to 6:00 P.M.) peak period.

The Transportation Authority of Marin (TAM) is the Congestion Management Agency (CMA) for Marin County and requires the evaluation and assessment of regional roadways within the study area that are designated as Congestion Management Program (CMP) facilities. The designated CMP² system within the study area includes:

- State Route 131 (SR 131) – Tiburon Boulevard: from U.S. 101 to Main Street

In addition to intersection CMP roadway analysis, an evaluation of the site plan, on-site circulation, transit service, access and egress points, proposed parking supply and expected demand is contained in this section. The following discussion presents an analysis of existing conditions of various transportation system components including roadways, intersections, transit service, bicycles, pedestrians, and parking.

Analysis Methodology

To evaluate existing traffic conditions, as well as provide a basis for comparison of conditions before and after project-generated traffic is added to the street system, the Level of Service (LOS) was evaluate at four (4) key local intersections. Per the Town of Tiburon requirements, traffic conditions for the study intersections were evaluated using the methodologies provided in the 2000 Highway Capacity Manual (HCM). For reference purposes, LOS as defined in the HCM is a quality measure describing operating conditions within a traffic stream. It is generally described in terms such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

² Source: Marin County Congestion Management Program. 2009 Report Update.
<http://www.tam.ca.gov/Modules/ShowDocument.aspx?documentid=2650>

LOS at study intersections was calculated using TRAFFIX software for signalized and unsignalized intersections. The LOS evaluation indicates the degree of congestion that occurs during peak travel periods and is the principal measure of roadway and intersection performance. Level of Service can range from “A” representing free-flow conditions, to “F” representing extremely long delays. LOS B and C signify stable conditions with acceptable delays. LOS D is typically considered acceptable for a peak hour in urban areas. LOS E is approaching capacity and LOS F represents conditions at or above capacity.

Scenario 1: Existing Condition. Level of service based on existing Peak-Hour volumes, lane geometry, and traffic control (e.g., signal timing, signal phasing, STOP control, etc.).

Scenario 2: Background Condition. Existing peak-hour volumes plus growth from approved, but not yet constructed, developments in the vicinity of the proposed project that would occur prior to the completed construction of the proposed project.

Scenario 3: Project Condition. Background peak-hour volumes plus project-generated traffic estimated for proposed development project. This scenario assumes full buildout of the proposed 18,000 square foot expansion.

Scenario 4: Cumulative Year (No Project) Condition. Level of service based on background peak-hour volumes plus forecasted growth estimated by buildout of the Tiburon General Plan (Year 2020). Forecasted growth is derived from the Town of Tiburon’s PM peak hour traffic model.

Scenario 5: Cumulative Year 2020 with Project Condition. Level of service based on Cumulative Year Baseline No Project volumes plus traffic generated by the proposed project. This scenario assumes full buildout of the proposed 18,000 square foot expansion.

Unsignalized Intersections

Level of service for unsignalized intersections (four-way stop controlled, and two-way stop controlled) is based on the “average control delay” expressed in seconds per vehicle. For two-way stop controlled intersections, each approach to the intersection is evaluated separately and assigned a LOS. The level of service is not defined for the intersection as a whole. The level of service is based on the delay at the worst approach for two-way stop controlled intersections.

For single lane approaches, the control delay is computed as an average of all movements in that lane. For four-way stop controlled intersections, the LOS rating is based on the average control delay experience on all approaches.

Total delay is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. This includes the time required for the vehicle to travel from the last-in-queue position to the first-in queue position.

Table IV.H-1 provides definitions of LOS for unsignalized intersections.

**Table IV.H-1
Unsignalized Intersection – LOS Thresholds**

Level of Service	Average Control Delay (seconds/vehicle)	Description
A	≤ 10	Little or no delay
B	> 10 and ≤ 15	Short traffic delay
C	> 15 and ≤ 25	Average traffic delays
D	> 25 and ≤ 35	Long traffic delays
E	> 35 and ≤ 50	Very long traffic delays
F	> 50	Extreme delays potentially affecting other traffic movements in the intersection

Source: Transportation Research Board, Special Report 209, Highway Capacity Manual, Chapter 17-Unsignalized Intersections, 2000.
Notes: Worst Approach Delay (in seconds per vehicle)

Signalized Intersections

At signalized intersections, level of service is evaluated on the basis of average stopped delay for all vehicles at the intersection. Table IV.H-2 defines the levels of service for signalized intersections.

**Table IV.H-2
Signalized Intersection – LOS Thresholds**

Level of Service	Average Stopped Delay (seconds/vehicle)	Description
A	Delay ≤ 10.0	Free flow; minimal to no delay
B	10.0 < Delay ≤ 20.0	Stable flow, but speeds are beginning to be restricted by traffic Condition; slight delays.
C	20.0 < Delay ≤ 35.0	Stable flow, but most drivers cannot select their own speeds and feel somewhat restricted; acceptable delays.
D	35.0 < Delay ≤ 55.0	Approaching unstable flow, and drivers have difficulty maneuvering; tolerable delays.
E	55.0 < Delay ≤ 80.0	Unstable flow with stop and go; delays
F	Delay > 80.0	Total breakdown; congested conditions with excessive delays.

Source: Transportation Research Board, Special Report 209, Highway Capacity Manual, Chapter 16-Signalized Intersections, 2000.
Notes: ¹ Control Delay per vehicle (in seconds per vehicle)

Roadway/Arterial Segment Analysis

The LOS evaluation indicates the degree of congestion that occurs during peak travel periods and is the principal measure of roadway performance. The correlation between average travel speed (mph), volume-to-capacity (v/c) ratio and level of service is contained in Table IV.H-3 for CMP roadway segments. Note that the LOS criteria used in the Transportation System Performance Monitoring Report – 2008, traffic volumes were collected at one point along the roadway segment then divided by a predetermined roadway capacity to arrive at a v/c ratio.

**Table IV.H-3
CMP Roadway Segment Level of Service Thresholds**

Level of Service	Basic Freeway Segment Travel Speed (mph)	Major Arterial Segment Travel Speed (mph)	Basic Freeway (V/C)	Major Arterial (V/C)
A	>60	>25	0.35	0.60
B	57-60	20-25	0.54	0.70
C	54-56	13-19	0.77	0.80
D	47-53	10-13	0.93	0.90
E	30-46	7-9	1.00	1.00
F	<30	<7	>1.00	>1.00

Source: Marin County Congestion Management Program, 2009 Update. Adopted by Transportation Authority of Marin (TAM). <http://www.tam.ca.gov/Modules/ShowDocument.aspx?documentid=2650>

Existing Transportation System

Roadway Network

The Town of Tiburon roadway network is comprised of freeways, arterials, collectors and local streets. Figure IV.H-1 illustrates the roadway network. Regional access to Tiburon is provided via U.S. Highway 101 and Tiburon Boulevard (State Route 131).

U.S. Highway 101 (U.S. 101). This freeway runs in the north-south direction and provides access to Tiburon via the interchange at Tiburon Boulevard (State Route 131). In the vicinity of the Town of Tiburon, U.S. 101 has four mixed-use lanes in each direction. U.S. 101 has an Annual Average Daily Traffic³ (AADT) of about 133,000 vehicles south of State Route 131 including 10,100 during the peak hour; and approximately 169,000 north of State Route 131 including 12,900 during the peak hour.

State Route 131 (Tiburon Boulevard). This facility consists of a two to four-lane road that extends from U.S. 101 (Redwood Highway) to its terminus at Main Street to the south where it becomes Paradise Drive. In the vicinity of the project, Tiburon Boulevard is designated as a Minor Arterial and has a posted speed limit of 30 mph. The roadway

³ <http://traffic-counts.dot.ca.gov/2008all/r101i.htm>

provides direct access to the proposed project. Near the project site, Tiburon Boulevard carries an average of 13,400 vehicles per day east of San Rafael Avenue including 1,300 during the peak hour. Near Main Street, Tiburon Boulevard carries an average of 6,100 vehicles per day, including 580 during the peak hour.

Local Access. Key local roadways that provide access to the project study areas are described below.

Mar West Street – This facility is a two-lane roadway that runs in a north-south direction. It extends from Lagoon Road-Cove Road in the south to Paradise Drive in the east. Mar West Street has a posted speed limit of 25 mph and provides direct access to the proposed site.

Beach Road – This facility runs in a north-south direction and from the City of Belvedere in the south to Mar West Street in the north. It has a posted speed limit of 25 mph.

Lagoon Road – This facility is a two-lane roadway that runs in an east-west direction. It extends from San Rafael Avenue in the west to its terminus at Mar West Street where it becomes Cove Road.

Cove Road – This facility is a two-lane roadway that extends from Harbor Oak Drive to Mar West Street. Cove Road has a posted speed limit of 25 mph.

Mariner Way/Harbor Oak Drive – This combination of two-lane roadwa that extends from Mar West Street in the westerly direction, serving approximately 150+ residentila units before it deadends.

Transit Services

Golden Gate Transit (GGT)⁴ provides commuter and regular service to San Francisco, Marin and Sonoma Counties. Golden Gate Transit currently provides local daily commuter and regular bus (fixed-route) service in Tiburon.

The GGT bus routes that would mostly be used as single or connecting routes within the study area are described below. Both, Route 8 and 19 provide service to the Tiburon Ferry Terminal Both, the Angel Island and Blue & Gold Ferry provide ferry service to/from the Tiburon Ferry Terminal.

Route 8 – Commute Bus Route travels along Beach Road and Tiburon Boulevard and provides weekday service between the Town of Tiburon (Tiburon Boulevard & Main Street) and the City of San Francisco (8th & Folsom). Buses depart from Tiburon at 6:32 a.m. and 7:23 a.m. and from San Francisco at 5:00 p.m. Weekend and holiday service is not provided. The nearest bus stop is located at the intersection of Tiburon Boulevard & Mar West Street directly in front the existing library. Bus stops are also located at Tiburon Boulevard & Beach Road.

Route 19 – Marin County Local Service travels along Tiburon Boulevard and provides weekday service (except holidays) between the Town of Tiburon (Tiburon Boulevard &

⁴ *Golden Gate Transit, bus schedules effective December 13, 2009.*
<http://goldengatetransit.org/schedules/pages/Bus-Schedules.php>.

Main Street) and Marin City (Donahue & Terners). In the southbound direction, buses depart from Tiburon between 6:53 a.m. and 6:45 p.m. with the first bus providing service only to the Redwood High East Parking Lot. Service is provided on 45-min to 60-minute headways between 7:20 a.m. and 6:45 p.m.

In the northbound direction, service is provided between 6:55 a.m. and 7:15 p.m. with the first bus departing from Strawberry Village (Reed & Belvedere). Service is provided on one-hour headways between 7:16 a.m. to 7:15 p.m.

Weekend and holiday service is provided from Tiburon to Marin City between the hours of 7:17 a.m. and 7:17 p.m. on one-hour headways. Two additional buses provide service from Strawberry Village to Marin City and depart at 9:12 p.m. and 10:12 p.m.

In the northbound direction, service is provided from Marin City to Tiburon from 7:16 a.m. to 6:16 p.m. on one-hour headways. An earlier bus departs from Strawberry Village at 6:58 a.m. arriving in Tiburon (Tiburon Boulevard & Main St) at 7:09 a.m.

The nearest bus stop is located at the intersection of Tiburon Boulevard & Mar West Street directly in front the existing library. Bus stops are also located at Tiburon Boulevard & Beach Road.

Figure IV.H-2 illustrates the bus transit facilities within the study area.

Ferry Service

Blue & Gold Fleet currently provides daily ferry service between the Town of Tiburon and San Francisco. Four morning commute trips are provided from the Tiburon Ferry Terminal to the Ferry Building between 6:00 a.m. and 8:45 a.m. on 50-minute headways and three trips during the p.m. peak hours with service provided between 5:00 p.m. and 6:40 p.m., on 50-minute headways. In addition, there are two morning commute trips departing from the San Francisco Ferry Building to Tiburon at 7:15 a.m. and 8:15 a.m., and four trips between 4:25 p.m. and 7:15 p.m. on 1-hour headways. Blue & Gold Fleet provides additional service outside of the commute hours via the Ferry Building and Pier 41, both with service to/from Tiburon.

The Angel Island-Tiburon Ferry⁵ provides year-round and holiday ferry service between Tiburon and Angel Island. Ferry service depends on the month and day of the year.

⁵ *The Angel Island-Tiburon Ferry.* <http://www.angelislandferry.com/index.php>.



Source: Belvedere-Tiburon Library Expansion Project EIR Traffic Impact Analysis, DKS Associates, February 2010.



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Environmental Planning and Research

Figure IV.H-2
Golden Gate Transit Bus Service

Bicycle & Pedestrian Facilities

DKS recently conducted an evaluation of all existing pedestrian facilities within the vicinity of the study area. Pedestrian facilities include sidewalks, crosswalks, ADA ramps, pedestrian signals and audible signals. In addition, DKS reviewed the Town of Tiburon Bicycle and Pedestrian Master Plan⁵ to assess the improvements recommended for the study area.

Bicycle Facilities

The 2008 Town of Tiburon Bicycle and Pedestrian Master Plan Update indicates existing bicycle facilities in the vicinity of the project. The existing system consists of three classifications of bicycle facilities:

- **Class I Bikeway.** Typically called a “bike path,” a Class I bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway.
- **Class II Bikeway.** Often referred to as “bike lane,” a Class II bikeway provides a striped and stenciled lane for one-way travel on a street or highway. In the vicinity of the study area, bicycle lanes (Class II) are provided along Tiburon Boulevard.
- **Class III Bikeway.** Generally referred to as a “bike route,” a Class III bikeway provides for shared use with motor vehicle traffic and is identified primarily by signing. Optional Shared Roadway Bicycle Marking pavement stencils are also available for use on Class III bikeways which have on-street parallel parking.
-

In the Town of Tiburon bicycles are permitted on all roads with the exception of access-controlled freeways (i.e. U.S. 101). In the vicinity of the project site, bicycle lanes (Class II) are provided along Tiburon Boulevard east of Mar West Street to Paradise Drive (west of Mar West Street).⁶ In addition, bicycle parking is provided on site for Library and Town Hall patrons.

The Tiburon Bicycle and Pedestrian Master Plan provides recommendations on safe and accessible routes and is intended to improve and enhance bicycle transportation in the Town of Tiburon. The proposed improvements include Class II facilities along Tiburon Boulevard between the Tiburon Town Limit to Trestle Glen Boulevard. The 2008 Update also identifies additional potential improvements that require future study and action by Town of Tiburon, they include:

- Improving the Richardson Bay Multi-Use Path (MUP) and bikeways at the Mar West Street/Tiburon Boulevard intersection, where it transitions from Class I to Class II, specifically the area immediately Class I Bikeway. Typically called a “bike path,” a Class I bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway.

⁵ *Town of Tiburon Bicycle and Pedestrian Master Plan. Prepared by Alta Planning & Design. 2008 Update*
<http://www.ci.tiburon.ca.us/government/guidelines%20&%20ordinances/guidelines%20&%20handbooks/TiburonBicyclePlan2008.pdf>.

⁶ *Town of Tiburon Bicycle and Pedestrian Master Plan. 2008 Update. Table 3-1 Existing Tiburon Bikeways.*

- Class II bicycle lanes are also proposed along Tiburon Boulevard to provide a direct connection between Tiburon, Strawberry and Mill Valley.

Pedestrian Facilities

Sidewalks

Based on recent field observations conducted by DKS staff, sidewalks are provided on all sides adjacent to the project site and on all streets within the vicinity of the project, except along Mariner Way. Sidewalks in the study area appear in good condition. Along Tiburon Boulevard there are continuous sidewalks, pedestrian scaled lighting and access to various bus routes. Sidewalks are present on almost all the major streets and most side streets, and are typically five feet in width.

Crosswalks

Crosswalks are provided at all study intersections within the project plan area except at the intersections of Mar West Street & Lagoon Road/Cove Road and Mar West Street & Mariner Way.

Town of Tiburon Bicycle and Pedestrian Master Plan

In addition, DKS reviewed the Town of Tiburon Bicycle and Pedestrian Master Plan to assess the pedestrian network improvements recommended for the study area. The plan also identifies capital projects that should be implemented on a citywide basis including:

- Infill of walkway gaps.
- Curb Ramp Improvements: install curb ramps where missing, truncated domes, and perpendicular curb ramps.
- Signalized intersection improvements: revise pedestrian signal timing; install audible pedestrian signals at all signalized intersections.
- Uncontrolled crosswalk improvements: construct high-visibility crosswalk markings, curb extensions, in-street yield to pedestrian signs and in-pavement and overhead crosswalk lights.
-

The plan also identifies a number of priority pedestrian projects which involves crosswalk improvements at Tiburon Boulevard at the library and Mar West Street.

Existing Traffic Conditions

Vehicle turning movement counts were conducted at all study intersections in March 2009. Counts were conducted during a typical weekday P.M. peak period of 4:00 P.M. – 6:00 P.M. Intersection turning movement count surveys consisted of counting each vehicle at each study intersection location by turning movement, and included documenting intersection geometry diagrams, traffic control device (signalized or unsignalized), signal phasing and weather conditions. The operation of these intersections was evaluated during the weekday P.M. (4:00 P.M. – 6:00 P.M.) peak hour. For the purpose of this analysis, the peak hour represents the highest 60-minute period within the peak period observed.

To supplement data collected in the field, Caltrans provided existing traffic signal timing data for the intersection of Tiburon Boulevard and Beach Road.

Figure IV.H-3 illustrates the intersection geometry and traffic control at each study intersection. Figure IV.H-4 illustrates the existing weekday P.M. intersection traffic volumes at each study intersection.

The intersections and their corresponding existing levels of service are presented in Table IV.H-4 for signalized and unsignalized intersections.

**Table IV.H-4
Existing Intersection LOS Summary**

#	Intersection	Traffic Control	P.M. Peak	
			Delay	LOS
1	Mar W St & Lagoon Rd/Cove Rd	Unsignalized	9.2	A
2	Mar W St & Tiburon Blvd	Unsignalized	7.9	B
3	Mar W St & Mariner W	Unsignalized	1.4	A
4	Beach Rd & Tiburon Blvd	Signalized	9.6	A

Source: DKS Associates, 2009.
Notes: Average Delay: in seconds per vehicle LOS: Level of Service
Unsignalized Intersection - A two-way stop controlled intersection, the LOS rating is based on the worst approach.
OVR: Overflow capacity of worst approach exceeded.

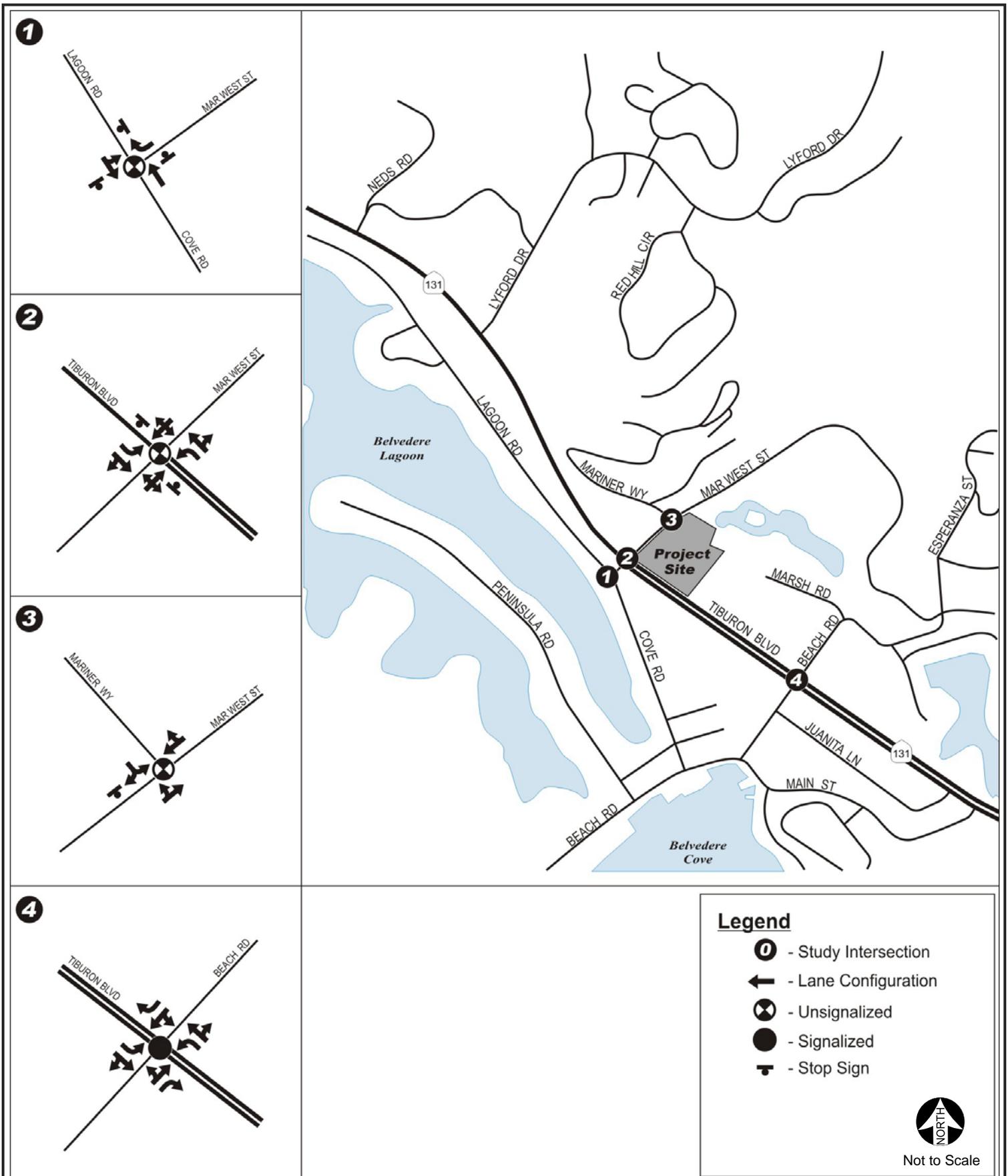
Intersection Operations– Existing Conditions

According to the Town of Tiburon intersection level of service standards, all intersections operate at acceptable levels during the P.M. peak hour.

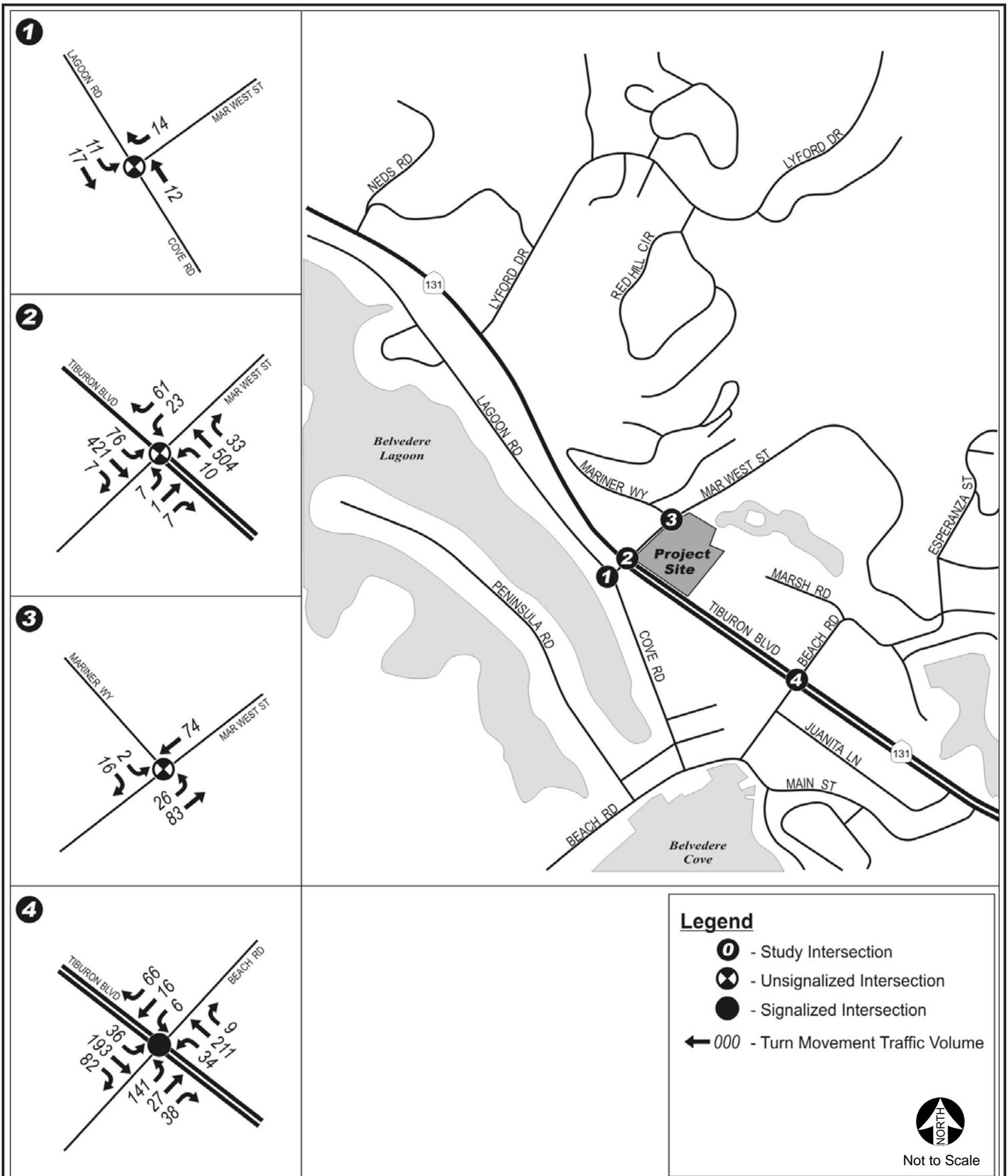
Baseline Parking Conditions

The existing Library and Town Hall are served by two parking lots (Lots 1 and 2 as shown on Figure IV.H-5) that contain a total of 54 parking spaces (including 4 reserved for handicapped use and 3 for Town vehicles). Using the Town’s Parking & Loading Standards (*Town of Tiburon Municipal Code – Title IV Chapter 16, Zoning Ordinance – 16.32 Parking & Loading Standards*), there is an existing parking requirement for 48 spaces. In addition to the 54 spaces available in the existing on-site lots, the Town and the Library lease 36 parking spaces in the Main Street Properties Parking Lot (also known as the Tiburon Boulevard Parking Lot or Lot 3), which is adjacent to the east side of Town Hall. The Town and Library lease these spaces for their employees on a month-by-month basis. In addition, this private 82-space parking lot provides all-day general public parking for \$4 daily.

To identify periods of particular concern, parking occupancy surveys were conducted in the month of March 2009. The surveys were conducted during one weekday (Tuesday) between 10:00 a.m. – 4:00 p.m. Table IV.H-5 summarizes the overall parking demand for the weekday study period.



Source: Belvedere-Tiburon Library Expansion Project EIR Traffic Impact Analysis, DKS Associates, February 2010.



Source: Belvedere-Tiburon Library Expansion Project EIR Traffic Impact Analysis, DKS Associates, February 2010.

**Table IV.H-5
Parking Demand Results**

Space Type	Lot 1		Lot 2		Lot 3		Total
	Unrestricted	ADA	Unrestricted	Reserved For Town Vehicles	\$4 All Day Parking	ADA	
Actual Spaces	31	4	16	3	78	4	136
Available spaces	31	4	16	3	78	4	136
10:00	13	2	2	1	28	0	46
10:30	20	1	2	0	31	0	54
11:00	28	0	4	1	32	0	65
11:30	27	0	11	2	34	0	74
12:00	19	1	10	2	29	0	61
12:30	27	1	7	2	28	0	65
1:00	27	2	15	2	30	0	76
1:30	26	3	15	3	34	0	81
2:00	30	1	16	2	33	0	82
2:30	28	1	12	2	34	0	77
3:00	28	1	15	2	32	0	78
3:30	24	0	5	2	31	0	62
4:00	27	2	4	2	28	0	63
4:30	27	0	13	3	25	0	68
5:00	17	0	6	3	27	0	53
5:30	14	0	6	3	14	0	37
6:00	18	0	2	3	11	0	34

The parking occupancy analysis results indicate a constant utilization of parking within Lots 1 and 2, with parking occupancy often exceeding the 85 percent threshold. When parking occupancy exceeds 85 percent in a given area, users may have a difficult time finding an available parking space. The 85 percent benchmark is common for parking occupancy and is referred to as “practical capacity”. Parking Lot 3, however, experiences a peak parking occupancy of 43 percent, which occurs at 11:30 a.m., 1:30 p.m. and 2:30 p.m.

While Lots 1 and 2 provide sufficient spaces to meet the Town’s Parking & Loading Standards, it is evident that there is more demand than anticipated by these Parking & Loading Standards. If the Town and Library did not lease the 36 spaces for their employees in Lot 3, there would be insufficient spaces on Lots 1 and 2 to meet the surveyed demand.

An alternate method of calculating parking demand is to use the rates developed by the Institute of Transportation Engineers (ITE). Table IV.H-6 summarizes ITE’s parking demand analysis and the parking spaces provided currently and for the proposed project. This is for comparison purposes only as ITE Parking Demand Rates generally assume suburban sites without consideration for shared parking, mixed-use developments, and the effects of bicyclists, public transit and pedestrians. As such, it overstates the amount of parking that would be needed for this particular project. However, even with these higher demand estimates, the current parking would be adequate for the existing uses if the leased spaces are counted.

**Table IV.H-6
Parking Analysis Summary – ITE Parking Generation**

Land Use	Size	Parking Estimate		Parking Spaces Provided	Surplus/ Shortfall
		Parking Standard	No. of Spaces		
Existing Library	10,500 sq. ft	2.61 vehicles per 1,000 sq. ft of GFA ¹ .	27	35	+8
Existing Town Hall Complex	7,500 sq. ft.	4.15 vehicles per 1,000 sq. feet of GFA ¹	31	19	-12
Subtotal (Library and Town Hall Complex)			58	54	-4
Proposed Expansion	28,500 sq. ft	2.61 vehicles per 1,000 sq. ft of GFA ² .	74	52	-53
Existing Town Hall Complex	7,500 sq. ft.	4.15 vehicles per 1,000 sq. feet of GFA ¹	31		
Total	36,000 sq. ft		105	52	-53
<p><i>Notes: sq. ft: square feet; GFA: gross-floor area. Source: ¹Institute of Transportation Engineers. Parking Generation 3rd Edition. Land Use: 590 – Library and 730 – Government Office Building.</i></p> <p>In this case, the average peak parking demand rate for the Library is based on suburban sites with an average square footage of 34,000 square feet of gross-floor area with the peak period demand between 3:00 and 4:00 p.m. The average peak parking demand rate for the Town Hall Complex (Government Office Building) is based on an average of 50,000 square feet of gross-floor area with the peak period demand between 9:00 a.m. and 12:00 noon.</p>					

It is noted that the original DEIR did not include the leased spaces on Lot 3 in the baseline inventory of parking spaces. It was determined that because the spaces are dependent on the continued availability of the month-to-month leases and the continuation of parking as a use on that site (which is privately owned and not under Library or Town control) that the leases should not be counted as meeting parking requirements.

However, use of these leased spaces is an ongoing and existing situation that is not changed by the prospect of the Library expansion. If these leases were terminated, there would be inadequate parking to serve existing uses of Town Hall and the Library. If the



Parking Facility	No. of Spaces	ADA/other	Total	Notes:
1 - Library & Town Hall	27*	4 ada	31	3-hour time limit, includes 2-ADA van accessible parking spaces.
2 - Town Hall	15*	3 - reserved	18	Includes 3-spaces reserved for city vehicles
3 - Paid lot	76*	4 - ada	80	\$4 all-day, includes 1-ADA van accessible parking space.
Total	118	11	129	

Notes: * Vehicles were observed parked in areas designated as "No-Parking".



Not to Scale

Source: Belvedere-Tiburon Library Expansion Project EIR Traffic Impact Analysis, DKS Associates, February 2010.



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Environmental Planning and Research

Figure IV.H-5
Parking Facilities Surveyed

36 leased spaces were no longer available, the existing parking lot would have few on-site parking spaces available for Library users and members of the public with business at Town Hall, assuming that employees would park in the on-site lot(s) and not in another off-site location secured for that purpose. In addition to on-site and leased parking, there are approximately 32 on-street public parking spaces adjacent to or near the Library.

Background “Near-Term” Condition

This section discusses the traffic operating conditions at the study intersection under the background condition. The background scenario includes the traffic expected to be generated by approved and planned projects prior to the completion of the proposed project. Identifying the operational conditions under the background scenario allows for a comparative analysis between the proposed project and all prior approved projects. Based on conversation with Town of Tiburon staff, the proportion of these trips that would travel through the study intersections was used for the intersection LOS analysis under the background condition.

For the purpose of this analysis, DKS reviewed the traffic model prepared for the Town of Tiburon General Plan Year 2020 Update.⁷ The traffic model includes the traffic expected to be generated by nearby approved/planned projects in the Town of Tiburon. Table IV.H-7 lists the approved/planned projects and their respective trips that were added to the local street network and study intersections.

The approved projects would generate an additional 121 P.M. peak hour trips including 70 inbound and 51 outbound vehicle trips. In addition, vehicles that access the Library via the Tiburon Boulevard entrance were rerouted to the proposed Mar West Street entrance. These trips were rerouted based on the existing travel patterns to the site.

⁷ *Town of Tiburon General Plan Update – TRAFFIX Model. Prepared by Fehr & Peers Associates, Inc.*

**Table IV.H-7
Approved/Planned Developments**

TAZ	Land Use	Amount	Unit	Rate		Trips		Total
				In	Out	In	Out	
1	Single-Family	3.0	d.u.	0.70	0.44	2	1	3
3	Single	5.0	d.u.	0.70	0.44	4	2	6
9	Single	2.0	d.u.	0.70	0.44	1	1	2
13	Single	5.0	d.u.	0.70	0.44	4	2	6
16	Single	3.0	d.u.	0.70	0.44	2	1	3
17	Single	3.0	d.u.	0.70	0.44	2	1	3
18	Single	5.0	d.u.	0.70	0.44	4	2	6
23	Single	6.0	d.u.	0.70	0.44	4	3	7
26	Single	2.0	d.u.	0.70	0.44	1	1	2
30	Single	12.0	d.u.	0.70	0.44	8	5	14
31	Single	25.0	d.u.	0.70	0.44	18	11	29
Tourism	Tourism	20.0	trips	1.00	1.00	20	20	40
Total						70	51	121

Source: Town of Tiburon. Table 11 – Anticipated Development and Resulting Vehicle Trips.

Figure IV.H-6 illustrates the Background Conditions traffic volumes for each study intersection. The intersections and their corresponding existing levels of service are presented in Table IV.H-8 for signalized and unsignalized intersections.

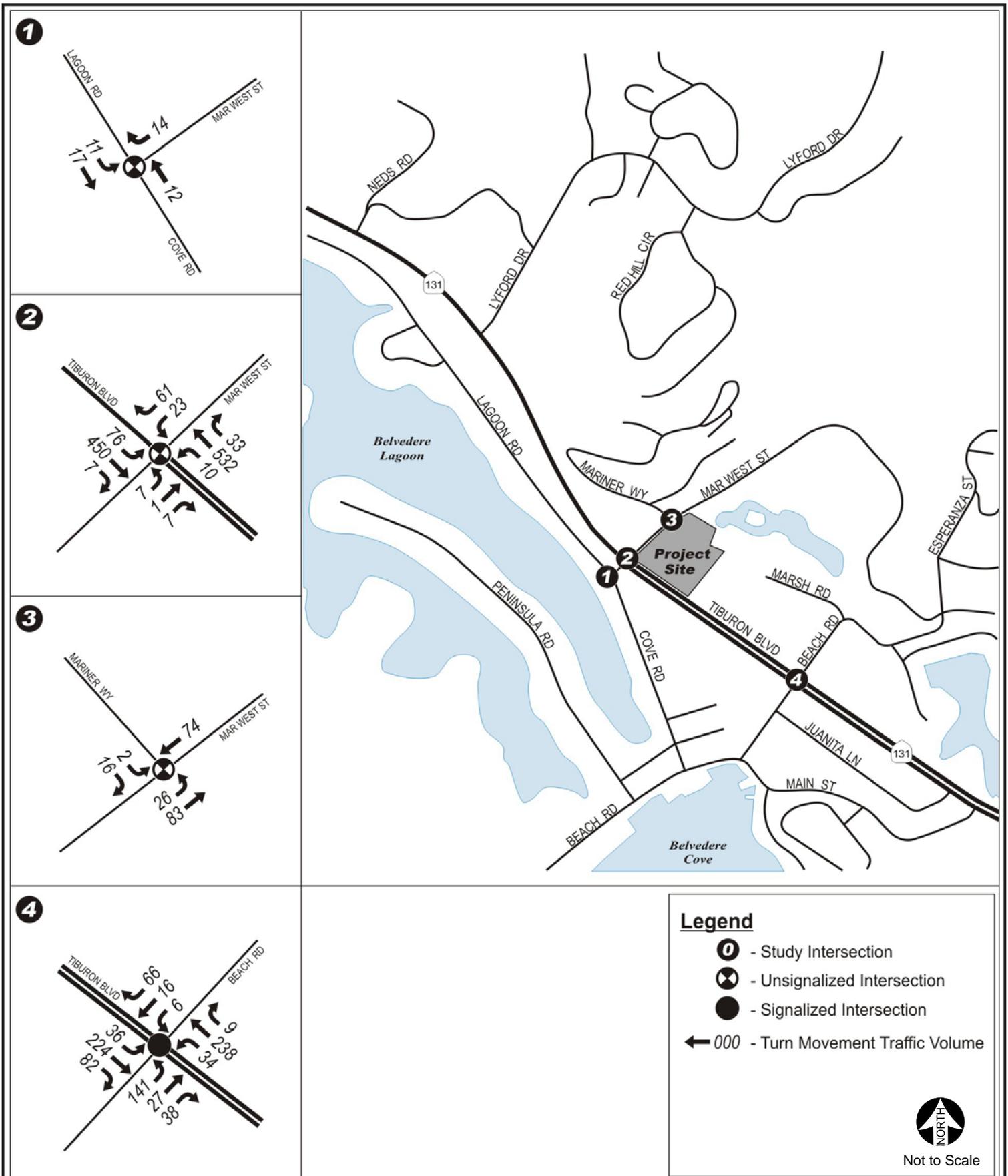
**Table IV.H-8
Background Condition – Intersection LOS Summary**

#	Intersection	Traffic Control	P.M. Peak	
			Delay	LOS
1	Mar W St & Lagoon Rd/Cove Rd	Unsignalized	9.2	A
2	Mar W St & Tiburon Blvd	Unsignalized	8.6	B
3	Mar W St & Mariner W	Unsignalized	1.4	A
4	Beach Rd & Tiburon Blvd	Signalized	9.4	A

Source: DKS Associates, 2009.
Notes: Average Delay: in seconds per vehicle LOS: Level of Service
Unsignalized Intersection - A two-way stop controlled intersection, the LOS rating is based on the worst approach.
OVR: Overflow capacity of worst approach exceeded.

Background Condition Intersection Operations

According to the Town of Tiburon intersection level of service standards, all intersections would continue to operate at acceptable levels during the P.M. peak hour. regulatory setting



Source: Belvedere-Tiburon Library Expansion Project EIR Traffic Impact Analysis, DKS Associates, February 2010.

Regional and Local

Town of Tiburon General Plan (Tiburon 2020)

Section 65302 of the California Government Code requires each county and city in the State to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(b) requiring a circulation element to be included in the general plan. The circulation element must consist of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan. Pursuant to Section 65302(b) of the California Government Code, the Circulation Element of the Town of Tiburon General Plan (Tiburon 2020) sets forth policy guidelines for decision making on issues related to development in the Town of Tiburon. The Town of Tiburon Traffic Mitigation Fee Program⁸ (TMF) estimates the fair share contributions for new developments based on PM peak hour trips. Fees collected from the TMF Program are distributed into the Tiburon Circulation System Improvement Fund (CSIF) for improvements within the Town of Tiburon's corporate limits and the Tiburon Planning Area Mitigation Fund (PAMF) for improvements located outside of the Town of Tiburon's corporate limits, but within the Tiburon Planning Area. Based on the TMF Program⁹, the proposed project fee per PM Peak Hour Trip is \$4,915 for CSIF and \$361 for PAMF, for a total TMF of \$5,276 dollars. However, the Town's program exempts "municipal and other governmental uses" from the mitigation fees.

Intersections

The Town of Tiburon General Plan identifies an acceptable peak-hour intersection operating level of service (LOS) as LOS C or better at all signalized intersections within the Tiburon Planning Area. A LOS D is the standard for Tiburon Boulevard intersections near U.S. Highway 101 (see GP Diagram 5.5.-1) during the P.M. peak hours.

Marin Congestion Management Program

The CMP is a short-range document containing elements which further the goals of the Regional Transportation Plan maintained by the MTC.

TAM Facilities

According to the CMP, the performance standard of an urban and suburban arterial including highways that serve as arterial roadways (State Route 131) should operate at LOS D or better. LOS E is the standard for Highway 101. The designated CMP system within the study area includes:

- State Route 131 (SR 131) – Tiburon Boulevard: from U.S. 101 to Main Street

⁸ *Town of Tiburon Traffic Mitigation Fee Program Update. November 2006. Prepared for the Town of Tiburon by Fehr & Peers Transportation Consultants.*

http://www.ci.tiburon.ca.us/government/guidelines%20&%20ordinances/guidelines%20&%20handbooks/Tiburon_Fee_Report_Revised.pdf

⁹ *Town of Tiburon Traffic Mitigation Fee Program Update. Table 11 – Fee Amount for Each PM Peak Hour Trip, by TAZ (TAZ 6).*

Environmental Impacts

This section evaluates project buildout conditions. The amount of traffic associated with a project is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. Trip generation is the process of predicting the number of peak hour trips a proposed development would contribute to the roadways, and whether these trips would be entering or exiting the site. After the number of trips is determined, the distribution process projects the direction these trips use to approach and depart the site, from a regional perspective. Trip assignment involves determining which specific roadways a vehicle would use to travel between its origin and destination.

The Town Hall Building Department is open from 7:00 a.m. – 5:00 p.m., all other departments are open between 8:30 a.m. and 5:30 p.m.; the Library is not open during A.M. peak hours. This section analyzes the traffic conditions during the weekday P.M. peak hours. The impacts of the proposed project were estimated using the current level of service methodologies set for the by the Town of Tiburon and the Transportation Authority of Marin's CMP.

According to the Town of Tiburon, the proposed project would have a significant effect on the environment if it would:

- Conflict with the Town of Tiburon Level of Service standards for signalized intersections or unsignalized intersections.
 - Cause the operation of a signalized intersection to degrade from an acceptable LOS C or better during the peak hour(s) to an unacceptable level of service and have an increase in average vehicle control delay of five seconds or more.
 - Cause the operation of a signalized intersection that already operates an unacceptable level of LOS D or below during the peak hour(s) to further degrade the LOS by increasing the average vehicle control delay by five seconds or more.
 - For unsignalized intersections, a project impact would result if the additional project traffic will result in an increase in delay of five seconds or more and result in the Caltrans peak hour signal warrant being met. For all way stop-controlled intersections, delay is based on the average control delay. For side-street stop-controlled intersections, delay is based on the worst minor approach delay.
- For regional roadways (Tiburon Boulevard), a project impact would result if the additional project traffic would deteriorate the LOS from LOS D to E during the P.M. peak hour period.
- Result in project traffic or roadway design results in a substantial increase in unsafe circulation conditions.
- Result in conflicts with adopted policies and plans supporting alternative transportation.
- Result in inadequate emergency access.
- Result in inadequate parking capacity.

Project Impacts and Mitigation Measures

Impact TRANS-1: Implementation of the proposed project would not conflict with the Town of Tiburon Level of Service standards for signalized intersections or unsignalized intersections. (LTS)

This analysis addresses whether the project would cause the operation of a signalized intersection to degrade from an acceptable LOS C or better during the peak hour(s) to an unacceptable level of service and have an increase in average vehicle control delay of five seconds or more, or result in the operation of a signalized intersection that already operates an unacceptable level of LOS D or below during the peak hour(s) to further degrade the LOS by increasing the average vehicle control delay by five seconds or more. This analysis also addresses whether the project would increase delay five seconds or more at unsignalized intersections, have adequate queuing space in the eastbound left-turn pocket at the Tiburon Boulevard/Mar West Street intersection, or result in the Caltrans peak hour signal warrant being met.

Trip Generation

The trip generation of the proposed project was based on the Institute of Transportation Engineers Trip Generation Manual, 7th Edition (2003), as summarized in Table IV.H-9, for the P.M. peak hour. The proposed project would generate 1,012 daily trips, 131 weekday P.M. peak hour trips (63 in, 68 out).

**Table IV.H-9
Weekday Trip Generation**

Land Use	Size	Units	Daily Rate	Daily Average Vehicle Trips Ends	P.M. Rate	P.M. Peak				
						Avg. Vehicle Trip Ends	Percent		Vehicle Trips	
							In	Out	In	Out
Existing Library¹	10,500	1,000 sq.ft	56.24	591	7.30	77	48%	52%	37	40
Proposed Library²	28,500	1,000 sq.ft	56.24	1,603	7.30	208	48%	52%	100	108
Total Trips				1,012		131			63	68

Source: Institute of Transportation Engineers – Trip Generation Manual, 8th Edition.
Notes: numbers have been rounded up to nearest whole number
^{1,2} *Library – Land Use Code (590) - Peak Hour of Adjacent Street Traffic – Average Rate.*

Trip Distribution

The direction of approach and departure for project trips of the proposed project vary based on the type of land use. DKS reviewed traffic volumes, turning movements at intersections, and locations of various land uses as part of this analysis. Trip distribution patterns were derived in consultation with Town of Tiburon staff. It is anticipated that these types of trips would serve a more localized area. Thus, projection of likely travel patterns for project-generated trips and the locations of complementary land uses are more concentrated. The trip distribution patterns for the proposed project are illustrated in Figure IV.H-7.

Trip Assignment

Project-generated trips were assigned to the roadway network based on access points, trip distribution assumptions and likely travel patterns. The proportion of these trips that would travel through the study intersections was used for the intersection LOS analysis under the project condition. Figure IV.H-8 illustrates the trip assignment for the proposed project. Figure IV.H-9 illustrates the project condition peak hour turning movement volumes at each of the study intersections for P.M. peak hour.

The intersections and their corresponding project levels of service are presented in Table IV.H-10 for signalized and unsignalized intersections. Appendix E includes the detailed calculation level of service analysis sheets for signalized and unsignalized intersections, including the weekday P.M. peak hours.

Table IV.H-10 Project Buildout Intersection LOS Summary

#	Intersection	Traffic Control	P.M. Peak	
			Delay	LOS
1	Mar W St & Lagoon Rd/Cove Rd	Unsignalized	9.2	A
2	Mar W St & Tiburon Blvd	Unsignalized	14.9	C
3	Mar W St & Mariner W	Unsignalized	1.5	A
4	Beach Rd & Tiburon Blvd	Signalized	9.4	A

Source: DKS Associates, 2009.
Notes: Average Delay: in seconds per vehicle LOS: Level of Service
Unsignalized Intersection - A two-way stop controlled intersection, LOS based on the worst approach.

Intersection Operations

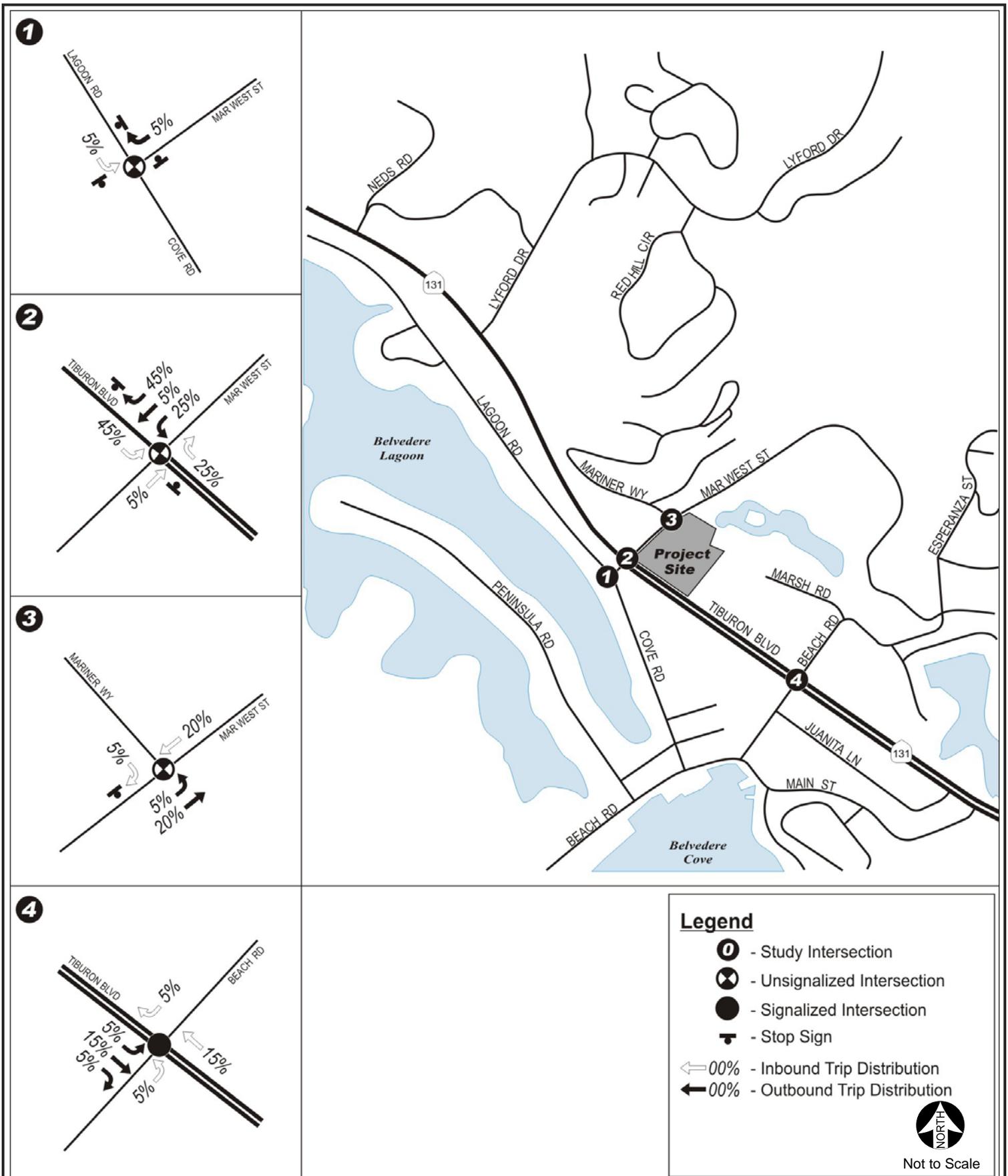
According to the Town of Tiburon intersection level of service standards, all study intersections would continue to operate at acceptable levels of service under the project buildout conditions. Therefore, this impact would be less than significant and no mitigation measures are required.

Left-Turn Lane Adequacy

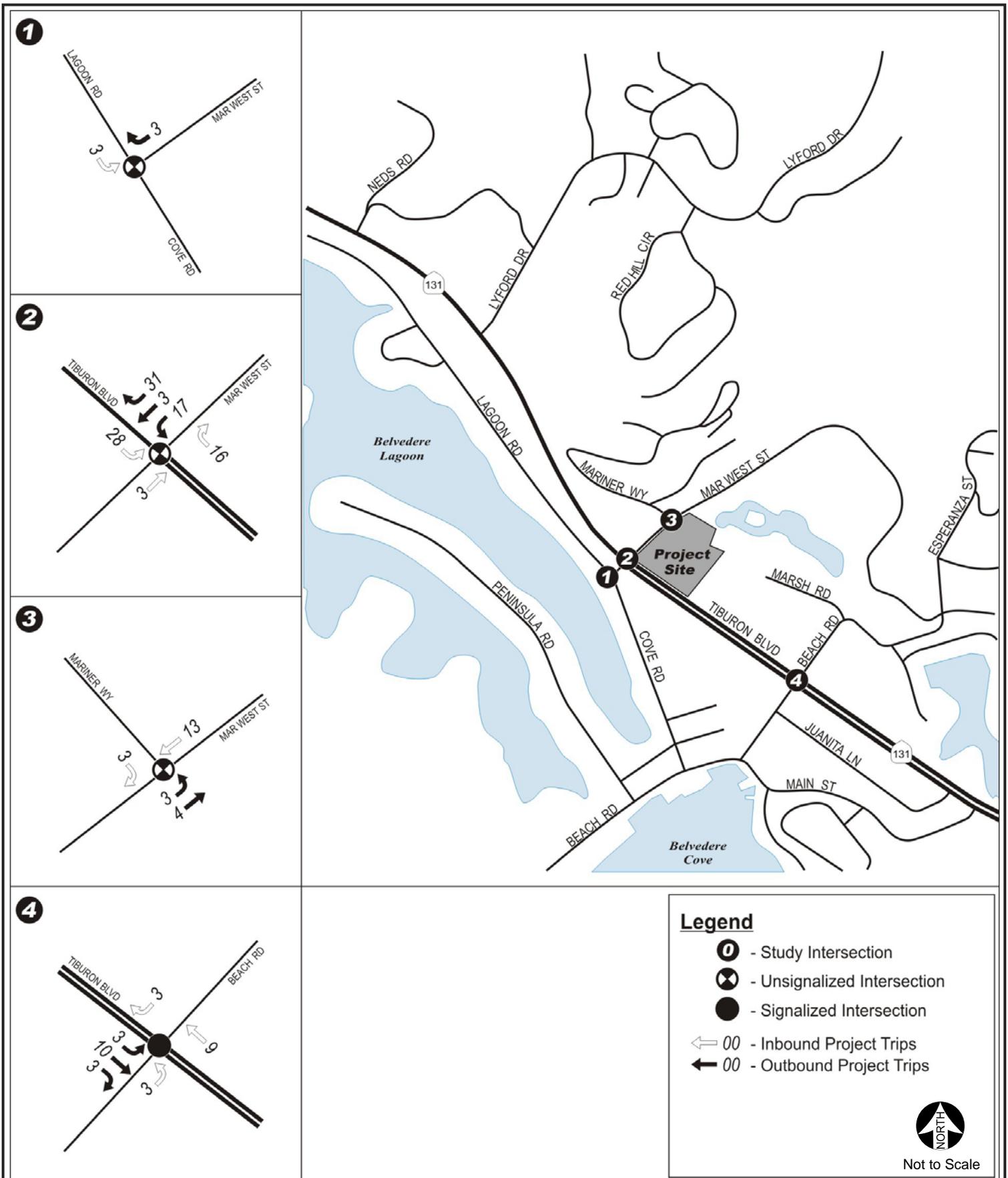
As shown below, the existing 100-foot long left-turn pocket on Tiburon Boulevard at Mar West Street has adequate capacity to serve project-generated traffic.

Scenario	P.M. Peak Hour	95 th Percentile	Required Length of Queue (in feet) ¹
	Volume (vehicles)	Queue (vehicles)	
Existing	76	4	100
Background	76	2	50
Project	122	4	100
Cumulative "No Project"	124	4	100
2020 Cumulative "With Project"	170	5	125

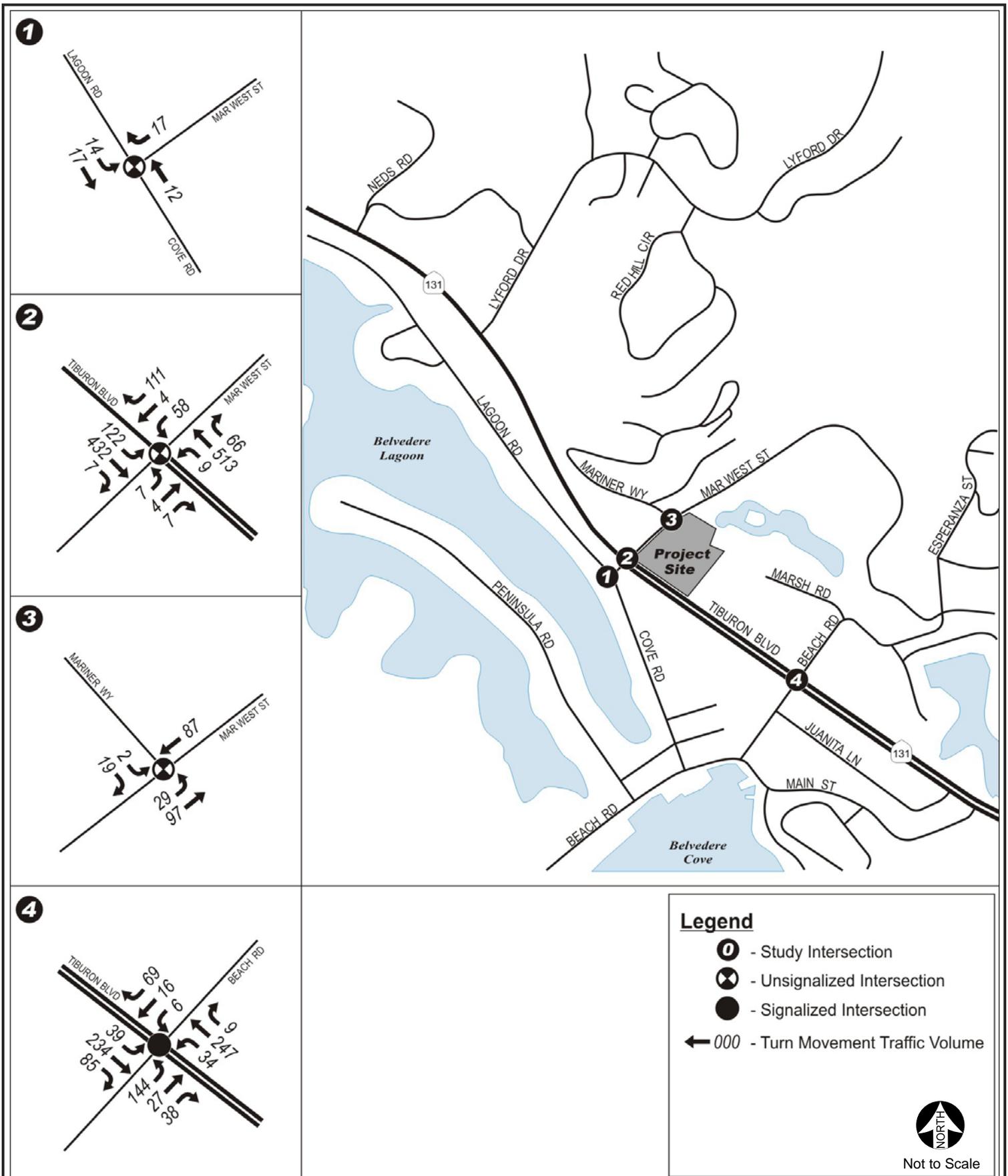
¹ Assumes an average length of 25 feet per vehicle



Source: Belvedere-Tiburon Library Expansion Project EIR Traffic Impact Analysis, DKS Associates, February 2010.



Source: Belvedere-Tiburon Library Expansion Project EIR Traffic Impact Analysis, DKS Associates, February 2010.



Source: Belvedere-Tiburon Library Expansion Project EIR Traffic Impact Analysis, DKS Associates, February 2010.

Impact TRANS-2: Implementation of the proposed project would not result in impacts to a regional roadways (Tiburon Boulevard) through the addition of project traffic that would deteriorate the LOS from LOS D to E during the P.M. peak hour period. (LTS)

The Transportation Authority of Marin County (TAM) requires the evaluation and assessment of regional roadways within the study area that are designated as CMP facilities. CMP facilities are used to monitor conformance with the LOS Standards of the TAM. The designated CMP10 system within the study plan areas includes:

- State Route 131 (SR 131) – Tiburon Boulevard: from U.S. 101 to Main Street

The TAM conducts periodic monitoring of the freeways and major roadways in Marin County. Its latest report was released in January 2007. The monitoring assesses existing operating conditions on freeway segments through “floating car” travel time surveys during the PM peak hours, rather than analyzing volume capacity, which is how future operation conditions are assessed. The travel time surveys are also conducted on selected freeway segments during the AM peak hours. Based on the results of these surveys, TAM assigns a LOS grade from LOS A to LOS F, according to the methodologies set forth in the 1985 Highway Capacity Manual (HCM). Any segment with an average speed less than 30 miles per hour is assigned LOS F.

The 2007 Marin County CMP Monitoring Study¹¹ does not include monitoring results for roadways near the project site. However, the roadway segment along State Route 131 between Redwood Frontage and Strawberry is included. This segment is located to the west of the proposed project and has an operating LOS of A in both directions.

For the purposes of the TAM analysis, operations of the roadway segment were evaluated using a volume-to-capacity (v/c) ratio methodology using volumes from the Caltrans15 database. A per-lane capacity of 800 vehicles per hour was assumed. Roadway segments with a v/c ratio greater than 1.00 signify a LOS F.

Near the project site, Tiburon Boulevard¹² carries an average of 13,400 vehicles per day east of San Rafael Avenue including 1,300 during the peak hour. Near Main Street, Tiburon Boulevard carries an average of 6,100 vehicles per day, including 580 during the peak hour, see Table IV.H-11 below.

¹⁰ *Marin County Congestion Management Program. 2009 Report Update.*
<http://www.tam.ca.gov/Modules/ShowDocument.aspx?documentid=2650>.

¹¹ *Marin County CMP Transportation System Performance Monitoring Report -2001. Prepared for the Transportation Authority of Marin. January 2007. Prepared by PHA Transportation Consultants.*

¹² <http://traffic-counts.dot.ca.gov/2008all/r101i.htm>

**Table IV.H-11
TAM LOS Analysis – Arterial Segment**

Roadway	Roadway Segment	Existing			Project			Significant Impact?	
		Peak Hour Volume ¹	V/C	LOS	Project Trips	Total Peak Hour Volume	V/C		LOS
Tiburon Blvd	West of Mar West	1,300	0.81	C	59	1,359	0.85	C	No
	East of Mar West	580	0.36	A	33	613	0.38	A	No

Source: DKS Associates, 2009.
Notes: <http://traffic-counts.dot.ca.gov/2008all/r118133i.htm>

Project Buildout Condition

Based on the roadway segment analysis results, the addition of the proposed buildout traffic would not result in significant impacts at the studied roadway segment. Thus, transportation impacts associated with designated CMP facilities would be less than significant.

Caltrans submitted a comment letter on the Draft EIR stating that the Tiburon Boulevard/Mar West Street intersection was near the threshold for signalization as represented in Figure 4-3C included at the end of Appendix E of the DEIR and that signalization should be required as a mitigation for the project. DKS rechecked the signal warrant criterion shown on Figure 4-3C and confirmed that project-generated traffic would not trigger signalization. The project plus other future traffic would trigger the warrant for signalization, and this cumulative impact is discussed subsequently under Impact TRANS-9.

Impact TRANS-3: Implementation of the proposed project would not result in project traffic or roadway design resulting in a substantial increase in unsafe circulation conditions. (LTS)

Pedestrian Safety & Circulation

Crosswalks and other pedestrian safety amenities would continue to provide pedestrian safety measures in the project study area. Also, the additional pedestrian movements generated by the proposed project would continue to be accommodated by sidewalks provided along the project frontage and within the project site vicinity.

Signalized study intersections are equipped with pedestrian crossing signals, push buttons, and crosswalks to accommodate pedestrian movements in the vicinity of the project. Based on the presence and current condition of sidewalks, pedestrian amenities and crosswalks, the relatively low number of project-generated additional pedestrians spread throughout the day, and the planned pedestrian facilities improvements in the study area, no adverse pedestrian impacts are anticipated. Therefore, the expected increase in vehicular traffic volumes at the study intersections would not significantly impact the pedestrian movements. Therefore, this impact would be ***less than significant*** and no mitigation measures are required.

Site Access and Internal Circulation

Project access and circulation were analyzed for the proposed project based on the existing and proposed site configuration and access roadways. Vehicular access to the project site would be relocated from Tiburon Boulevard to Mar West Street via two driveways. The northern driveway would provide full-access for inbound vehicles only. The southern driveway would facilitate full-access for outbound vehicles. Pedestrian access would remain from Tiburon Boulevard. Both entries would be ADA compliant. Therefore, this impact would be **less than significant** and no mitigation measures are required.

Impact TRANS-4: Implementation of the proposed project would not conflict with adopted policies and plans supporting alternative transportation. (LTS)

Per the current transit operating routes in the vicinity of the project site, only a few Golden Gate transit routes operate near the project site (Route 8 and 19). In general, the routes provide access between Town of Tiburon, Marin City and San Francisco. These bus routes would mostly be used as single or connecting routes to the other Golden Gate Transit routes in the project study area.

The anticipated mode share of transit patrons from the project site is anticipated to be minimal (less than two percent mode share). By assuming a mode share of five percent, approximately 3 or less P.M. peak hour transit trips would be made in any direction. It is estimated that these additional patrons could be accommodated by the existing service, spread out over the various routes and frequency of service. Therefore, this impact would be **less than significant** and no mitigation measures are required.

Impact TRANS-5: Implementation of the proposed project would not result in inadequate emergency access. (NI)

Project access and circulation were analyzed for the proposed project based on the existing and proposed site configuration and access roadways. Vehicular access to the project site would be relocated from Tiburon Boulevard to Mar West Street via two driveways. The northern driveway would provide full-access for inbound vehicles only. The southern driveway would facilitate full-access for outbound vehicles.

During special events, traffic arriving or departing to/from the parking lot can potentially experience more delay than on non-special event days. It is also likely that occasional spillback queuing would occur along Mar West Street and within the parking lot. Heavier queuing is anticipated for the westbound (existing) approach towards Mar West Street as well as northbound and southbound on Mar West Street.

Pedestrian access would remain from Tiburon Boulevard. Both entries would be ADA compliant. Therefore, emergency access would be adequate and there would **be no impact**.

Impact TRANS-6: Implementation of the proposed project would result in inadequate parking capacity. (LTS/M)

The Library expansion would be constructed as an addition to the Library and it would occupy a portion of the existing parking lot that currently serves the Town Hall and Library. The existing parking area between the Library and Town Hall would be relocated to the north and behind the existing Library and proposed addition. The existing parking area behind Town Hall would be converted to the relocated Zelinsky Park area.

Based on the proposed site plan, the proposed project would provide 52 on-site parking spaces, including four accessible spaces. Table IV.H-12 summarizes the Town's parking standards requirement and the parking spaces proposed as part of the library expansion project.

**Table IV.H-12
Parking Analysis Summary – Town of Tiburon**

Land Use	Size	Parking Required		Parking Spaces Provided ⁴	Surplus/ Shortfall
		Parking Standard	No. of Spaces		
Existing Library	10,500 sq. ft	1-parking stall for each 500 square feet of GFA ¹	21	35	+14
Existing Town Hall Complex	7,500 sq. ft	1-parking stall for each 300 square feet of net floor area ² .	25	19	-12
Existing Library/Town Hall Accessible Parking Spaces			2	4	+2
Subtotal Existing Library/Town Hall Complex			48	54	+6
Parking for Proposed Library Expansion Project/Town Hall	28,500 sq. ft (Library)	1-parking stall for each 500 square feet of GFA	57	48	-34
	7,500 sq. ft (Town Hall Complex)	1-parking stall for each 300 square feet of net floor area.	25		
		Accessible Parking Spaces	2	4	+2
Total Proposed	36,000 sq. ft		84	52	-32

Source: ¹Town of Tiburon Municipal Code.

Notes: sq. ft: square feet; GFA: gross-floor area.

¹ Town of Tiburon Municipal Code – Title IV Chapter 16, Zoning Ordinance – 16.32 Parking & Loading Standards- Library Use.

² Town of Tiburon Municipal Code – Title IV Chapter 16, Zoning Ordinance – 16.32 Parking & Loading Standards- Offices.

³Per 2009 California Access Compliance Reference Manual. 2007 California Building Standards Code with California Errata and Amendments. Updated April 27, 2010.

http://www.documents.dgs.ca.gov/dsa/pubs/access_manual_rev_04-27-10.pdf

⁴The Town Hall and Library parcels have a reciprocal access and parking easement and share the total available parking.

The proposed project would require 84 parking spaces. The new on-site parking lot would provide 52 spaces and the currently leased parking spaces for Town and Library

employees in Lot 3 account for an additional 36 spaces. This totals 88 spaces. Adequate parking as defined by the Town’s Parking & Loading Standards would be provided by the proposed parking lot and the continuation of the baseline condition of leasing employee spaces. In addition, the proposed project would meet the minimum California Building Standard Code for Accessible Parking Spaces requirement of 2 spaces.

While there would be adequate parking to meet Town parking requirements, as was discussed earlier in the Setting section, these parking requirements appear to underestimate the actual parking demand of these two land uses on a fairly regular basis. If the Town and Library did not currently lease 36 spaces for employees, Lots 1 and 2 would be inadequate to serve existing employees and Library and Town Hall users.

As shown in previous Table IV.H-6, project parking demand using the ITE parking rates would result in the need for 105 spaces. There would be a 17-space shortfall using these loading standards (with 52 proposed spaces plus the 36 leased spaces providing 88 spaces). Given that use of the existing Lots 1 and 2 often exceeds 85% of capacity, it can be expected that the Library expansion will result in insufficient capacity in the new parking lot during peak use periods or during well-attended events, which occur with some frequency at the Library and occur occasionally at Town Hall. Thus, there would be a **potentially significant impact**.

During some peak use periods, visitors to the Library and Town Hall may need to use on-street parking or pay parking in Lot 3. There are 32 on-street parking spaces within one block of the Library (on either Mar West Street or Tiburon Boulevard), including 24 spaces that are limited to 2-hour parking, adjacent to or near the Library. There is additional 2-hour on-street parking on Cove Road, which is south of Tiburon Boulevard. Town staff anticipates that 4 additional on-street spaces could be developed on Tiburon Boulevard once the existing parking lot driveways are closed. Table IV.H-13 below summarizes parking available to employees and people using the Library and Town Hall. Also, there is additional paid parking available at Lot 3.

**Table IV.H-13
Project Parking Inventory**

Available Parking Areas	Spaces Available
Proposed on-site parking lot	52
Lot 3 rented spaces (Baseline Condition)	36
2-hour on-street parking within one block of the project (on Mar West Street and Tiburon Boulevard)	19
Additional nearby parking on Mar West Street (no time limit at present)	8
New parking on Tiburon Blvd.	4
Total Spaces Available	119

Mitigation Measures

To meet expected peak parking demand (that appears to exceed the requirements established in the Town's Parking & Loading Standards requirements), the applicant should provide additional off-site parking opportunities. Also, the applicant should address the issue regarding the long-term availability of Lot 3 as a parking option for Town and Library employees both for baseline conditions and for the project scenario. If the existing leased spaces become unavailable, there would be a future parking shortfall of 36 spaces for the project (30-space shortfall for the existing Library and Town Hall). There would be an additional shortfall of 17 spaces (as estimated using the ITE rate – Table IV.H-6 shows a 53-space shortfall, but this does not account for the 36 spaces leased off-site). The applicant should identify at least 53 off-site spaces that will be available for Library and Town Hall employees and users. The following two mitigations provide optional methods of meeting this standard

TRANS-6a The applicant will ensure the availability of at least 53 off-site parking spaces for Library and Town Hall use through the following actions:

Public Parking Spaces

1. Create a minimum of four new parking spaces along Tiburon Boulevard; AND
2. Place a 2-hour time limit on the 8 currently un-timed spaces on Mar West Street; AND/OR
3. Collaborate with Main Street Properties to establish an arrangement to allow short-term parking (as opposed to the current fixed-fee all-day parking) in some of the spaces on their lot.¹³

Employee Parking Spaces

1. Continue the existing leasing arrangement; OR
2. Collaborate with Main Street Properties to enter into a long-term lease for parking spaces in Lot 3, OR to provide for a partial “decking” of the existing lot to provide additional parking spaces; AND/OR
3. Reserve 12-15 parking spaces at the Town-owned Beach Road Tennis Court Parking Lot at the intersection of Beach Road and Marsh Road for Town and Library employees; AND/OR
4. Adopt a parking permit program that would limit parking on some or all of the 19 spaces that are nearest the Library on Mar West Street to permit holders during the hours the Library and Town Hall are open. Permits then would be issued solely to Town and Library staff.

¹³ *Town staff has been in ongoing discussions with agents of Main Street properties about the various options for Lot 3 that are described in this and the following mitigation. These recommendations listed in these two mitigations are all potentially viable options that are being discussed.*

Impact Significance After Mitigation

As stated previously, the proposed parking and continuation of the leased parking in Lot 3 meet the parking requirements of the Town's Parking & Loading Standards. Some combination of the mitigation measures listed above would meet the expected peak demand of as many as 53 off-site spaces. As shown in Table IV.H-13, as many as 115 parking spaces are available in the area plus the 4 new spaces that could be created on Tiburon Boulevard. An additional 60 spaces could be available from the recommended use of the Beach Road Tennis Court Parking Lot and developing an arrangement with the owners of Lot 3 to allow short-term parking (for people using the Library or Town Hall) and/or additional leasing (for employees). Additional spaces would be available if a partial second deck were added to that lot. Implementing these measures would provide at least 53 available off-site spaces. This would reduce the impact to a ***less-than-significant*** level.

Cumulative Impacts

Impact TRANS-7: Implementation of the proposed project would not conflict with the Town of Tiburon Level of Service standards for signalized intersections or unsignalized intersections for cumulative traffic conditions. (LTS)

This analysis addresses whether the project would cause the operation of a signalized intersection to degrade from an acceptable LOS C or better during the peak hour(s) to an unacceptable level of service and have an increase in average vehicle control delay of five seconds or more, or result in the operation of a signalized intersection that already operates an unacceptable level of LOS D or below during the peak hour(s) to further degrade the LOS by increasing the average vehicle control delay by five seconds or more. This analysis also addresses whether the project would increase delay five seconds or more at unsignalized intersections or result in the Caltrans peak hour signal warrant being met.

Cumulative “No Project” Conditions

Identifying the operational conditions under the cumulative “no project” scenario allows for a comparative analysis between the proposed project and all prior pending/planned projects.

To evaluate the cumulative no project scenario, DKS reviewed the traffic model prepared for the Town of Tiburon General Plan Year 2020 Update. The traffic model includes the traffic growth projections expected by pending/planned projects in the Town of Tiburon. These projections were assumed to take into account buildout of the Town of Tiburon General Plan, its vicinity and correspond to year 2020. Based on conversation with Town of Tiburon staff, the proportion of these trips that would travel through the study intersections was used for the intersection LOS analysis under the background condition.

Table IV.H-14 lists the pending/planned projects and their respective trips that were added to the local street network and study intersections. The pending projects would generate an additional 493 P.M. peak hour trips including 280 inbound and 213 outbound vehicle trips.

**Table IV.H-14
Pending/Planned Projects**

TAZ	Land Use	Amount	Unit	Rate		Trips		Total
				In	Out	In	Out	
1	Single-Family	13.0	d.u.	0.70	0.44	9	6	15
3	Single-Family	28.0	d.u.	0.70	0.44	20	12	32
4	Retail	3.9	1,000 sq.	1.80	1.80	7	7	14
4	Office	1.3	1	0.25	1.24	0	2	2
4	Single-Family	1.0	d.u.	0.70	0.44	1	0	1
5	Multi-Family	10.0	d.u.	0.46	0.25	5	3	7
5	Retail	9.0	1,000	1.80	1.80	16	16	32
5	Office	5.9	1,000	0.25	1.24	1	7	9
6	Multi-Family	57.0	d.u.	0.46	0.25	26	14	40
6	Retail	6.5	1,000	1.80	1.80	12	12	23
6	Office	3.0	1,000	0.25	1.24	1	4	4
9	Single-Family	11.0	d.u.	0.70	0.44	8	5	13
11	Single-Family	16.0	d.u.	0.70	0.44	11	7	18
12	Single-Family	2.0	d.u.	0.70	0.44	1	1	2
13	Single-Family	10.0	d.u.	0.70	0.44	7	4	11
13	Second Unit	2.0	d.u.	0.15	0.12	0	0	1
13	Multi-Family	18.0	d.u.	0.46	0.25	8	5	13
16	Single-Family	13.0	d.u.	0.70	0.44	9	6	15
17	Single-Family	12.0	d.u.	0.70	0.44	8	5	14
17	Second Unit	2.0	d.u.	0.15	0.12	0	0	1
18	Single-Family	8.0	d.u.	0.70	0.44	6	4	9
18	Second Unit	2.0	d.u.	0.15	0.12	0	0	1
23	Single-Family	9.0	d.u.	0.70	0.44	6	4	10
26	Single-Family	13.0	d.u.	0.70	0.44	9	6	15
26	Second Unit	2.0	d.u.	0.15	0.12	0	0	1
27	Single-Family	6.0	d.u.	0.70	0.44	4	3	7
27	Retail	2.3	1,000	1.80	1.80	4	4	8
27	Office	2.0	1,000	0.25	1.24	1	2	3
28	Single-Family	3.0	d.u.	0.70	0.44	2	1	3
28	Second Unit	2.0	d.u.	0.15	0.12	0	0	1
28	Retail	1.6	1,000	1.80	1.80	3	3	6
30	Single-Family	35.0	d.u.	0.70	0.44	25	15	40
31	Single-Family	55.0	d.u.	0.70	0.44	39	24	63
Tourism	Tourism	30.0	trips	1.00	1.00	30	30	60
Total						280	213	493
<i>Source: Town of Tiburon. Table 11 – Anticipated Development and Resulting Vehicle Trips.</i>								

**Table IV.H-15
Cumulative “No Project” Condition – Intersection LOS Summary**

#	Intersection	Traffic Control	P.M. Peak	
			Delay	LOS
1	Mar W St & Lagoon Rd/Cove Rd	Unsignalized	9.2	A
2	Mar W St & Tiburon Blvd	Unsignalized	16.1	C
3	Mar W St & Mariner W	Unsignalized	1.5	A
4	Beach Rd & Tiburon Blvd	Signalized	9.3	A

Source: DKS Associates, 2009.
Notes: Average Delay: in seconds per vehicle LOS: Level of Service
Unsignalized Intersection - A two-way stop controlled intersection, the LOS rating is based on the worst approach.

Figure IV.H-10 illustrates weekday P.M. intersection turning movement volumes for the Cumulative “No Project” Condition. The intersections and their corresponding existing levels of service are presented in Table IV.H-14.

Intersection Operations

According to the Town of Tiburon intersection level of service standards, all intersections would operate at acceptable levels during the P.M. peak hour.

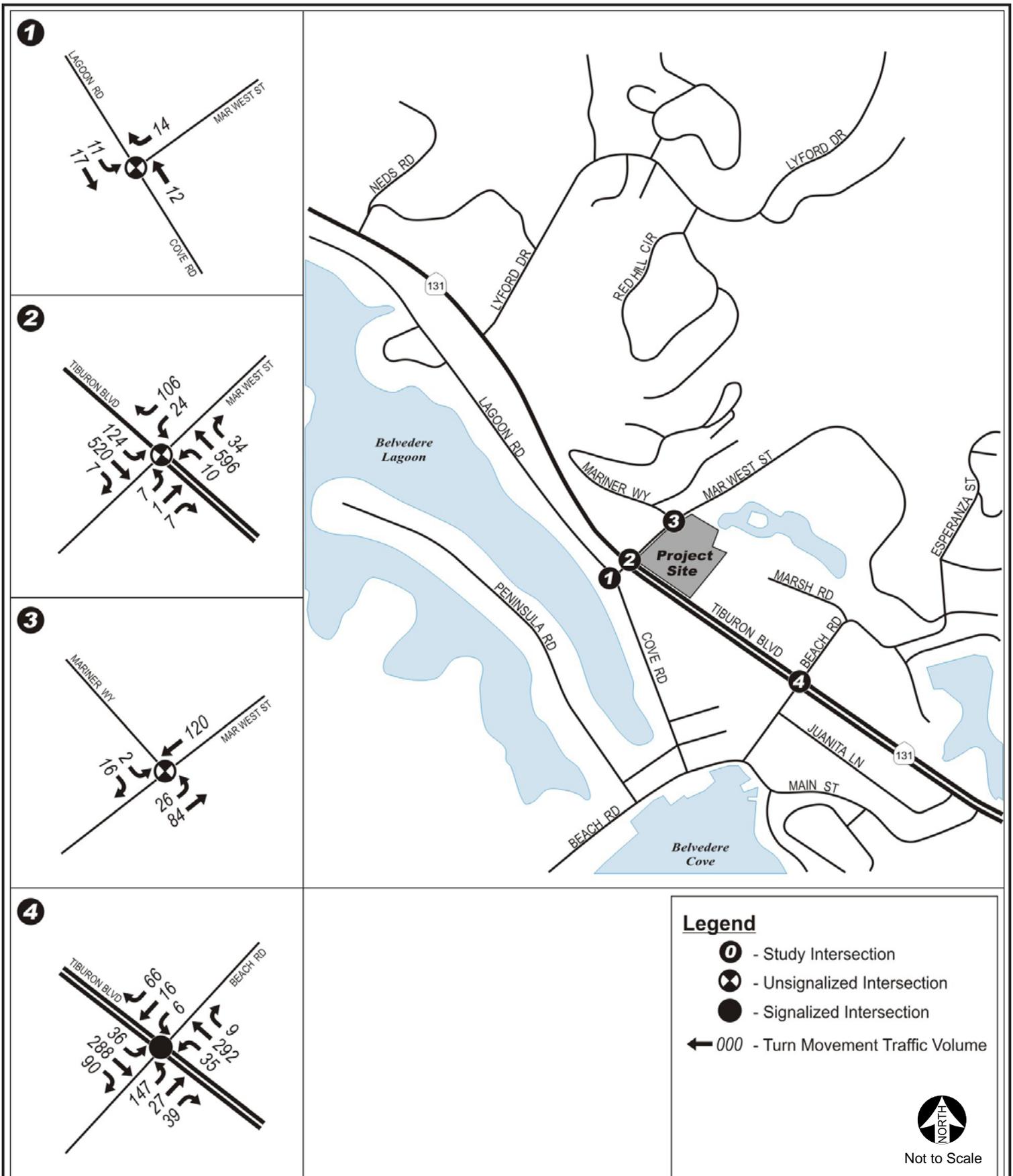
Year 2020 Cumulative Project Condition

As part of this study, DKS also evaluated whether the project would result in significant cumulative impacts at the study intersections. Trips associated with the project were added to the cumulative no project scenario and the resulting intersection turning movement volumes for the cumulative with project scenario are shown in Figure IV.H-11. The intersections and their corresponding levels of service are presented in Table IV.H-16.

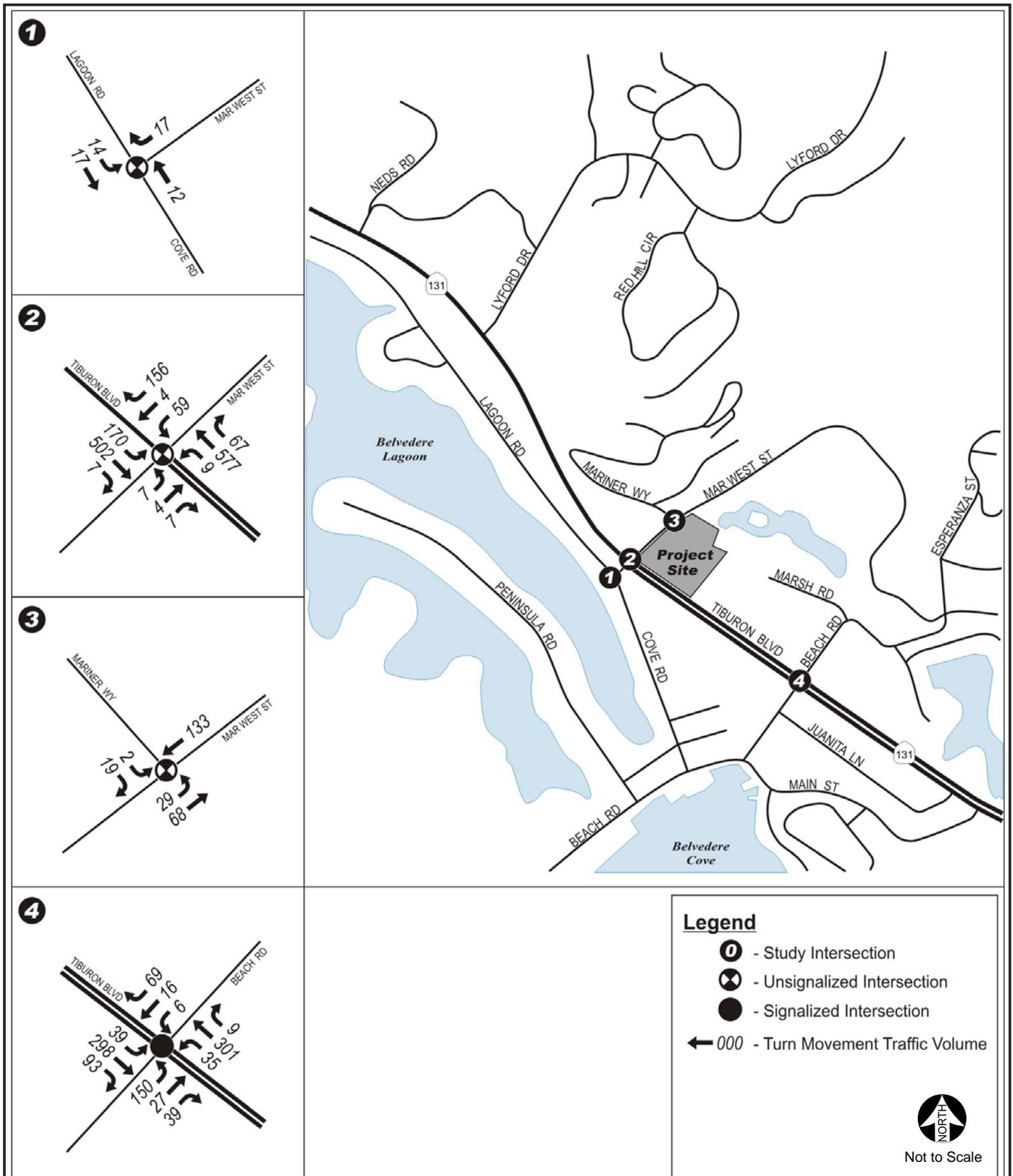
**Table IV.H-16
Cumulative With Project Condition – Intersection LOS Summary**

#	Intersection	Traffic Control	P.M. Peak	
			Delay	LOS
1	Mar W St & Lagoon Rd/Cove Rd	Unsignalized	9.2	A
2	Mar W St & Tiburon Blvd	Unsignalized	28.8	D
3	Mar W St & Mariner W	Unsignalized	1.6	A
4	Beach Rd & Tiburon Blvd	Signalized	9.3	A

Source: DKS Associates, 2009.
Notes: Average Delay: in seconds per vehicle LOS: Level of Service
Unsignalized Intersection - A two-way stop controlled intersection, the LOS rating is based on the worst approach.



Source: Belvedere-Tiburon Library Expansion Project EIR Traffic Impact Analysis, DKS Associates, February 2010.



Source: Belvedere-Tiburon Library Expansion Project EIR Traffic Impact Analysis, DKS Associates, February 2010.

Intersection Operations

According to the Town of Tiburon intersection level of service standards, all intersections would operate at acceptable levels during the P.M. peak hour. Thus, cumulative transportation impacts associated with intersection level of service standards would be **less than significant**.

Impact TRANS-8: The project plus cumulative development would generate traffic that would require signalization of the Tiburon Boulevard/Mar West Street intersection (LTS/M)

As shown in Table IV.H-17, peak hour traffic signal warrants were conducted for three study using the methodology of the MUTCD, California Supplement.

**Table IV.H-17
Signal Warrants Analysis – P.M. Peak**

#	Intersection	Warrant Met?				
		Existing	Background	Project	Cumulative No Project	Cumulative with Project
1	Mar W St & Lagoon Rd/Cove Rd	No	No	No	No	No
2	Mar W St & Tiburon Blvd	No	No	No	No	Yes
3	Mar W St & Mariner W	No	No	No	No	No

Source: DKS Associates, 2009.

The signal warrant criterion was met for the Tiburon Boulevard/Mar West Street intersection. Under the cumulative with project condition, the P.M. peak hour volume at this intersection is estimated at 1,332 vehicles per hour for the major approach and 219 vehicle for the minor approach. The minimum threshold volume for the minor street approach (Mar West Street) with one lane is 100 vehicles per hour (VPH) and that relates to 1,500 vehicles per hour for the total of both approaches for a major street (Tiburon Boulevard) with two or more lanes. Thus, the intersection of Mar West Street and Tiburon Boulevard satisfies a peak-hour warrant under cumulative conditions. This is a **potentially significant impact**.

Mitigation Measures

TRANS-8 The Town shall apply to Caltrans for signalization of the intersection of Mar West Street and Tiburon Boulevard once a signal warrant is met. The Town shall employ its own criteria for ranking and prioritization, including other signal warrants and accident history, when considering the need and timing for traffic signal installation. The Town shall coordinate with Caltrans when planning and implementing the mitigation, but the final decision regarding signalization lies with Caltrans.

Impact Significance After Mitigation

Implementation of this measures will ensould that the intersection will operate at buildout conditions at an acceptable LOS. The impact would be reduced to a ***less-than-significant*** level.

Impact TRANS-9: The project and other cumulative development would generate traffic that would result in inadequate queuing distance in the eastbound left-turn pocket on Tiburon Boulevard at Mar West Street. 2 (LTS/M)

As shown previously in Table IV.H-15, traffic generated by the project and other predicted development by 2020 would require a 125-foot long left-turn pocket on eastbound Tiburon Boulevard at Mar West Street. The existing left-turn pocket is 100-foot long, so the pocket would need to be extended 25 feet to the west.

Mitigation Measures

TRANS-9 Once future traffic conditions warrant, the Town will apply to Caltrans to extend the eastbound Tiburon Boulevard left-turn pocket at Mar West Street 25 feet to the west. The Town shall employ its own criteria, for ranking and prioritization when considering the need and timing for lengthening this left-turn pocket, and will coordinate with Caltrans, but the final decisions to approve the left-turn pocket lies with Caltrans.

Impact Significance After Mitigation

Implementation of this mitigation measure would reduce the impact to a ***less-than-significant*** level.

Secondary Impact

Secondary Impact TRANS-10: Implementing Mitigation Measure TRANS-9 will require widening of Tiburon Boulevard, which would have construction-related impacts on biological resources, drainage, water quality, soils, noise, air quality, aesthetics, and traffic. (LTS/M)

Implementation of Mitigation Measure TRANS-9 would extend the left-turn pocket on Tiburon Boulevard 25 feet to the west. Tiburon Boulevard may need to be widened for this distance to provide sufficient space for the extended left-turn pocket. Tiburon Boulevard is wider than required west of the beginning of the left-turn pocket. It is possible that the transition zone (double-double yellow lines that buffer the west end of the turn pocket) could be moved west 25 feet and that little to no actual widening would be needed. However, Caltrans will determine what improvements need to be made, and it will be assumed that some widening may be needed.

It is expected that widening would occur on the south side of Tiburon Boulevard as a drainage ditch borders the north side of the street. There is space between the south side of the street and the Tiburon Multi-Use Path to allow this widening. The area where the widening would occur is a grassy area that does not contain native species of

vegetation. Fill would be required as this area slopes down from the road edge to the multi-use path. It is possible that some form of barrier and/or short retaining wall may be needed between the new road edge and the multi-use path where fill would be placed. Road drainage would continue to be directed to existing drain inlet. It is not expected that this extension would cause significant geologic, drainage, or biological impacts. There would be short-term impacts of noise, air pollutant emissions, and traffic control interruptions during construction. But these short-term impacts would be expected to be less than significant. The 25-foot extension of the pocket would not significantly affect views along this heavily-used urban street. Without knowing the exact location of this future mitigation project, the impacts must remain speculative. However, based on existing conditions at the site, it is expected that this relatively minor traffic improvement project could be designed and constructed to have less than significant impacts. It is assumed that Caltrans and the Town will review the final improvement plans and add mitigations needed to ensure traffic safety, adequate drainage, and appropriate reduction of construction-related impacts. The impact would be ***less than significant*** given this final review.

V. GENERAL IMPACT CATEGORIES

A. SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

The following section replaces the Summary of Significant Unavoidable Impacts section of the original Draft EIR (page V-1). The changes made to this section include adding two new biological impacts and removing the impact related to parking.

GENERAL IMPACT CATEGORIES

Section 15126 of the CEQA Guidelines requires that all aspects of a project must be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. As part of this analysis, the Draft EIR must also identify (1) significant environmental effects that cannot be avoided if the proposed project is implemented; (2) significant irreversible environmental change that would result from implementation of the proposed project; and (3) growth-inducing impacts of the proposed project.

Summary of Significant Unavoidable Impacts

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts which cannot be avoided, even with implementation of mitigation measures. Based on the analysis contained in this Draft EIR, implementation of the project would result in significant unavoidable impacts related to:

- air quality (consistency with an applicable air quality plan),
- aesthetics (changes to scenic vistas),
- biological resources (impact to Railroad Marsh),
- biological resources (impact to special status species), and
- noise (construction groundborne vibration or groundborne noise levels and substantial temporary increase in noise).

In addition, the project would result in significant unavoidable cumulative impacts to air quality (consistency with an applicable air quality plan) and aesthetics (changes to scenic vistas).

VI. ALTERNATIVES TO THE PROPOSED PROJECT

The following section replaces the Alternatives to the Proposed Project section of the original Draft EIR (pages VI-1 to VI-26). Most of the original language for this chapter has been maintained. The major changes include:

1. Additional discussion of impacts on biological resources have been added to the discussions of Alternatives B and C to reflect the new assessment of biological impacts presented earlier in this RDEIR.
2. Additional discussion of impacts on traffic have been added to the discussions of Alternatives B and C to reflect the new assessment of traffic impacts presented earlier in this RDEIR.
3. A new Alternative D has been added. The impacts of this new alternative have been added to the table that compares the alternatives.
4. The environmentally superior alternative discussion was revised to reflect the conclusion that Alternative D is the environmentally superior alternative.

A. Purpose

The purpose of the alternatives analysis is to assess a range of reasonable alternatives to the proposed project that would feasibly attain most of the basic objectives of the project while avoiding or substantially lessening any of the significant impacts of the project and to evaluate the comparative merits of each alternative (*CEQA Guidelines* §15126.6). The *Guidelines* state that the selection of alternatives should be governed by a “rule of reason.” Not every conceivable alternative must be addressed, nor do infeasible alternatives need to be considered. (*CEQA Guidelines* §15126.6[a]). When addressing feasibility, Section 15126.6 of the *CEQA Guidelines* states, “among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, other plans or regulatory limitations, jurisdictional boundaries....”

Based on the *CEQA Guidelines*, several factors must be considered in determining the range of alternatives to be analyzed in an EIR and the level of analytical detail that should be provided for each alternative. These factors include (1) the nature of the significant impacts of the proposed project, (2) ability of alternatives to avoid or lessen the significant impacts associated with the project, (3) the ability of the alternatives to meet the objectives of the project, and (4) the feasibility of the alternatives.

CEQA also states that, “[t]he EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.” Generally, significant impacts of an alternative are discussed in this section, but in less detail than the proposed project, and should provide decision makers perspective as well as a reasoned choice regarding each alternative.

B. Methodology

The alternatives analysis is presented as a comparative analysis to the proposed project. A project may have the potential to generate significant impacts, but changes to certain features may also afford the opportunity to avoid or reduce such impacts. The following alternatives analysis compares the potential significant environmental impacts of the three alternatives with those of the proposed project for each of the environmental topics analyzed in Sections IV.A through IV.H (Environmental Impact Analysis) of the EIR.

Selection of a Reasonable Range of Alternatives

Section 15126.6(c) of the CEQA Guidelines states: “The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency’s determination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.”

To determine what range of alternatives should be considered, the impacts identified for the proposed project were considered along with the project objectives. The proposed project is described in detail in Section III, Project Description, and the potential environmental effects of the proposed project are analyzed in Sections IV.A through IV.H.

The project would not result in significant impacts to agriculture and forest resources, geology and soils, hazards and hazardous materials, land use, mineral resources, population and housing, public services, or recreation. Impacts associated with the following topics would be significant without the implementation of mitigation measures, but would be reduced to a less-than-significant level if the mitigation measures recommended in this EIR are implemented.

- Air Quality (emissions)
- Hydrology and Water Quality
- Noise (operational noise)
- Transportation/Traffic (signal warrant analysis)

Based on the analysis contained in this Draft EIR, implementation of the project would result in significant unavoidable impacts to:

- Air Quality (consistency with an applicable air quality plan)
- Aesthetics (changes to scenic vistas)
- Biological resources (impact to Railroad Marsh)
- Biological resources (impact to special status species)

- Noise (construction groundborne vibration or groundborne noise levels and substantial temporary increase in noise)

C. Project Objectives

To develop project alternatives, the EIR preparers considered the project objectives and reviewed the significant impacts in Section IV of this EIR to identify those significant impacts that could be avoided or reduced substantially through an alternative (refer to Table VI-1 at the end of this section). The project objectives were listed in Section C of Chapter III, Project Description.

D. Selected Alternatives

The following discussion is provided to meet the requirement of the *CEQA Guidelines* and provide the public and decision makers with information that will help them understand the adverse impacts and benefits associated with the alternatives to the proposed project. Four alternatives to the project were evaluated:

- Alternative A: No Project/No Build,
- Alternative B: Alternate Site Plan,
- Alternative C: Reduced Library, and
- Alternative D; Mitigated Project

As significant impacts to air quality and noise would result from any alternative that would result in construction on the site, there are no alternatives that would reduce impacts to air quality and noise other than Alternative A: No Project/No Build. Other alternatives were selected for their ability to reduce impacts on aesthetics and/or to reduce impacts to biological resources associated with Railroad Marsh. A detailed description of each of the alternatives is provided below.

Alternatives Rejected as Being Infeasible

As described above, Section 15126.6(c) of the CEQA Guidelines requires an EIR to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process, and briefly explain the reasons underlying the lead agency's determination. Given the nature of the project (a building expansion for a specific site), the fact that the project applicant owns a portion of this site (and no other sites) and does not intend to develop these uses in another place; an off-site alternative was not feasible.

E. Alternatives Analysis

The potential environmental impacts associated with Alternatives A, B, and C are described below and are compared to the significant environmental impacts associated with the proposed project in Table VI-1, Comparison of Alternatives to the Proposed Project.

Alternative A: No Project/No Build

As required by CEQA, this subsection analyzes a “No Project” Alternative (Alternative A). CEQA requires the evaluation of a “No Project No Build” alternative, which means “the existing conditions, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services” (CEQA Guidelines, Section 15126.6[e][2]). Evaluation of this alternative allows the Town to compare the impact of approving the proposed project with the impacts of not approving the proposed project.

Alternative A assumes that the project site would remain in its current condition and would not be subject to development. Per *CEQA Guidelines* 15126.6(e), the No Project/No Build Alternative is considered to compare the impacts of approving the proposed project to not approving the project. Under Alternative A, there would be no construction of the Library addition or parking lot, relocation of Zelinsky Park, removal of the existing shared parking or Town Hall parking lot, or changes to site access from Tiburon Boulevard. There would be no General Plan or Zoning Ordinance amendments.

Aesthetics

Under Alternative A, there would be no construction of the Library addition or parking lot, relocation of Zelinsky Park, removal of the existing shared parking or Town Hall parking lot, or changes to site access from Tiburon Boulevard. Since there would be no construction of the Library addition, views of Tiburon Ridge available from Tiburon Boulevard and other public areas such as the shared Town Hall/Library parking lot would not be limited and this impact would be less than the project’s significant and unavoidable impact. Similar to the project, Alternative A would not result in any impacts to an eligible or officially designated State Scenic Highway. Under Alternative A, the project site would not be developed and there would be no change in the visual character or quality of the site. Although the project would be consistent and compatible with the existing development and the Downtown Tiburon Design Handbook and would not substantially degrade the existing visual character or quality of the site, due to the fact that there would be no change on the site, impacts under Alternative A would be incrementally less than the project. Additionally, Alternative A would not result in any additional lighting on the site. Although impacts from light and glare would be less than significant under the project, due to the fact that there would be no change to lighting on the site, impacts under Alternative A would be incrementally less than the project. Overall, impacts to aesthetics under Alternative A would be less than under the project.

Air Quality

Under Alternative A, there would be no General Plan Amendment on the project site. For General Plan amendments, the BAAQMD *CEQA Guidelines* recommend that the impact of the change in land use designation with respect to vehicle miles traveled (VMT) and the potential for the project to exposure sensitive receptors to sources of objectionable odors, toxics, or accidental releases of hazardous materials be evaluated to determine consistency with the current CAP. Under Alternative A, there would be no change in land use that would generate more vehicle trips (and more miles traveled) than those that would be generated under the project. Therefore, Alternative A would avoid the significant unavoidable impact with regard to consistency with applicable air quality

plans. Alternative A would not require construction activities that would result in construction emissions and this impact, while less than significant under the project, would be further reduced. Additionally, Alternative A would not result in an increase in vehicle trips that would generate emissions or pollutants and this impact, while less than significant under the project, would be further reduced. Similar to the project, Alternative A would not create any objectionable odors. Alternative A would not require any construction activities that would generate GHG emissions and would not increase vehicle trips to and from the project site. Therefore, GHG emissions, while not significant under the project, would be incrementally reduced. Overall, impacts to air quality under Alternative A would be less than under the project.

Biological Resources

Under Alternative A, there would be no construction and grading activities. Two special status plants, the Point Reyes checkerbloom and the Suisun Marsh aster, have a moderate potential to occur in Railroad Marsh. Additionally, two special status species, the California red-legged frog and the salt marsh common yellow throat have a moderate potential to occur on site due to the proximity of Railroad Marsh which contains suitable habitat for these species. Therefore, the potential for inadvertent impacts to special status plants or wildlife associated with Railroad Marsh due to the construction of the project (although they would be less than significant) would not be present under Alternative A. As the buffer would be maintained the project's significant unavoidable impacts on the marsh and wildlife would be less than significant for this alternative. Similarly, there would be no grading that could affect any riparian habitat on the site. Although impacts to riparian habitat would be less than significant under the project, due to the fact that there would be no grading or development on the site, impacts under Alternative A would be incrementally less than the project. Although no direct impacts to wetlands would occur under the project, under Alternative A there would no grading or development on the site with any potential to impact wetlands. Therefore, this impact would be reduced from the project. Additionally, there would be no grading or development on the site with the potential to interfere with wildlife, potential nursery sites, and wildlife movement corridors. Although this impact would be less than significant under the project, it would be further reduced under Alternative A. Similar to the project, there would be no conflicts with Tiburon 2020 under Alternative A. Similar to the project, Alternative A would not conflict with Habitat Conservation Plan, Natural Community Plan. Overall, impacts to biological resources under Alternative A would be less than under the project.

Hydrology and Water Quality

Under Alternative A, there would be no construction and grading activities that would expose areas susceptible to erosion resulting in sedimentation in the Railroad Marsh or in Richardson Bay via the Town's stormwater system. Additionally, there would be no increase in paved surfaces and parking areas that would contribute additional stormwater runoff contaminants typical of urban landscapes—oil and grease, fertilizers, insecticides and rodenticides, trace metals (from brake dust), pathogens associated with pet waste, and litter. Similar to the project, Alternative A would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge or increase siltation in Railroad Marsh. Under Alternative A, no grading would occur and the project's less than significant impact related to erosion would be incrementally reduced. There would be no change in the amount of surface runoff from the site that could result in

flooding or exceed the capacity of existing storm drainage on the site. Similar to the project, there would be no housing constructed on the site. Alternative A would not result in the placement of any fill on the project site or construction of buildings in the FEMA-designated 100-year flood zone associated with Belvedere Lagoon and impacts to the FEMA flood zone, while less than significant under the project, would be incrementally reduced under Alternative A. Similar to the project, Alternative A is not located downstream of any levees or dams, and is therefore not subject to flooding due to dam failure. Recently-released tsunami inundation maps indicate that the project site is located in an area subject to inundation by tsunami. Although this impact would be less than significant under the project, it would be incrementally reduced under Alternative A. Overall, impacts to hydrology and water quality under Alternative A would be less than under the project.

Land Use and Planning

Under Alternative A, there would be no General Plan Amendments or Zoning Ordinance changes. Similar to the project, Alternative A would not physically divide an established community and there would be no impact. Unlike the project, Alternative A would not result in any inconsistencies with applicable Tiburon 2020 policies pertaining to scenic vistas due to view blockage of Tiburon Ridge, a significant viewshed, from Tiburon Boulevard. Similar to the project, Alternative A would not conflict with any Habitat Conservation Plans or Natural Community Plans that are applicable to the project site. Therefore, overall impacts to land use under Alternative A would be less than under the project.

Noise

Under Alternative A, there would be no construction and grading activities that would generate construction noise. Therefore, Alternative A would not generate noise levels in excess of standards established in the local general plan or noise ordinance. This impact would be less than under the project's less than significant impact. Alternative A would not generate any additional vehicle trips and, while the increase in noise under the project would be less than significant, this impact would be incrementally reduced under Alternative A. No construction would be required under Alternative A and the significant unavoidable impact from excessive groundborne vibration or groundborne noise levels, and significant temporary or periodic increase in ambient noise levels to existing Library users, the Town Hall, and near by land uses created by the project would not occur. Overall, impacts to noise from Alternative A would be less than under the project.

Transportation/Traffic

Under Alternative A, no Library addition would be constructed and no additional vehicle trips would be generated. Traffic at area intersections and roadways would remain the same and this impact would be incrementally less than the project's less than significant impacts. Since Alternative A would not increase vehicle trips in the area, the project's less than significant impact to pedestrian safety and circulation would be incrementally reduced. Additionally, there would be no change to circulation on the site. Alternative A would have no impact on adopted policies and plans supporting alternative transportation. This would be less than the project's less than significant impact. Under Alternative A, there would be no increase in vehicles on the site and no change to parking areas. Therefore, this impact would be less than the project's significant and

unavoidable impact to parking. Overall, impacts to traffic under Alternative A would be less than under the project.

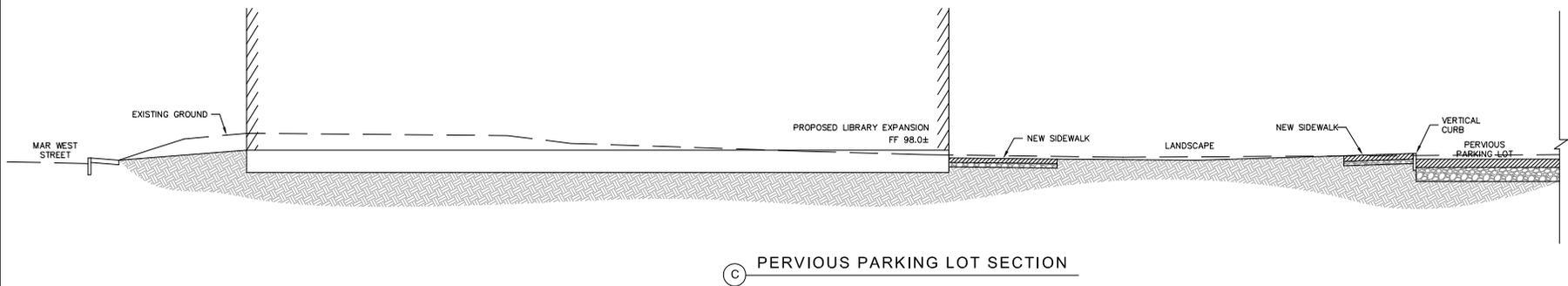
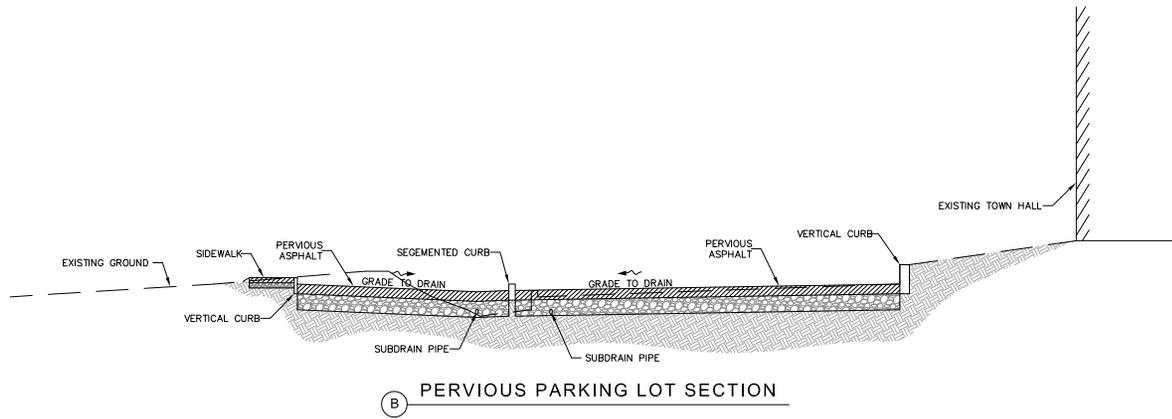
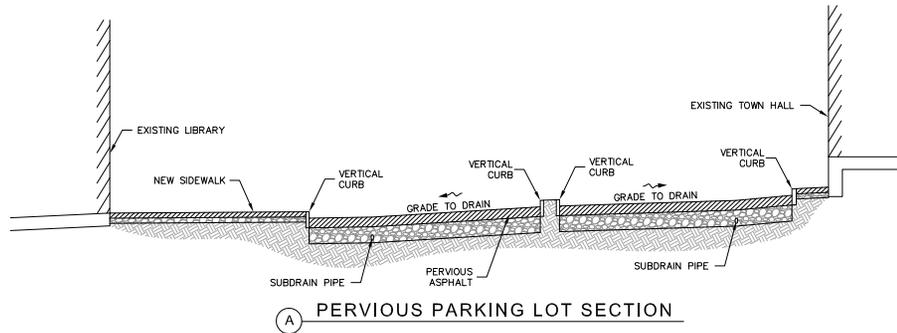
Alternative B: Alternate Site Plan

Alternative B would expand the existing Belvedere-Tiburon Public Library through the construction of a two-story addition. The existing 10,500 sf Library (11,990 sf including a mechanical mezzanine area) would be expanded by 18,000 sf to 28,500 sf (29,990 sf including the mechanical mezzanine area) in floor area. The expansion would include approximately 16,900 square feet, in a two-story (8,450 sf per level) building. Alternative B assumes that the Library addition would be constructed predominately behind the existing Library. The two-story Library addition would be connected to the existing Library by a 1,100 sf, one-story addition. Figures VI.-1 and -2 illustrate Alternative B site plan and cross-section.

The proposed addition would be in an architectural character sympathetic to the existing library and utilize similar exterior materials including the use of the same roof material. The second floor addition would be the same height as the existing library with a roofline reminiscent of the existing library and the spaces within partially accommodated through the use of roof dormers. The existing Library main public entry would be relocated from Tiburon Boulevard to the east façade facing Town Hall and the parking lot. Entry would be in line with the “nave” monumental space in the existing Library. The entry would be ADA compliant. The existing Library entry from Tiburon Boulevard would be maintained as a staff entry and an existing ramped emergency exit door opening onto Mar West Street would be converted into an additional staff entry into the building. A central courtyard at the floor level of the Library would be situated between the addition and the existing building. A raised deck serving the Community Meeting Room would be situated on the northeast corner of the addition and face the Railroad Marsh.

Project site boundaries and acreage for Alternative B would be the same as the project. The two-story addition would be located on land (APN 058-171-62) that currently owned by the Town of Tiburon. Tiburon 2020 and the Town’s Zoning Map designate this parcel as Public/Quasi-Public (P) on one portion; with the other portion as Open Space (OS). Since Alternative B would require a portion of APN 058-171-62, it would require General Plan and Zoning Ordinance amendments similar to the project.

Under Alternative B, a parking lot would not be constructed behind the Library. Instead, the Town Hall/Library shared parking would remain in its existing area (although a portion of the parking area would be removed to allow for construction of the Zelinsky Promenade/Garden Plaza) and the existing lot behind the Town Hall would be expanded northward. Under Alternative B approximately 11 parking spaces would be added to the existing 51 space car parking area for a total of 62 parking spaces. Eight spaces in the lot would be ADA compliant. The lot would serve both the Library and Town Hall. Similar to the project, Zelinsky Park would be relocated to the east. Access to Tiburon Boulevard would remain unchanged and there would be no additional access to the project site from Mar West Street.



Source: BKF Architecture, January 11, 2010.



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Environmental Planning and Research

Figure VI-2
Alternative B Cross Section

A cross section of Alternative B is shown in Figure VI-2. The parking lot would be surfaced with pervious asphaltic concrete and landscaped with trees and plants. Stormwater would filter through pervious pavement, crushed rock, and Class II permeable base and be collected in a subdrain system, that connects into the public storm drain system. The tree planting plan in the parking lot would include shade trees at parking islands to reduce heat island effect.

Development of this alternative would have the following effects as compared to the proposed project.

Aesthetics

Under Alternative B, the Library addition would be constructed predominately behind the existing Library. Part of the Town Hall/Library shared parking would be located in the same area, although a portion of the parking would be removed to allow for construction of the Zelinsky Promenade/Garden Plaza. The existing parking area behind the Town Hall would be expanded into a previously undeveloped area adjacent to Zelinsky Park. Construction of the Library addition behind the existing Library would not block views of Tiburon Ridge available from Tiburon Boulevard and other public areas such as the shared Town Hall/Library parking lot and this impact would be less than the project's significant and unavoidable impact. Similar to the project, Alternative B would not result in any impacts to an eligible or officially designated State Scenic Highway. Under Alternative B, the project site would be developed with uses consistent and compatible with the existing development and similar to the project, impacts to change in the visual character or quality of the site would be less than significant. However, Alternative B would be less consistent with provisions of the Downtown Tiburon Design Handbook. Alternative B would result in the same type and amount of additional lighting on the site as the project; therefore, impacts would be similar to the project and less than significant. Overall, impacts to aesthetics under Alternative B would be less than under the project.

Air Quality

Similar to the project, Alternative B would require a General Plan Amendment on the project site to re-designate a portion of APN 058-171-62 from Open Space to Public/Quasi-Public. For General Plan amendments, the BAAQMD *CEQA Guidelines* recommend that the impact of the change in land use designation with respect to vehicle miles traveled (VMT) and the potential for the project to exposure sensitive receptors to sources of objectionable odors, toxics, or accidental releases of hazardous materials be evaluated to determine consistency with the current CAP. Similar to the project, Alternative B would change the land use on the site and would generate a similar number of vehicle trips (and more miles traveled) as the project. Therefore, Alternative B would not avoid the significant unavoidable impact with regard to consistency with applicable air quality plans and this impact would be the same. Similar to the project, Alternative B would require construction activities that would result in construction emissions and this less than significant impact under the project would be the same. Alternative B would result in an increase in vehicle trips that would generate emissions or pollutants and this less than significant impact under the project would be the same. Similar to the project, Alternative B would not create any objectionable odors. Alternative B would require construction activities that would generate GHG emissions and would increase vehicle trips to and from the project site. However, similar to the project, GHG

emissions would be similar to the project's less than significant impact. Overall, impacts to air quality under Alternative B would be the same as under the project.

Biological Resources

Similar to the project, Alternative B, would require construction and grading activities. Two special status plants, the Point Reyes checkerbloom and the Suisun Marsh aster, have a moderate potential to occur in Railroad Marsh. Additionally, two special status species, the California red-legged frog and the salt marsh common yellow throat have a moderate potential to occur on site due to the proximity of Railroad Marsh which contains suitable habitat for these species. Therefore, the potential for inadvertent construction-related impacts to special status plants or wildlife associated with Railroad Marsh due to the construction of the project (although they would be less than significant) would be present under Alternative B and could be incrementally greater as Alternative B disturbs a larger area and would be located closer to the Marsh. Similarly, there would be more grading that could affect any riparian habitat on the site and impacts to riparian habitat would be incrementally greater under Alternative B than the project. No direct impacts to wetlands would occur under the project or under Alternative B; however, Alternative B would result in more grading on the site that would be potentially closer to wetlands. Therefore, this impact would be incrementally greater than under the project. By reducing the marsh buffer and increasing use near the marsh, the alternative would have the same significant and adverse operational impacts on the marsh and wildlife species, including the two special status species, that inhabit the marsh. Additionally, grading or development on the site with the potential to interfere with wildlife, potential nursery sites, and wildlife movement corridors would be incrementally greater under Alternative B. Similar to the project, it would be inconsistent with the Railroad Marsh Management Plan. Similar to the project, there would be no conflicts with Tiburon 2020 under Alternative B (given the proposed revision of Policy OSC-20). Similar to the project, Alternative B would not conflict with Habitat Conservation Plan, Natural Community Plan. The operational impact on Railroad Marsh and impact to special; status species of wildlife remain significant adverse impacts, while other impacts are mitigated to a less than significant level.

Hydrology and Water Quality

Similar to the project, Alternative B would require construction and grading activities that would expose areas susceptible to erosion resulting in sedimentation in the Railroad Marsh or in Richardson Bay via the Town's stormwater system. Alternative B would result in a larger area of disturbance than the project, which would result in an incremental increase in paved surfaces and parking areas that would contribute additional stormwater runoff contaminants typical of urban landscapes—oil and grease, fertilizers, insecticides and rodenticides, trace metals (from brake dust), pathogens associated with pet waste, and litter. However, this impact would remain less than significant as runoff from paved surfaces and parking areas would be retained on site. Similar to the project, Alternative B would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge or increase siltation in Railroad Marsh. The larger amount of impervious surfaces under Alternative B would incrementally increase runoff from the site. However, similar to the project, this runoff would be captured and there would be no change in the amount of surface runoff from the site that could result in flooding or exceed the capacity of existing storm drainage on the site. Similar to the project, there would be no housing constructed on the site. Alternative B would not result in the construction of buildings in the FEMA-designated

100-year flood zone associated with Belvedere Lagoon. Impacts to the FEMA flood zone, while less than significant under the project, would be incrementally greater under Alternative B due to the larger footprint of impervious surfaces. Similar to the project, Alternative B is not located downstream of any levees or dams, and is therefore not subject to flooding due to dam failure. Recently-released tsunami inundation maps indicate that the project site is located in an area subject to inundation by tsunami. This impact would be less than significant under the project and would be the same under Alternative B. Overall, impacts to hydrology and water quality under Alternative B, while less than significant, would be greater than under the project.

Land Use and Planning

Similar to the project, Alternative B would require General Plan Amendments and Zoning Ordinance changes to re-designate and re-zone a portion of APN 058-171-62 from Open Space to Public/Quasi-Public. Similar to the project, Alternative B would not physically divide an established community and there would be no impact. Construction of the Library addition behind the existing Library would not block views of Tiburon Ridge available from Tiburon Boulevard and unlike the project, Alternative B would not result in any inconsistencies with applicable Tiburon 2020 policies pertaining to scenic vistas due to view blockage of Tiburon Ridge from Tiburon Boulevard. Therefore this impact would be less than under the project. Similar to the project, Alternative B would not conflict with any Habitat Conservation Plans or Natural Community Plans that are applicable to the project site. Therefore, overall impacts to land use under Alternative B would be less than under the project.

Noise

Under Alternative B, construction and grading activities would generate construction noise. However, similar to the project, Alternative B would not generate noise levels in excess of standards established in the local general plan or noise ordinance. This impact would be similar to the project's less than significant impact. Similar to the project, Alternative B would generate additional vehicle trips and, this impact would be the same as the project's less than significant impact. Construction required under Alternative B would create the same significant unavoidable impact from excessive groundborne vibration or groundborne noise levels, and significant temporary or periodic increase in ambient noise levels to existing Library users, the Town Hall, and near by land uses as created by the project. Overall, impacts to noise from Alternative B would be the same as under the project.

Transportation/Traffic

Under Alternative B, a Library addition would be constructed and, similar to the project additional vehicle trips would be generated. Similar to the project, traffic at area intersections and roadways would increase and this impact would be similar to the project's less than significant impacts. Since Alternative B would increase vehicle trips in the area, the project's less than significant impact to pedestrian safety and circulation would be the same. Like the project, Alternative C and other cumulative development would require extension of the eastbound left-turn pocket on Tiburon Boulevard at Mar West Street. The impacts of extending the left-turn pocket would be the same as for the project. Alternative B would include changes to circulation on the site, but similar to the project, this impact would be less than significant. Alternative B would have no impact on adopted policies and plans supporting alternative transportation. This would be similar to

the project's less than significant impact. Under Alternative B, a parking lot would not be constructed behind the Library. Instead, the Town Hall/Library shared parking would remain in its existing area (although a portion of the parking area would be removed to allow for construction of the Zelinsky Promenade/Garden Plaza) and the existing lot behind the Town Hall would be expanded northward. Under Alternative B approximately 11 parking spaces would be added to the existing 51 space car parking area for a total of 62 parking spaces. Therefore, more parking would be provided under Alternative B and this on-site impact would be less than the project's impact to parking.

Alternative C: Reduced Library

Alternative C would expand the existing Belvedere-Tiburon Public Library through the construction of a one-story addition. The existing 10,500 sf Library (11,990 sf including a mechanical mezzanine area) would be expanded by approximately 9,000 sf to 19,500 sf (20,990 sf including the mechanical mezzanine area) in floor area. Alternative C would also result in changes to vehicular access points; changes to site parking, including the installation of a new fifty-two (52) space car parking area; and relocation of the existing Zelinsky Park. Approximately fifty-one (51) existing parking spaces would be eliminated by the project.

All other components under Alternative C would be the same as under the project including lighting and landscaping improvements, including the installation of a Town Plaza and Zelinsky Promenade/Garden Plaza extending from Tiburon Boulevard to Zelinsky Park, restoration of the existing Zelinsky Park area, landscaping, and installation of a Story Time Area and Staff Patio. The only difference between Alternative C and the project would be the removal of the second floor components including book shelves, staff rooms, study areas, and restrooms.

Development of this alternative would have the following effects as compared to the proposed project.

Aesthetics

Under Alternative C, the Library addition would be constructed with the same building footprint as the project, although with a one-story addition. The Town Hall/Library shared parking would be located in the same area with the same number of parking spaces. Construction of the Library addition with a one-story addition would allow partial views of the Tiburon Ridge from Tiburon Boulevard and other public areas such as the shared Town Hall/Library parking lot. While the entire Ridge would not be visible, a good portion of Tiburon Ridge would be; therefore, impacts to scenic vistas from Alternative C would be less than the project's significant and unavoidable impact. Similar to the project, Alternative C would not result in any impacts to an eligible or officially designated State Scenic Highway. Under Alternative C, the project site would be developed with uses consistent and compatible with the existing development and similar to the project, impacts to change in the visual character or quality of the site would be less than significant. Similar to the project, Alternative C would be consistent with provisions of the Downtown Tiburon Design Handbook. Alternative C would result in the same type of additional lighting on the site as the project, although in a smaller amount as there would be no second story addition with windows where lighting would be visible. Therefore, impacts from lighting would be incrementally less than the project and less than significant. Overall, impacts to aesthetics under Alternative C would be less than under the project.

Air Quality

Similar to the project, Alternative C would require a General Plan Amendment on the project site to re-designate a portion of APN 058-171-62 from Open Space to Public/Quasi-Public. For General Plan amendments, the BAAQMD *CEQA Guidelines* recommend that the impact of the change in land use designation with respect to vehicle miles traveled (VMT) and the potential for the project to exposure sensitive receptors to sources of objectionable odors, toxics, or accidental releases of hazardous materials be evaluated to determine consistency with the current CAP. Similar to the project, Alternative C would change the land use on the site and would generate a similar number of vehicle trips (and more miles traveled) as the project. Therefore, Alternative C would not avoid the significant unavoidable impact with regard to consistency with applicable air quality plans and this impact would be the same. Similar to the project, Alternative C would require construction activities that would result in construction emissions and this less than significant impact under the project would be the same. Alternative C would result in an increase in vehicle trips that would generate emissions or pollutants and this less than significant impact under the project would be the same. Similar to the project, Alternative C would not create any objectionable odors. Alternative C would require construction activities that would generate GHG emissions and would increase vehicle trips to and from the project site. However, GHG emissions would be incrementally less than the project's less than significant impact. Overall, impacts to air quality under Alternative C would be the same as under the project.

Biological Resources

Long-term operational impacts from increased use of the site within as near as 35 feet of the shore of Railroad Marsh would have the same significant adverse impact on the marsh and wildlife that inhabit it as the project. Similar to the project, Alternative C, would require construction and grading activities. Two special status plants, the Point Reyes checkerbloom and the Suisun Marsh aster, have a moderate potential to occur in Railroad Marsh. Additionally, two special status species, the California red-legged frog and the salt marsh common yellow throat have a moderate potential to occur on site due to the proximity of Railroad Marsh which contains suitable habitat for these species. Therefore, the potential for inadvertent impacts to special status plants or wildlife associated with Railroad Marsh due to the construction of the project would be the same as under the project. However, the reduction in the upland buffer and increased proximity and use of the site would have the same significant and unavoidable impact on the two special status species of wildlife as the project. Similarly, there would be grading that could affect any riparian habitat on the site and impacts to riparian habitat would be similar under Alternative C as under the project. No direct impacts to wetlands would occur under the project or under Alternative C and this impact would be the same as under the project. Additionally, grading or development on the site with the potential to interfere with wildlife, potential nursery sites, and wildlife movement corridors would be the same under Alternative C as the project. Similar to the project, there would be no conflicts with Tiburon 2020 under Alternative C (given the proposed revision of Policy OSC-20). Similar to the project, Alternative C would not conflict with Habitat Conservation Plan or a Natural Community Plan. Overall, impacts to biological resources under Alternative C would be the same as under the project. The operational impact on Railroad Marsh and impact to special status species of wildlife remain significant and unavoidable adverse impacts, while other impacts are mitigated to a less than significant level.

Hydrology and Water Quality

Similar to the project, Alternative C would require construction and grading activities that would expose areas susceptible to erosion resulting in sedimentation in the Railroad Marsh or in Richardson Bay via the Town's stormwater system. Alternative C would result in the same area of disturbance as the project, which would result in the same increase in paved surfaces and parking areas that would contribute additional stormwater runoff contaminants typical of urban landscapes—oil and grease, fertilizers, insecticides and rodenticides, trace metals (from brake dust), pathogens associated with pet waste, and litter. However, this impact would remain less than significant as runoff from paved surfaces and parking areas would be retained on site. Similar to the project, Alternative C would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge or increase siltation in Railroad Marsh. Alternative C would result in the same increase in impervious surfaces as the project, which would increase runoff from the site. However, similar to the project, this runoff would be captured and there would be no change in the amount of surface runoff from the site that could result in flooding or exceed the capacity of existing storm drainage on the site. Similar to the project, there would be no housing constructed on the site. Alternative C would not result in the construction of buildings in the FEMA-designated 100-year flood zone associated with Belvedere Lagoon. Impacts to the FEMA flood zone, would be the same as under the project and less than significant. Similar to the project, Alternative C is not located downstream of any levees or dams, and is therefore not subject to flooding due to dam failure. Recently-released tsunami inundation maps indicate that the project site is located in an area subject to inundation by tsunami. This impact would be less than significant under the project and would be the same under Alternative C. Overall, impacts to hydrology and water quality under Alternative C, would be the same as under the project and less than significant.

Land Use and Planning

Similar to the project, Alternative C would require General Plan Amendments and Zoning Ordinance changes to re-designate and re-zone a portion of APN 058-171-62 from Open Space to Public/Quasi-Public. Similar to the project, Alternative C would not physically divide an established community and there would be no impact. Construction of the one-story Library addition would not block views of Tiburon Ridge available from Tiburon Boulevard to the same extent as the project and unlike the project, Alternative C would not result in any inconsistencies with applicable Tiburon 2020 policies pertaining to scenic vistas due to view blockage of Tiburon Ridge from Tiburon Boulevard. Therefore this impact would be less than under the project. Similar to the project, Alternative C would not conflict with any Habitat Conservation Plans or Natural Community Plans that are applicable to the project site. Therefore, overall impacts to land use under Alternative C would be less than under the project.

Noise

Under Alternative C, construction and grading activities would generate construction noise. However, similar to the project, Alternative C would not generate noise levels in excess of standards established in the local general plan or noise ordinance. This impact would be similar to the project's less than significant impact. Similar to the project, Alternative C would generate additional vehicle trips and, this impact would be the same as the project's less than significant impact. Construction required under Alternative C

would create the same significant unavoidable impact from excessive groundborne vibration or groundborne noise levels, and significant temporary or periodic increase in ambient noise levels to existing Library users, the Town Hall, and near by land uses as created by the project. Overall, impacts to noise from Alternative C would be the same as under the project.

Transportation/Traffic

Under Alternative C, a Library addition would be constructed and, similar to the project additional vehicle trips would be generated. Similar to the project, traffic at area intersections and roadways would increase and this impact would be similar to the project's less than significant impacts. Since Alternative C would increase vehicle trips in the area, the project's less than significant impact to pedestrian safety and circulation would be the same. Alternative C would include changes to circulation on the site, but similar to the project, this impact would be less than significant. Like the project, Alternative C and other cumulative development would require extension of the eastbound left-turn pocket on Tiburon Boulevard at Mar West Street. The impacts of extending the left-turn pocket would be the same as for the project. Alternative C would have no impact on adopted policies and plans supporting alternative transportation. This would be similar to the project's less than significant impact. Under Alternative C, a new fifty-two (52) space parking lot would be constructed behind the Library and approximately fifty-one (51) existing parking spaces would be eliminated. Therefore, the same amount of parking would be provided under Alternative C as the project and this impact would be the same as under the project. Therefore, overall impacts to traffic under Alternative C would be the same as under the project.

Alternative D: Mitigated Project Alternative

Alternative D was developed subsequent to circulation of the original DEIR. It was developed to mitigate two significant impacts of the proposed project: 1) visual impacts from Tiburon Boulevard and adjacent vantage points south of the library, and 2) the biological impacts of development on Railroad Marsh. The alternative has the following features:

1. As shown on Figure VI-3, the original 18,000-square foot library expansion is divided into two parts: a two-story, 15,250-square foot extension to the east of the existing library and a one-story, 1,750-square foot addition to the southeast corner of the existing library.
2. The total size of the proposed expansion would be reduced from 18,000 square feet to 17,000 square feet.
3. The parking area of the proposed project would be reduced to provide additional undeveloped buffer between project improvements and Railroad Marsh. Figure VI-3 was developed to move all project improvements at least 50 feet from Railroad Marsh's Limit of Wetlands (which is defined as the shoreline for this EIR). This would be consistent with the recommendation of the Railroad Marsh Management Plan which calls for a 50-foot buffer from the shore.

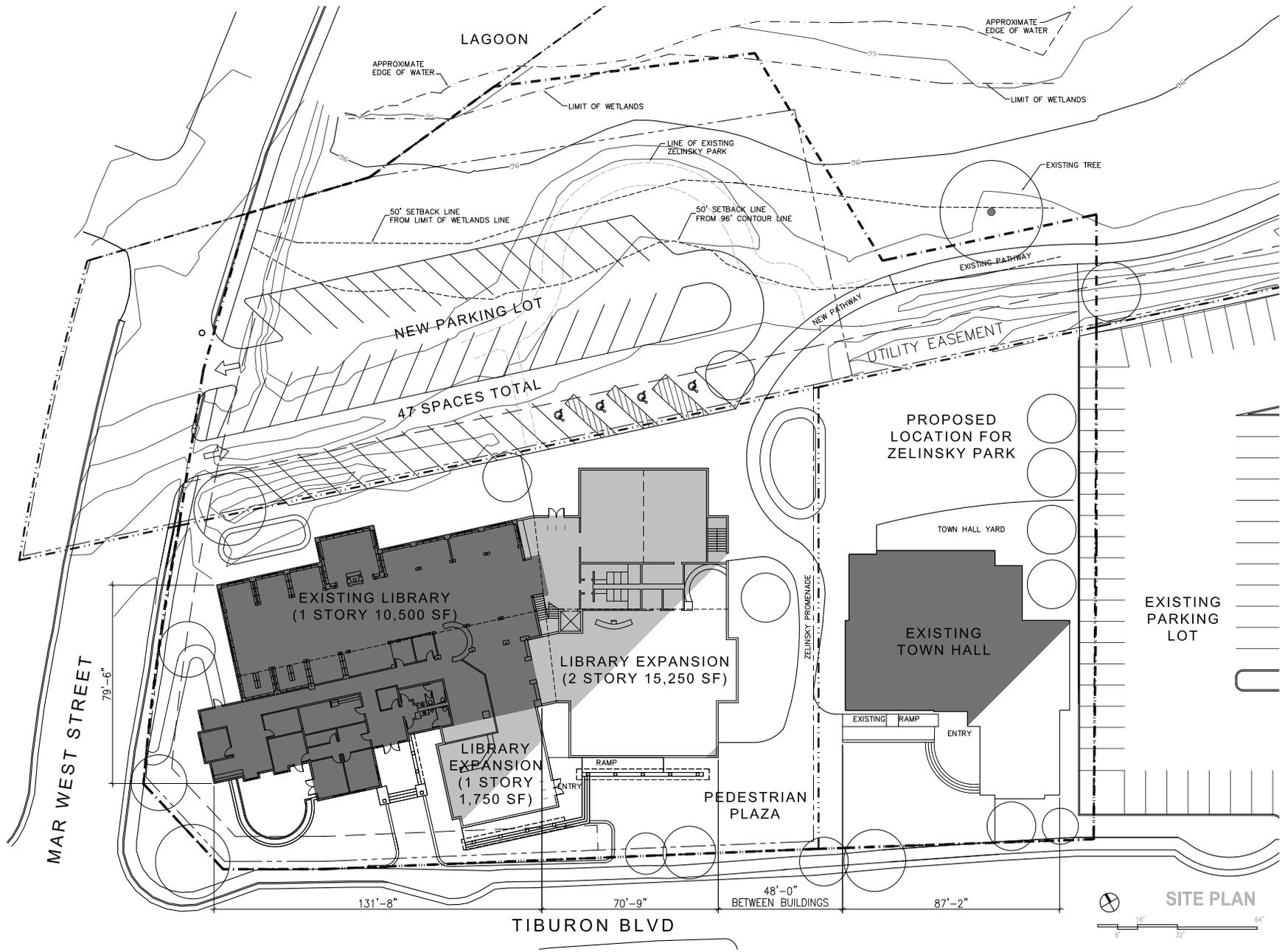
Belvedere-Tiburon Library

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DATE
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SCALE
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BELVEDERE-TIBURON LIBRARY
CIVIC CONNECTION SCHEME

SITE PLAN

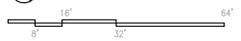


Figure VI-3 Alternative D

4. This alternative would reduce available parking from 52 parking spaces to 47 parking spaces.
5. Otherwise, Alternative D contains the other proposed improvements described for the proposed project.

Development of this alternative would have the following effects as compared to the proposed project.

Aesthetics

Under Alternative D, the Library addition would be constructed with two additions – a 15,250-square footer extension to the east of the existing library and a one-story, 1,750-square foot addition to the southeast corner of the existing library. The Town Hall/Library shared parking would be located in the same area with 47 parking spaces. As shown on Figure VI-4, by reducing the eastern extension of the Library, the alternative allows additional views of Tiburon Ridge from Tiburon Boulevard and other vantage points south of the Library. Compare this simulation to the simulation for the proposed project from the same vantage point (which is Figure IV.B-6 of the original DEIR). Most of the ridge east of the existing trees that is currently visible from this vantage point would continue to be visible for this alternative. The EIR found the impacts on views from this vantage point to be significant and unavoidable on the grounds that the project would be inconsistent with General Plan *Policy OSC-29* that states that open space views from vantage point such as Tiburon Boulevard shall be protected and other policies calling for protection of open space views.

This alternative reduces the loss of views of the open spaces resources of Tiburon Ridge. Further, it removes views of the parked cars in the view from Tiburon Boulevard to the ridge. The 1,750-square foot extension to the south of the Library changes the view from this vantage point (compare the two accompanying figures). However, this change does not cause any new significant aesthetic impact. The reduction in the size of the parking lot provides additional open space views from Zelinsky Park, Mar West Street, and other vantage points.

Similar to the project, Alternative D would not result in any impacts to an eligible or officially designated State Scenic Highway. Under Alternative D, the project site would be developed with uses consistent and compatible with the existing development and similar to the project, impacts to change in the visual character or quality of the site would be less than significant.

Similar to the project, Alternative D would be consistent with provisions of the Downtown Tiburon Design Handbook. Alternative D would result in the same type of additional lighting on the site as the project, although in a smaller amount as there would be no second story addition with windows where lighting would be visible. Therefore, impacts from lighting would be incrementally less than the project and less than significant. Overall, impacts to aesthetics under Alternative D would be less than under the project. The additional open space views provided by reducing the eastern extension and the parking are sufficient to reduce all aesthetic impacts of this alternative to a less than significant level. It also appears that the increased visibility of Tiburon Ridge would



View of Existing Tiburon Library



Simulation of Proposed Tiburon Library



Simulation of Alternative D

Figure VI-4 Views from Tiburon Boulevard

make this alternative consistent with General Plan policies aimed at maximizing protection of open space visual resources. However, a final determination of plan consistency will be made by Town decision-makers

Air Quality

Similar to the project, Alternative D would require a General Plan Amendment on the project site to re-designate a portion of APN 058-171-62 from Open Space to Public/Quasi-Public. For General Plan amendments, the BAAQMD *CEQA Guidelines* recommend that the impact of the change in land use designation with respect to vehicle miles traveled (VMT) and the potential for the project to exposure sensitive receptors to sources of objectionable odors, toxics, or accidental releases of hazardous materials be evaluated to determine consistency with the current CAP. Similar to the project, Alternative D would change the land use on the site and would generate a similar number of vehicle trips (and more miles traveled) as the project. Therefore, Alternative D would not avoid the significant unavoidable impact with regard to consistency with applicable air quality plans and this impact would be the same. Similar to the project, Alternative D would require construction activities that would result in construction emissions and this less than significant impact under the project would be the same. Alternative D would result in an increase in vehicle trips that would generate emissions or pollutants and this less than significant impact under the project would be the same. Similar to the project, Alternative D would not create any objectionable odors. Alternative D would require construction activities that would generate GHG emissions and would increase vehicle trips to and from the project site. However, GHG emissions would be incrementally less than the project's less than significant impact. Overall, impacts to air quality under Alternative D would be the same as under the project.

Biological Resources

The alternative moves project improvements at least 50 feet from the Railroad Marsh shore. This 50-foot buffer provides necessary habitat for waterfowl, other birds, and other species using the marsh. The same mitigation measures recommended for the project to protect native vegetation, enhance the buffer, and prohibit use of the buffer (Mitigation Measures BIO1a to 1c) apply to this alternative and its larger buffer. The buffer would be consistent with the Railroad Marsh Management Plan's recommended buffer size. This would reduce the project's significant and unavoidable impact on the marsh, the two special status species, and the other species that inhabit or use it to a less than significant level.

Similar to the project, Alternative D, would require construction and grading activities. Two special status plants, the Point Reyes checkerbloom and the Suisun Marsh aster, have a moderate potential to occur in Railroad Marsh. Additionally, two special status species, the California red-legged frog and the salt marsh common yellowthroat have a moderate potential to occur on site due to the proximity of Railroad Marsh which contains suitable habitat for these species. Therefore, the potential for inadvertent construction impacts to special status plants or wildlife associated with Railroad Marsh would be the same as under the project. Similarly, there would be grading that could affect any riparian habitat on the site and impacts to riparian habitat would be similar under Alternative D as under the project. No direct impacts to wetlands would occur under the project or under Alternative D and this impact would be the same as under the project. There would be no conflicts with Tiburon 2020 (given the proposed revision of Policy OSC-20) or the Railroad Marsh Management Plan under Alternative D. Similar to

the project, Alternative D would not conflict with Habitat Conservation Plan or a Natural Community Plan. Overall, impacts to biological resources under Alternative D would be the same as under the project. All impacts to biological resources are mitigated to a less than significant level.

Though not needed to comply with the buffer recommendations of the Railroad Marsh Management Plan, a site plan was developed to show the ramifications of maintaining a 50-foot buffer from the 96-foot elevation on the site (see Figure VI-5). This 96-foot elevation marks the extent of the jurisdictional wetlands on the site. Though the Railroad Marsh Management Plan does not call for buffers extending from this elevation, the Town's General Plan Policy OSC-20 states that buffers should be between "wetlands" and development (and the General Plan defines wetlands as those meeting the Army Corps definition of wetlands, which is the area below the 96-foot elevation for this marsh). As described previously, while the area from near the shore to this 96-foot contour contains jurisdictional wetlands, much of this area is planted in non-native grass and is only periodically saturated during major storm events. If this option were developed, there would be additional buffer habitat available for wildlife, and this would be beneficial for wildlife. However, this alternative would reduce available on-site parking from 52 spaces to 32 spaces. As is discussed below under Traffic, this would result in a new significant and unavoidable parking impact.

Hydrology and Water Quality

Similar to the project, Alternative D would require construction and grading activities that would expose areas susceptible to erosion resulting in sedimentation in the Railroad Marsh or in Richardson Bay via the Town's stormwater system. Alternative D would result in less area of disturbance than the project but the reduction is small. It would result in the about same increase in paved surfaces and parking areas that would contribute additional stormwater runoff contaminants typical of urban landscapes—oil and grease, fertilizers, insecticides and rodenticides, trace metals (from brake dust), pathogens associated with pet waste, and litter. However, this impact would remain less than significant as runoff from paved surfaces and parking areas would be retained on site. Similar to the project, Alternative D would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge or increase siltation in Railroad Marsh. Alternative D would result in a minor decrease in impervious surfaces compared to the project. Similar to the project, this runoff would be captured and there would be no change in the amount of surface runoff from the site that could result in flooding or exceed the capacity of existing storm drainage on the site. Similar to the project, there would be no housing constructed on the site. Alternative D would not result in the construction of buildings in the FEMA-designated 100-year flood zone associated with Belvedere Lagoon. Impacts to the FEMA flood zone, would be the same as under the project and less than significant. Similar to the project, Alternative D is not located downstream of any levees or dams, and is therefore not subject to flooding due to dam failure. Recently-released tsunami inundation maps indicate that the project site is located in an area subject to inundation by tsunami. This impact would be less than significant under the project and would be the same under Alternative D. Overall, impacts to hydrology and water quality under Alternative D, would be the same as under the project and less than significant.

Land Use and Planning

Similar to the project, Alternative D would require General Plan Amendments and Zoning Ordinance changes to re-designate and re-zone a portion of APN 058-171-62 from Open Space to Public/Quasi-Public. Similar to the project, Alternative D would not physically divide an established community and there would be no impact. Construction of the one-story Library addition would not block views of Tiburon Ridge available from Tiburon Boulevard to the same extent as the project and unlike the project, Alternative D would not result in any inconsistencies with applicable Tiburon 2020 policies pertaining to scenic vistas due to view blockage of Tiburon Ridge from Tiburon Boulevard. Therefore this impact would be less than under the project. Similar to the project, Alternative D would not conflict with any Habitat Conservation Plans or Natural Community Plans that are applicable to the project site. Therefore, overall impacts to land use under Alternative D would be less than under the project.

Noise

Under Alternative D, construction and grading activities would generate construction noise. However, similar to the project, Alternative D would not generate noise levels in excess of standards established in the local general plan or noise ordinance. This impact would be similar to the project's less than significant impact. Similar to the project, Alternative D would generate additional vehicle trips and, this impact would be the same as the project's less than significant impact. Construction required under Alternative D would create the same significant unavoidable impact from excessive groundborne vibration or groundborne noise levels, and significant temporary or periodic increase in ambient noise levels to existing Library users, the Town Hall, and near by land uses as created by the project. Overall, impacts to noise from Alternative D would be the same as under the project.

Transportation/Traffic

Under Alternative D, two Library additions would be constructed and, similar to the project additional vehicle trips would be generated. Similar to the project, traffic at area intersections and roadways would increase and this impact would be similar to the project's less than significant impacts. Since Alternative D would increase vehicle trips in the area, the project's less than significant impact to pedestrian safety and circulation would be the same. Alternative D would include changes to circulation on the site, but similar to the project, this impact would be less than significant. Like the project, Alternative D and other cumulative development would require extension of the eastbound left-turn pocket on Tiburon Boulevard at Mar West Street. The impacts of extending the left-turn pocket would be the same as for the project. Alternative D would have no impact on adopted policies and plans supporting alternative transportation. This would be similar to the project's less than significant impact. Under Alternative D, a new forty-seven (47) space parking lot would be constructed behind the Library and approximately fifty-one (51) existing parking spaces would be eliminated. Therefore, five fewer parking spaces would be provided under Alternative D as the project. Mitigation Measure TRANS-6 would need to be revised to require the Town to identify 60 off-site parking spaces instead of 53 spaces. This mitigation would reduce the impact of this alternative to a less than significant level. Therefore, overall impacts to traffic under Alternative D would be approximately the same as under the project.

If the Town were to find that the marsh setback should be wider, that is 50 feet from the edge of the jurisdictional wetland (the 96-foot elevation), then on-site parking would be reduced from 52 spaces to 32 spaces. While there may be sufficient off-site parking opportunities to provide 73 off-site spaces, this becomes a more challenging task. It cannot be predicted if it is feasible to identify and reserve this many off-site spaces. If this option were selected, it would have a new significant and unavoidable impact on parking.

F. Environmentally Superior Alternative

In addition to the discussion and comparison of impacts of the proposed project and the alternatives, Section 15126.6 of the CEQA Guidelines requires that an “environmentally superior” alternative be selected and the reasons for such a selection disclosed. In general, the environmentally superior alternative is the alternative that would be expected to generate the least amount of significant impacts. Identification of the environmentally superior alternative is an informational procedure and the alternative selected may not be the alternative that best meets the goals or needs of the applicant or the lead agency.

Table VI-1 summarizes the comparative impacts of each of the alternatives when compared to the project. The table lists the level of significance of the impacts of the project to each environmental topic analyzed in Section IV and shows whether the impacts anticipated under each proposed alternative would be lesser, similar, or greater than the proposed project. The table provides a comparison of the ability of each alternative to avoid or substantially reduce the significant impacts of the project.

The alternatives to the project considered for analysis propose either no change to the project site or a revised site plan. Alternative A, the No Project/No Build Alternative, proposes no change to the project site and would avoid the significant unavoidable impacts of the project. However, CEQA requires that if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives (CEQA Guidelines, Section 15126.6[e][2]). Based on the analysis provided above, Alternative D would be the environmentally superior alternative because, while not reducing or avoiding significant unavoidable impacts to air quality or noise, it would avoid significant unavoidable project impacts related to aesthetics and biological resources.

**Table VI-1
Comparison of Alternatives to the Proposed Project**

ENVIRONMENTAL ISSUE AREA	PROJECT	ALTERNATIVE A No Project/No Build	ALTERNATIVE B Alternate Site Plan	ALTERNATIVE C Reduced Library	ALTERNATIVE D Mitigated Project
Aesthetics					
<i>Would the project have a substantial adverse effect on a scenic vista?</i>	SU	Less	Less	Less	LTS
<i>Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</i>	NI	Similar	Similar	Similar	Similar
<i>Would the project substantially degrade the existing visual character or quality of the site and its surroundings?</i>	LTS	Less	Similar	Similar	Less
<i>Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i>	LTS	Less	Similar	Less	Less
Air Quality					
<i>Would the project conflict with or obstruct implementation of the applicable air quality plan?</i>	SU	Less	Similar	Similar	Similar
<i>Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?</i>	LTS/M	Less	Similar	Similar	Similar
<i>Would the project expose sensitive receptors to substantial pollutants?</i>	LTS	Less	Similar	Similar	Similar
<i>Would the project create objectionable odors?</i>	NI	Similar	Similar	Similar	Similar
<i>Green House Gas Emissions: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	LTS	Less	Similar	Less	Less
<i>Green House Gas Emissions: Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?</i>	LTS	Less	Similar	Similar	Similar

**Table VI-1 (continued)
Comparison of Alternatives to the Proposed Project**

ENVIRONMENTAL ISSUE AREA	PROJECT	ALTERNATIVE A No Project/No Build	ALTERNATIVE B Alternate Site Plan	ALTERNATIVE C Reduced Library	ALTERNATIVE D Mitigated Project
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Biological Resources					
<i>Would the project have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Services?</i>	SU	Less	More	Similar	LTS/M
<i>Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game, or the U.S. Fish and Wildlife Service?</i>	SU	Less	More	Similar	LTS/M
<i>Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to, marsh, vernal pool, coastal etc.), through direct removal, filling, hydrological interruption, or other means?</i>	LTS/M	Less	More	Similar	Less
<i>Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?</i>	LTS/M	Less	More	Similar	Less
<i>Would the project conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>	NI	Similar	Similar	Similar	Similar
Hydrology and Water Quality					
<i>Would the project violate water quality standards or waste discharge requirements?</i>	LTS/M	Less	More	Similar	Similar
<i>Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</i>	LTS	Similar	Similar	Similar	Similar

**Table VI-1 (continued)
Comparison of Alternatives to the Proposed Project**

ENVIRONMENTAL ISSUE AREA	PROJECT	ALTERNATIVE A No Project/No Build	ALTERNATIVE B Alternate Site Plan	ALTERNATIVE C Reduced Library	ALTERNATIVE D Mitigated Project
<i>Would the project alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?</i>	LTS	Less	Similar	Similar	Similar
<i>Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?</i>	LTS/M	Less	Similar	Similar	Similar
<i>Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</i>	LTS/M	Less	Similar	Similar	Similar
<i>Would the project otherwise substantially degrade water quality?</i>	LTS/M	Less	More	Similar	Similar
<i>Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</i>	NI	Similar	Similar	Similar	Similar
<i>Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?</i>	LTS	Less	Similar	Similar	Similar
<i>Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</i>	LTS/M	Less	Similar	Similar	Similar
<i>Would the project expose people or structures to inundation by seiche, tsunami, or mudflow?</i>	LTS	Less	Similar	Similar	Similar
Land Use and Planning					
<i>Would the project physically divide an established community?</i>	NI	Similar	Similar	Similar	Similar
<i>Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted with the purpose of avoiding or</i>	LTS	Less	Less	Less	Less

**Table VI-1 (continued)
Comparison of Alternatives to the Proposed Project**

ENVIRONMENTAL ISSUE AREA	PROJECT	ALTERNATIVE A No Project/No Build	ALTERNATIVE B Alternate Site Plan	ALTERNATIVE C Reduced Library	ALTERNATIVE D Mitigated Project
<i>mitigating an environmental effect?</i>					
<i>Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?</i>	LTS	Similar	Similar	Similar	Similar
Noise					
<i>Would the project result in exposure of persons to or generation of noise in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</i>	LTS/M	Less	Similar	Similar	Similar
<i>Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</i>	SU	Less	Similar	Similar	Similar
<i>Would the project cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</i>	LTS	Less	Similar	Similar	Similar
<i>Would the project result in substantial temporary or periodic increase in ambient noise levels in the project vicinity?</i>	SU	Less	Similar	Similar	Similar
<i>Would the project result in exposure of people residing or working at the project site to excessive noise levels from a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public or public use airport?</i>	NI	Similar	Similar	Similar	Similar
<i>Would the project result in exposure of people residing or working at the project site to excessive noise levels from a private airstrip?</i>	NI	Similar	Similar	Similar	Similar
Transportation/Traffic					
<i>Would the project conflict with the Town of Tiburon Level of Service standards for signalized intersections or unsignalized intersections?</i>	LTS	Less	Similar	Similar	Similar
<i>Would the project result in impacts to regional roadways (Tiburon Boulevard), by resulting in additional project traffic that would deteriorate the LOS from LOS D to E during the P.M. peak hour period?</i>	LTS	Less	Similar	Similar	Similar
<i>Would the project result in project traffic or roadway design results in a substantial increase in unsafe</i>	LTS	Less	Similar	Similar	Similar

**Table VI-1 (continued)
Comparison of Alternatives to the Proposed Project**

ENVIRONMENTAL ISSUE AREA	PROJECT	ALTERNATIVE A No Project/No Build	ALTERNATIVE B Alternate Site Plan	ALTERNATIVE C Reduced Library	ALTERNATIVE D Mitigated Project
<i>circulation conditions?</i>					
<i>Would the project result in conflicts with adopted policies and plans supporting alternative transportation?</i>	LTS	Less	Similar	Similar	Similar
<i>Result in inadequate parking capacity?</i>	SU	Less	Similar	Similar	Similar
<i>Signal Warrant Analysis</i>	LTS/M	Less	Similar	Similar	Similar
<i>Need for left-turn lane extension.</i>	LTS/M	Less	Similar	Similar	Similar
Key: S = Significant Impact LTS = Less-than-Significant Impact LTS/M = Less-than-Significant Impact with Mitigation					

3. PREPARERS OF THE EIR AND PERSONS CONSULTED

The original DEIR lists the individuals who prepared that EIR and persons consulted in preparing that document. This Revised DEIR was prepared by:

Leonard Charles and Associates

Leonard Charles, Ph.D.	Project Manager
Lynn Milliman	Environmental Analyst
Jacoba Charles	Environmental Analyst

Technical assistance was provided by Laura Moran, a consulting biologist who worked on the original DEIR. No people, agencies or references were consulted in preparing this RDEIR that were not listed as contacts for the original DEIR.

Appendix F
Background Biological Data

Appendix F – Background Biological Data

For the purposes of this analysis, special status species include those plants and animals listed, proposed for listing, or candidates for listing as threatened or endangered by the USFWS under the FESA; those listed or proposed for listing as rare, threatened, or endangered by CDFG under the CESA; plants occurring on List 1A, List 1B, List 2, List 3 and List 4 of the CNPS Inventory; and animals designated as “species of special concern” or “fully protected” by CDFG.

The potential occurrence of special status species on the proposed Project site was evaluated by first developing a list of special status plants and animals that are known to or have the potential to occur in the vicinity of the Project site based on a search of the CNDDDB records within a five-mile radius of the site and the CNPS Electronic Inventory records, included on the San Quentin U.S. Geological Service (USGS) 7.5-Minute Quadrangle, and review of the USFWS list of Federal Endangered and Threatened Species that Occur in or May Be Affected by Projects on the San Quentin, San Rafael, Point Bonita, and San Francisco North USGS 7.5 Minute Quadrangles USGS 7.5 Minute Quadrangles. Each species was then evaluated for its potential to occur on the site during the reconnaissance-level field surveys according to the following criteria:

1. Not Present. Species listed as Not Present on the Project site are those species for which:
 - No suitable habitat occurs on the Project site. The species has no likelihood for utilizing any portion of the site due to lack of habitat requirements (e.g., foraging, breeding, cover, substrate, elevation, hydrology, plant community, disturbance regime, etc.).
 - The site has been surveyed during the proper time of year with negative results for the species.
2. Low Potential to Occur. Species listed as having a Low Potential to Occur on the Project site are those species for which:
 - There are no known records of occurrence in the vicinity of the site; and/or
 - The majority of the habitat on the Project site is unsuitable or of very poor quality for the species;
 - Required habitat components are not present on the site.
3. Moderate Potential to Occur. Species listed as having a Moderate Potential to Occur on the Project site are those species for which:
 - There are known records of occurrence in the vicinity of the site; and/or
 - Some of the required habitat components are available on the site, but the site lacks some critical components required by the species.
4. Likely to Occur. Species listed as Likely to Occur on the Project site are those species for which:
 - There are known records of occurrence in the vicinity of the site (there are many records and/or records in close proximity); and/or
 - Habitat components are available on the site but no record of the species utilizing the Project site exists.

5. Present. Species listed as Present on the Project site are those species for which the species was observed or is otherwise known to occur on the Project site.

Table IV.D-1 and Table IV.D-2 presents the list of special status plants and animals that are known to or have the potential to occur in the vicinity of the proposed Project site, their habitat requirements, and a rating of potential for occurrence on the site. Although species restricted to marine habitats are known to or have the potential to occur in Marin County, these species were not included in Table IV.D-2, as the Project site does not support habitat used by these species. Also, the words “nesting”, “nesting colony”, “rookery site” or “wintering” following the sensitivity/regulatory status of the bird species in Table IV.D-2 indicates the regulatory status only while the species is nesting or wintering.

Table IV.D - 1

Special Status Plant Species Evaluated for the Potential to Occur Within the Project Site

Common Name Scientific Name	Status			Habitat Requirements	Elevation Range, Life Form, Flowering Period	Potential Occurrence on the Project site
	Federal	State	CNPS			
Napa false indigo <i>Amorpha californica</i> var. <i>napensis</i>			List 1B.2	Chaparral, cismontane woodland, and openings in broadleaved upland forest.	120-2,000 m S (d) April-July	Not Present. No suitable habitat on or adjacent to subject site.
Waldo rock cress <i>Arabis aculeolata</i>			List 2.2	Broadleaved upland forest and lower and upper montane coniferous forests; associated with serpentinite soils.	410-1,800 m PH April-June	Not Present. No suitable habitat on or adjacent to subject site. No serpentine soils
Franciscan manzanita <i>Arctostaphylos hookeri</i> ssp. <i>franciscana</i>			List 1A	Coastal scrub; associated with serpentinite soils.	60-300 m S (e) February-April	Not Present. No suitable habitat on or adjacent to subject site. No serpentine soils
Mt. Tamalpais manzanita <i>Arctostaphylos hookeri</i> ssp. <i>montana</i>			List 1B.3	Chaparral and valley and foothill grassland; associated with serpentinite, rocky soils.	160-760 m S (e) February-April	Not Present. No suitable habitat on or adjacent to subject site. No serpentine soils
Presidio manzanita <i>Arctostaphylos hookeri</i> ssp. <i>ravenii</i>	FE	CE	List 1B.1	Chaparral, coastal prairie, and coastal scrub; associated with serpentinite outcrops.	46-215 m S (e) February-March	Not Present. No suitable habitat on or adjacent to subject site. No serpentine soils
Marin manzanita <i>Arctostaphylos virgata</i>			List 1B.2	Broadleaved upland forest, closed-cone	60-700 m S (e)	Not Present. No suitable habitat on or

Common Name Scientific Name	Status			Habitat Requirements	Elevation Range, Life Form, Flowering Period	Potential Occurrence on the Project site
	Federal	State	CNPS			
				coniferous forest, chaparral, and North Coast coniferous forest; associated with sandstone or granitic soils.	January-March	adjacent to subject site. No sandstone or granitic soils
marsh sandwort <i>Arenaria paludicola</i>	FE	CE	List 1B.1	Openings in sandy marshes and freshwater and brackish swamps.	3-170 m PH (s) May-August	Not Present. No suitable habitat on or adjacent to subject site.
alkali milk-vetch <i>Astragalus tener</i> var. <i>tener</i>			List 1B.2	Playas, adobe clay valley and foothill grassland, and vernal pools; associated with alkaline soils.	1-60 m AH March-June	Not Present. No suitable habitat on or adjacent to subject site. No alkaline soils
small groundcone <i>Boschniakia hookeri</i>			List 2.3	North Coast coniferous forest.	90-885 m PH (r) April-August	Not Present. No suitable habitat on or adjacent to subject site.
Tiburon mariposa lily <i>Calochortus tiburonensis</i>	FT	CT	List 1B.1	Valley and foothill grasslands; associated with serpentinite soils.	50-150 m PH (b) March-June	Not Present. No suitable habitat on or adjacent to subject site. No serpentine soils
bristly sedge <i>Carex comosa</i>			List 2.1	Coastal prairie, margins of marshes and swamps, and valley and foothill grassland.	0-625 m PH (r) May-September	Not Present. No suitable habitat on or adjacent to subject site.
Tiburon paintbrush <i>Castilleja affinis</i> ssp. <i>neglecta</i>	FE	CT	List 1B.2	Valley and foothill grassland; associated with serpentinite soils.	60-400 m PH April-June	Not Present. No suitable habitat on or adjacent to subject site. No serpentine

Common Name Scientific Name	Status			Habitat Requirements	Elevation Range, Life Form, Flowering Period	Potential Occurrence on the Project site
	Federal	State	CNPS			
						soils
San Francisco Bay spineflower <i>Chorizanthe cuspidata</i> var. <i>cuspidata</i>			List 1B.2	Coastal bluff scrub, coastal dunes, coastal prairie, and coastal scrub; associated with sandy soils.	3-215 m AH April-July	Not Present. No suitable habitat on or adjacent to subject site. No sandy soils
Sonoma spineflower <i>Chorizanthe valida</i>	FE	CE	List 1B.1	Coastal prairie; associated with sandy soils.	10-305 m AH June-August	Not Present. No suitable habitat on or adjacent to subject site. No sandy soils
Franciscan thistle <i>Cirsium andrewsii</i>			List 1B.2	Broadleafed upland forest, coastal bluff scrub, coastal prairie, and coastal scrub; associated with mesic, and sometimes serpentinite, soils.	0-150 m PH March-July	Not Present. No suitable habitat on or adjacent to subject site. No mesic and/or serpentine soils
Mt. Tamalpais thistle <i>Cirsium hydrophilum</i> var. <i>vaseyi</i>			List 1B.2	Broadleafed upland forest, chaparral, and meadows and seeps; associated with serpentinite seeps.	240-620 m PH May-August	Not Present. No suitable habitat on or adjacent to subject site. No serpentine soils
Presidio clarkia <i>Clarkia franciscana</i>	FE	CE	List 1B.1	Coastal scrub and serpentinite valley and foothill grassland.	25-335 m AH May-July	Not Present. No suitable habitat on or adjacent to subject site. No serpentine soils
round-headed Chinese-houses <i>Collinsia corymbosa</i>			List 1B.2	Coastal dunes.	0-20 m AH April-June	Not Present. No suitable habitat on or adjacent to subject site. No Dunes
San Francisco collinsia			List 1B.2	Closed-cone coniferous	30-250 m	Not Present. No

Common Name Scientific Name	Status			Habitat Requirements	Elevation Range, Life Form, Flowering Period	Potential Occurrence on the Project site
	Federal	State	CNPS			
<i>Collinsia multicolor</i>				forest and coastal scrub; associated sometimes with serpentinite soils.	AH March-May	suitable habitat on or adjacent to subject site. No serpentinite soils
Point Reyes bird's-beak <i>Cordylanthus maritimus</i> ssp. <i>palustris</i>			List 1B.2	Coastal salt marshes and swamps.	0-10 m AH June-October	Not Present. No suitable habitat on or adjacent to subject site. No salt marsh/swamp.
Tiburon buckwheat <i>Eriogonum luteolum</i> var. <i>caninum</i>			List 1B.2	Chaparral, cismontane woodland, coastal prairie, and valley and foothill grassland; associated with serpentinite, sandy to gravelly, soils.	0-700 m AH May-September	Not Present. No suitable habitat on or adjacent to subject site. No serpentinite soils
minute pocket moss <i>Fissidens pauperculus</i>			List 1B.2	North Coast coniferous forest; associated with damp coastal soils.	10-1,024 m M	Not Present. No suitable habitat on or adjacent to subject site.
Marin checker lily <i>Fritillaria lanceolata</i> var. <i>tristulis</i>			List 1B.1	Coastal bluff scrub, coastal prairie, and coastal scrub.	15-150 m PH (b) February-May	Not Present. No suitable habitat on or adjacent to subject site.
fragrant fritillary <i>Fritillaria liliacea</i>			List 1B.2	Cismontane woodland, coastal prairie, coastal scrub, and valley and foothill grassland. Often associated with serpentinite soils.	3-410 m PH (b) February-April	Not Present. No suitable habitat on or adjacent to subject site. No serpentinite soils
blue coast gilia <i>Gilia capitata</i> ssp. <i>chamissonis</i>			List 1B.1	Coastal dunes and coastal scrub	2-200 m AH	Not Present. No suitable habitat on or

Common Name Scientific Name	Status			Habitat Requirements	Elevation Range, Life Form, Flowering Period	Potential Occurrence on the Project site
	Federal	State	CNPS			
					April-June	adjacent to subject site. No dunes.
woolly-headed gilia <i>Gilia capitata</i> ssp. <i>tomentosa</i>			List 1B.1	Coastal bluff scrub; associated with rocky outcrops.	15-155 m AH May-July	Not Present. No suitable habitat on or adjacent to subject site. No rock outcrops.
dark-eyed gilia <i>Gilia millefoliata</i>			List 1B.2	Coastal dunes.	2-30 m AH April-July	Not Present. No suitable habitat on or adjacent to subject site. No dunes.
San Francisco gumplant <i>Grindelia hirsutula</i> var. <i>maritima</i>			List 1B.2	Coastal bluff scrub, coastal scrub, and valley and foothill grassland; associated with sandy or serpentinite soils.	15-400 m PH June-September	Not Present. No suitable habitat on or adjacent to subject site. No sandy or serpentine soils.
Diablo helianthella <i>Helianthella castanea</i>			List 1B.2	Broadleafed upland forest, chaparral, cismontane woodland, coastal scrub, riparian woodland, and valley and foothill grassland.	60-1,300 m PH March-June	Not Present. No suitable habitat on or adjacent to subject site.
pale yellow hayfield tarplant <i>Hemizonia congesta</i> ssp. <i>congesta</i>			List 1B.2	Valley and foothill grassland; associated sometimes with roadsides.	20-560 m AH April-November	Not Present. No suitable habitat on or adjacent to subject site.
Marin western flax <i>Hesperolinon congestum</i>	FT	CT	List 1B.1	Chaparral and valley and foothill grassland; associated with serpentinite soils.	5-370 m AH April-July	Not Present. No suitable habitat on or adjacent to subject site. No serpentine soils
Santa Cruz tarplant	FT	CE	List 1B.1	Coastal prairie, coastal	10-220 m	Not Present. No

Common Name Scientific Name	Status			Habitat Requirements	Elevation Range, Life Form, Flowering Period	Potential Occurrence on the Project site
	Federal	State	CNPS			
<i>Holocarpha macradenia</i>				scrub, and valley and foothill grassland. Often associated with clay, sandy soils.	AH June-October	suitable habitat on or adjacent to subject site. No clay or sandy soils
Kellogg's horkelia <i>Horkelia cuneata</i> ssp. <i>sericea</i>			List 1B.1	Closed-cone coniferous forest, maritime chaparral, coastal dunes, and coastal scrub; associated with openings and sandy or gravelly soils.	10-200 m PH April-September	Not Present. No suitable habitat on or adjacent to subject site. No sandy or gravelly soils
thin-lobed horkelia <i>Horkelia tenuiloba</i>			List 1B.2	Broadleafed upland forest, chaparral, and valley and foothill grassland; associated with mesic openings and sandy soils.	50-500 m PH May-July	Not Present. No suitable habitat on or adjacent to subject site. No mesic openings or sandy soils.
beach layia <i>Layia carnosa</i>	FE	CE	List 1B.1	Coastal dunes and coastal scrub; associated with sandy soils.	0-60 m AH March-July	Not Present. No suitable habitat on or adjacent to subject site. No dunes or sandy soils.
rose leptosiphon <i>Leptosiphon rosaceus</i>			List 1B.1	Coastal bluff scrub.	0-100 m AH April-July	Not Present. No suitable habitat on or adjacent to subject site.
San Francisco lessingia <i>Lessingia germanorum</i>	FE	CE	List 1B.1	Coastal scrub; associated with remnant dunes.	25-110 m AH July-November	Not Present. No suitable habitat on or adjacent to subject site. No dunes.
woolly-headed lessingia <i>Lessingia hololeuca</i>			List 3	Broadleafed upland forest, coastal scrub,	15-305 m AH	Not Present. No suitable habitat on or

Common Name Scientific Name	Status			Habitat Requirements	Elevation Range, Life Form, Flowering Period	Potential Occurrence on the Project site
	Federal	State	CNPS			
				lower montane coniferous forest, and valley and foothill grassland; associated with clay and serpentinite soils.	June-October	adjacent to subject site. No clay or serpentine soils on site.
Tamalpais lessingia <i>Lessingia micradenia</i> var. <i>micradenia</i>			List 1B.2	Chaparral and valley and foothill grassland. Usually associated with serpentinite soils and often roadsides.	100-500 m AH July-October	Not Present. No suitable habitat on or adjacent to subject site. No serpentine soils
Mt. Diablo cottonweed <i>Micropus amphibolus</i>			List 3.2	Broadleafed upland forest, chaparral, cismontane woodland, and valley and foothill grassland; associated with rocky soils.	45-825 m AH March-May	Not Present. No suitable habitat on or adjacent to subject site. No rocky soils
marsh microseris <i>Microseris paludosa</i>			List 1B.2	Closed-cone coniferous forest, cismontane woodland, coastal scrub, and valley and foothill grassland.	5-300 m PH April-June	Not Present. No suitable habitat on or adjacent to subject site.
Baker's navarretia <i>Navarretia leucocephala</i> ssp. <i>bakeri</i>			List 1B.1	Mesic cismontane woodland, lower montane coniferous forest, meadows and seeps, valley and foothill grassland, and vernal pools.	5-1,740 m AH April-July	Not Present. No suitable habitat on or adjacent to subject site.
Marin County navarretia <i>Navarretia rosulata</i>			List 1B.2	Closed-cone coniferous forest, and chaparral; associated with	200-635 m AH May-July	Not Present. No suitable habitat on or adjacent to subject

Common Name Scientific Name	Status			Habitat Requirements	Elevation Range, Life Form, Flowering Period	Potential Occurrence on the Project site
	Federal	State	CNPS			
				serpentinite and rocky soils.		site. No serpentine soils
white-rayed pentachaeta <i>Pentachaeta bellidiflora</i>	FE	CE	List 1B.1	Cismontane woodland and valley and foothill grassland. Often associated with serpentinite soils.	35-620 m AH March-May	Not Present. No suitable habitat on or adjacent to subject site. No serpentine soils
Choris' popcorn-flower <i>Plagiobothrys chorisianus</i> var. <i>chorisianus</i>			List 1B.2	Mesic chaparral, coastal prairie, and coastal scrub.	15-160 m AH March-June	Not Present. No suitable habitat on or adjacent to subject site.
San Francisco popcorn-flower <i>Plagiobothrys diffusus</i>		CE	List 1B.1	Coastal prairie and valley and foothill grassland.	60-360 m AH March-June	Not Present. No suitable habitat on or adjacent to subject site.
hairless popcorn-flower <i>Plagiobothrys glaber</i>			List 1A	Alkaline meadows and seeps and coastal salt marshes and swamps.	15-180 m AH March-May	Not Present. No suitable habitat on or adjacent to subject site. No alkaline meadows or seeps; no coastal salt marsh or swamps.
North Coast semaphore grass <i>Pleuropogon hooverianus</i>		CT	List 1B.1	Open areas in mesic broadleaved upland forest, meadows and seeps, and North Coast coniferous forest.	10-671 m PH (r) April-August	Not Present. No suitable habitat on or adjacent to subject site.
Oregon polemonium <i>Polemonium carneum</i>			List 2.2	Coastal prairie, coastal scrub, and lower montane coniferous forest.	0-1,830 m PH April-September	Not Present. No suitable habitat on or adjacent to subject site.
Marin knotweed			List 3.1	Coastal salt or brackish	0-10 m	Not Present. No

Common Name Scientific Name	Status			Habitat Requirements	Elevation Range, Life Form, Flowering Period	Potential Occurrence on the Project site
	Federal	State	CNPS			
<i>Polygonum marinense</i>				marshes and swamps.	AH May-August	suitable habitat on or adjacent to subject site. No salt or brackish marsh habitat.
Tamalpais oak <i>Quercus parvula</i> var. <i>tamalpaisensis</i>			List 1B.3	Lower montane coniferous forest.	100-750 m S (e) March-April	Not Present. No suitable habitat on or adjacent to subject site.
adobe sanicle <i>Sanicula maritima</i>		CR	List 1B.1	Chaparral, coastal prairie, meadows and seeps, and valley and foothill grassland; associated with clay and serpentinite soils.	30-240 m PH February-March	Not Present. No suitable habitat on or adjacent to subject site. No serpentine soils
Point Reyes checkerbloom <i>Sidalcea calycosa</i> ssp. <i>rhizomata</i>			List 1B.2	Freshwater marshes and swamps near the coast.	3-75 m PH (r) April-September	Not Present on site. Moderate potential to occur in Railroad Marsh; presence not recorded during appropriately timed surveys.
San Francisco campion <i>Silene verecunda</i> ssp. <i>verecunda</i>			List 1B.2	Coastal bluff scrub, chaparral, coastal prairie, coastal scrub, and valley and foothill grassland; associated with sandy soils.	30-645 m PH March-June	Not Present. No suitable habitat on or adjacent to subject site. No sandy soils.
Santa Cruz microseris <i>Stebbinsoseris decipiens</i>			List 1B.2	Broadleafed upland forest, closed-cone coniferous forest, chaparral, coastal	10-500 m AH April-May	Not Present. No suitable habitat on or adjacent to subject site. No serpentine

Common Name Scientific Name	Status			Habitat Requirements	Elevation Range, Life Form, Flowering Period	Potential Occurrence on the Project site
	Federal	State	CNPS			
				prairie, coastal scrub, and valley and foothill grassland; associated with open areas and sometimes serpentinite soils.		soils
Tamalpais jewel-flower <i>Streptanthus batrachopus</i>			List 1B.3	Closed-cone coniferous forest and chaparral; associated with serpentinite soils.	305-650 m AH April-July	Not Present. No suitable habitat on or adjacent to subject site. No serpentine soils
Mount Tamalpais bristly jewel-flower <i>Streptanthus glandulosus</i> ssp. <i>pulchellus</i>			List 1B.2	Chaparral and valley and foothill grassland; associated with serpentinite soils.	150-800 m AH May-July	Not Present. No suitable habitat on or adjacent to subject site. No serpentine soils
Tiburon jewel-flower <i>Streptanthus niger</i>	FE	CE	List 1B.1	Valley and foothill grassland; associated with serpentinite soils.	30-150 m AH May-June	Not Present. No suitable habitat on or adjacent to subject site. No serpentine soils
Suisun Marsh aster <i>Symphotrichum lentum</i>			List 1B.2	Brackish and freshwater marshes and swamps.	0-3 m PH (r) May-November	Not Present on site. Moderate potential to occur in Railroad Marsh; presence not recorded during appropriately timed surveys.
two-fork clover <i>Trifolium amoenum</i>	FE		List 1B.1	Coastal bluff scrub and valley and foothill grassland. Sometimes associated with	5-415 m AH April-June	Not Present. No suitable habitat on or adjacent to subject site. No serpentine

Common Name Scientific Name	Status			Habitat Requirements	Elevation Range, Life Form, Flowering Period	Potential Occurrence on the Project site
	Federal	State	CNPS			
				serpentinite soils.		soils
San Francisco owl's-clover <i>Triphysaria floribunda</i>			List 1B.2	Coastal prairie, coastal scrub, and valley and foothill grassland. Usually associated with serpentinite soils.	10-160 m AH April-June	Not Present. No suitable habitat on or adjacent to subject site. No serpentine soils
coastal triquetrella <i>Triquetrella californica</i>			List 1B.2	Coastal bluff scrub and coastal scrub.	10-100 m M	Not Present. No suitable habitat on site.

STATUS KEY:

Federal

FE: Federally-listed Endangered

FT: Federally-listed Threatened

State

CE: California-listed Endangered

CT: California-listed Threatened

CR: California-listed Rare

CNPS

List 1A: Plants presumed extinct in California.

List 1B: Plants rare and endangered in California and elsewhere.

List 2: Plants rare and endangered in California, but more common elsewhere.

List 3: Taxa about which more information is needed.

List 4: Plants of limited distribution.

LIFE FORM KEY:

AH: Annual Herb

stoloniferous

PH: Perennial Herb

rhizome

PS: Perennial Stem

M: Moss

S: Shrub

(b): bulb

(d): deciduous

(e): evergreen

(s):

(r):

Table IV.D - 2
Special Status Wildlife Species Evaluated for the Potential to Occur within the Project Site

Common Name Scientific Name	Status		Habitat Requirements	Potential Occurrence on the Project site
	Federal	State		
INVERTEBRATES				
San Bruno elfin butterfly <i>Callophrys mossii bayensis</i>	FE		Coastal mountains near San Francisco Bay, in the fog-belt of steep north facing slopes that receive little direct sunlight. Found near prolific growths of the larval food plant, stonecrop, which is associated with rocky outcrops that occur at 900 to 1,075 foot elevation. Adult food plants not fully determined; Montara Mountain colonies are suspected to use Montara Mountain manzanita and huckleberry.	Not Present. No suitable habitat or larval food plant on or in immediate vicinity of site. Site is located well below the known elevation of the species.
sandy beach tiger beetle <i>Cicindela hirticollis gravida</i>		*	Found in moist sand near the ocean.	Not Present. No sand/coastal beach habitat on site.
monarch butterfly <i>Danaus plexippus</i>		*	Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.	Low Potential to occur. No suitable roost habitat on or in the immediate vicinity of the site; marginal nectar sources; water present.
bay checkerspot butterfly <i>Euphydryas editha bayensis</i>	FT		Shallow, serpentine-derived soils in native grasslands supporting larval host plants, dwarf plantain or purple owl's clover.	Not Present. No serpentine soils or native grasslands on or in immediate vicinity of site.
bumblebee scarab beetle <i>Lichnanthe ursina</i>		*	Coastal sand dunes from Sonoma County south to San Mateo County. Usually flies close to sand surface near the crest of the dunes.	Not Present. No sand dunes present on or in immediate vicinity of site.

Common Name Scientific Name	Status		Habitat Requirements	Potential Occurrence on the Project site
	Federal	State		
Tiburon micro-blind harvestman <i>Microcina tiburona</i>		*	Open hilly grassland habitat in areas of serpentine bedrock.	Not Present. No grassland or serpentine habitat on or in immediate vicinity of subject site.
Mission blue butterfly <i>Plebejus icarioides missionensis</i>	FE		Coastal chaparral and coastal grasslands dominate the vegetation type where colonies are found. Adults do not wander far from lupine, the larval food plant. Adults feed on golden aster, bluedicks, Ithuriel's spear, and coast buckwheat.	Not Present. No coastal chaparral, coastal grassland, larval food plant or adult host plants present on or in the immediate vicinity of the subject site.
robust walker <i>Pomatiopsis binneyi</i>		*	Found in freshwater habitats.	Not Present on site. Moderate potential to occur in Railroad Marsh. No habitat on site but freshwater habitat available in Railroad Marsh.
callippe silverspot butterfly <i>Speyeria callippe callippe</i>	FE		Restricted to the Northern Coastal scrub of the San Francisco Peninsula. Host plants are Johnny jump up and canary violet.	Not Present. No northern coastal scrub habitat on site. No host plants present.
A leaf-cutter bee <i>Trachusa gummifera</i>		*		Low Potential to occur. No habitat requirements known for this species.
California brackishwater snail <i>Tryonia imitator</i>		*	Brackish salt marshes.	Not Present. No brackish salt marsh habitat on site.
Marin hesperian <i>Vespericola marinensis</i>		*	Found in moist spots in coastal brushfield and chaparral vegetation in Marin County.	Not Present. No brushfield or chaparral habitat on site.
FISHES				
tidewater goby <i>Eucyclogobius newberryi</i>	FE	CSC	Brackish shallow lagoons and lower stream reaches where the water is fairly still, but not stagnant. Prefer a sand	Not Present. No streams on or adjacent to subject site.

Common Name Scientific Name	Status		Habitat Requirements	Potential Occurrence on the Project site
	Federal	State		
			substrate component for breeding, but also found on rocky, mud, and silt substrates as well. Found in waters with salinity levels from 0 to 42 ppt, temperature levels from 8 to 25 degrees Celsius, and water depths from 25 to 200 centimeters	
coho salmon - Central California coast ESU <i>Oncorhynchus kisutch</i>	FE	CE (listing limited to coho salmon south of San Francisco Bay) CSC	Spawn in cool, clear streams featuring suitable gravel size, depth, and current velocity. Streamside vegetation and cover area essential for fry survival.	Not Present. No streams on or adjacent to subject site.
green sturgeon <i>Acipenser medirostris</i>	FT (southern DPS)	CSC	Ranges from Mexico to at least Alaska in marine waters, and forages in estuaries and bays ranging from San Francisco Bay to British Columbia. Currently believed to spawn regularly in the Rogue River, Klamath River Basin, and the Sacramento River. Spawning is known to occur infrequently in the Umpqua river and is suspected to occur, to an unknown extent, in the South Fork of the Trinity River and the Eel River.	Not Present. No streams on or adjacent to subject site.
delta smelt <i>Hypomesus transpacificus</i>	FT)	CT	Suisun Bay upstream through the Delta in Contra Costa, Sacramento, San Joaquin, Solano, and Yolo counties. Seldom found at salinities > 10	Not Present. No streams on or adjacent to subject site.

Common Name Scientific Name	Status		Habitat Requirements	Potential Occurrence on the Project site
	Federal	State		
			ppt. Most often at salinities < 2 ppt.	
steelhead - Central California coast ESU <i>Oncorhynchus mykiss</i>	FT		Spawn in cool, clear streams featuring suitable gravel size, depth, and current velocity. Streamside vegetation and cover area essential for fry survival.	Not Present. No streams on or adjacent to subject site.
steelhead – Central Valley <i>Oncorhynchus mykiss</i>	FT		Spawn in cool, clear streams featuring suitable gravel size, depth, and current velocity. Streamside vegetation and cover area essential for fry survival.	Not Present. No streams on or adjacent to subject site.
chinook salmon - Central Valley spring-run <i>Oncorhynchus tshawytscha</i>	FT	CT	Spawn in cool, clear streams featuring suitable gravel size, depth, and current velocity. Streamside vegetation and cover area essential for fry survival.	Not Present. No streams on or adjacent to subject site.
chinook salmon - winter run, Sacramento River <i>Oncorhynchus tshawytscha</i>	FE	CE	Spawn in cool, clear streams featuring suitable gravel size, depth, and current velocity. Streamside vegetation and cover area essential for fry survival.	Not Present. No streams on or adjacent to subject site.
AMPHIBIANS				
foothill yellow-legged frog <i>Rana boylei</i>		CSC	Partially shaded, rocky streams at low to moderate elevations, in areas of chaparral, open woodland, and forest.	Not Present. No suitable habitat exists on or in the immediate vicinity of the subject site.
California red-legged frog <i>Rana draytonii</i>	FT	CSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development.	Moderate Potential to Occur. Although the subject site provides limited estivation and dispersal habitat, Railroad Marsh provides source of permanent water. Occurrence of this species has been recorded in the past.

Common Name Scientific Name	Status		Habitat Requirements	Potential Occurrence on the Project site
	Federal	State		
REPTILES				
western pond turtle <i>Actinemys marmorata</i>		CSC	Permanent or nearly permanent bodies of water with protected areas for basking, such as partially submerged rocks or logs, floating vegetation mats or open mud banks.	Low Potential to occur. Railroad Marsh provides a source of permanent water but basking areas are limited to unprotected "view areas" maintained by the removal of cattail and subject to human and dog disturbance, limiting the suitability of this habitat for the species. Nearest occurrence in Golden Gate Park, San Francisco. No County occurrences.
northwestern pond turtle <i>Actinemys marmorata</i>		CSC	Permanent or nearly permanent bodies of water with protected areas for basking, such as partially submerged rocks or logs, floating vegetation mats or open mud banks.	Low Potential to occur. Railroad Marsh provides a source of permanent water but basking areas are limited to unprotected "view areas" maintained by the removal of cattail and subject to human and dog disturbance, limiting the suitability of this habitat for the species. County occurrences more than 10 miles away at Muir Beach and Phoenix Lake in Mt. Tamalpais watershed.
BIRDS				
Great Egret <i>Ardea alba</i>		* (rookery site)	Variety of habitats, including marshes, tidal estuaries, lagoons, streams, lakes, and ponds. Nests primarily in tall trees near water.	Low Potential to occur. No suitable nesting habitat on site. Limited suitable nesting habitat nearby. No mature trees on or in immediate vicinity of site.
Great Blue Heron <i>Ardea herodias</i>		* (rookery site)	Variety of habitats, including freshwater and brackish marshes, lakes, rivers, bays, lagoons,	Low Potential to occur. No suitable nesting habitat on site. Limited suitable nesting habitat

Common Name Scientific Name	Status		Habitat Requirements	Potential Occurrence on the Project site
	Federal	State		
			beaches, fields, and meadows. Nests commonly high in trees in swamps and forested areas.	nearby. No mature trees on or in immediate vicinity of site.
Short-eared Owl <i>Asio flammeus</i>		CSC (nesting)	Broad expanses of open land with low vegetation for nesting and foraging. Suitable habitats include such types as fresh and saltwater marshes, bogs, dunes, prairies, grassy plains, old fields, tundra, moorlands, river valleys, meadows, savanna, and open woodland. Roost by day on ground, on low open perch, under low shrub, or in conifer.	Low Potential to occur. No suitable nesting habitat on site. Limited suitable nesting and foraging habitat nearby (e.g. no broad expanses of open land).
Western Snowy Plover <i>Charadrius alexandrinus nivosus</i>	FT	CSC (nesting)	Breeds primarily above the high tide line on coastal beaches, sand spits, dune-backed beaches, sparsely-vegetated dunes, beaches at creek and river mouths, and salt pans at lagoons and estuaries. In winter, found on many of the beaches used for nesting as well as on beaches where they do not nest, in man-made salt ponds, and on estuarine sand and mud flats.	Not Present. No suitable habitat available on site. No suitable soils or salt water habitat on site.
Northern Harrier <i>Circus cyaneus</i>		CSC (wintering)	Marshes, meadows, grasslands, and cultivated fields. Nests on the ground, commonly near low shrubs, in tall weeds or reeds.	Low Potential to occur. No nesting habitat on site. Railroad Marsh subject to human and dog disturbance. Poor ground nesting potential.
Snowy Egret <i>Egretta thula</i>		* (rookery site)	Variety of habitats, including marshes, lakes, ponds, lagoons, and shallow coastal habitats.	Low Potential to occur. No available rookery site within subject site. Railroad Marsh is

Common Name Scientific Name	Status		Habitat Requirements	Potential Occurrence on the Project site
	Federal	State		
			Nests in trees or shrubs or, in some areas, on ground or in marsh vegetation.	subject to human and dog disturbance. Poor ground nesting potential; limited to marsh vegetation. No mature trees on or in immediate vicinity of the site.
White-tailed Kite <i>Elanus leucurus</i>		Cfp (nesting)	Savanna, open woodland, marshes, partially cleared lands and cultivated fields, mostly in lowland situations.	Low Potential to occur. No available nesting habitat on site. Limited preferred nesting habitat in Railroad Marsh; subject to human and dog disturbance.
Saltmarsh Common Yellowthroat <i>Geothlypis trichas sinuosa</i>		CSC	Freshwater marshes, coastal swales, swampy riparian thickets, brackish marshes, salt marshes, and edges of disturbed weed fields and grasslands that border soggy habitats.	Moderate Potential to occur. Suitable habitat within Riparian habitat on site and in Railroad Marsh. Known to occur in the past.
California Black Rail <i>Laterallus jamaicensis coturniculus</i>		CT Cfp	Marshlands with unrestricted tidal influence (estuarine, intertidal, emergent, regularly flooded). Prefers areas dominated by pickleweed, bulrushes, matted salt grass, and other marsh vegetation.	Not Present. No suitable tidal habitat on site or in immediate vicinity of site.
Alameda Song Sparrow <i>Melospiza melodia pusillula</i>		CSC	Resident of salt marshes bordering south arm of the San Francisco Bay. Requires dense vegetation for nesting, perches, and cover from predators.	Not Present. No suitable salt marsh habitat on site or in immediate vicinity of site.
San Pablo Song Sparrow <i>Melospiza melodia samuelis</i>		CSC	Resident of salt marshes bordering the north side of the San Francisco and San Pablo Bays. Requires dense vegetation for nesting, perches, and cover from predators.	Not Present. No suitable salt marsh habitat on site or in immediate vicinity of site.

Common Name Scientific Name	Status		Habitat Requirements	Potential Occurrence on the Project site
	Federal	State		
Black-crowned Night Heron <i>Nycticorax nycticorax</i>		* (rookery site)	Variety of habitats, including fresh and saltwater marshes, swamps, streams, lakes, and ponds. Nests in groves of trees near water.	Low Potential to occur. No suitable nesting habitat on site. Limited suitable nesting habitat nearby (e.g. groves of mature trees).
California Brown Pelican <i>Pelecanus occidentalis californicus</i>	FE	CE (nesting colony and communal roosts)	Nesting restricted to islands in the Gulf of California and along the outer coast from Baja California to West Anacapa and Santa Barbara Island in Southern California. Non-breeding brown pelicans range northward along the Pacific Coast from the Gulf of California to Washington and southern British Columbia. Breed in nesting colonies on islands without mammal predators. Roosting and loafing sites include offshore rocks and islands, river mouths with sand bars, breakwaters, pilings, and jetties along the Pacific Coast and San Francisco Bay.	Not Present. No suitable nesting or communal roost habitat on or in the immediate vicinity of the site.
Double-crested Cormorant <i>Phalacrocorax auritus</i>		Cwl (rookery site)	Lakes, ponds, rivers, lagoons, swamps, coastal bays, marine islands, and seacoasts; usually within sight of land. Nests on the ground or in trees in freshwater situations, and on coastal cliffs (usually high sloping areas with good visibility).	Low Potential to occur. No available rookery site within subject site. Railroad Marsh is subject to human and dog disturbance. Poor ground nesting potential; limited mature trees in vicinity of site.
California Clapper Rail <i>Rallus longirostris obsoletus</i>	FE	CE Cfp	Saltwater and brackish marshes traversed by tidal sloughs in the vicinity of San Francisco Bay. In	Not Present. No suitable salt or brackish marsh habitat on site or in immediate vicinity of site.

Common Name Scientific Name	Status		Habitat Requirements	Potential Occurrence on the Project site
	Federal	State		
			the south and central San Francisco Bay and along the perimeter of San Pablo Bay, rails typically inhabit salt marshes dominated by pickleweed and Pacific cordgrass.	
Bank Swallow <i>Riparia riparia</i>		CT (nesting)	Open and partly open habitats, frequently near flowing water. Nests in steep sand, dirt, or gravel banks, in a burrow dug near the top of the bank, along the edge of inland water or along the coast, or in gravel pits or road embankments.	Not Present. No suitable nesting habitat on or in the immediate vicinity of site (e.g. no steep banks).
California Least Tern <i>Sternula antillarum browni</i>	FE	CE Cfp (nesting colony)	Bays and lagoons, nesting on the adjacent open sandy beaches, dunes, or disturbed sites. Nesting is limited to colonies in the San Francisco Bay, Sacramento River delta, and areas along the coast from San Luis Obispo County to San Diego County.	Not Present. No suitable nesting habitat on or in the immediate vicinity of the site (e.g. open sandy beaches, dunes, etc. adjacent to bay or lagoon).
MAMMALS				
pallid bat <i>Antrozous pallidus</i>		CSC	Arid deserts and grasslands, often near rocky outcrops and water. Usually roosts in rock crevice or building, less often in cave, tree hollow, mine, etc. Prefers narrow crevices in caves as hibernation sites.	Not Present. No suitable habitat on site (e.g. arid desert or grasslands).
southern sea otter <i>Enhydra lutris nereis</i>	FT	Cfp	Coastal waters near shore, especially shallows with kelp beds and abundant shellfish.	Not Present. No suitable marine habitat on site.

Common Name Scientific Name	Status		Habitat Requirements	Potential Occurrence on the Project site
	Federal	State		
western red bat <i>Lasiurus blossevillii</i>		CSC	Roost primarily in the foliage of trees or shrubs.	Low Potential to occur. Limited mature trees on site. Marginal habitat in Railroad Marsh subject to human and dog disturbance.
hoary bat <i>Lasiurus cinereus</i>		*	Associated with forested habitats.	Not Present. No forested habitat on or in the immediate vicinity of the site.
San Pablo vole <i>Microtus californicus sanpabloensis</i>		CSC	Saltmarshes of San Pablo Creek on the south shore of San Pablo Bay. Requires soft soils for burrow construction.	Not Present. Site not located in or in vicinity of known habitat for the species.
salt-marsh harvest mouse <i>Reithrodontomys raviventris</i>	FE	CE Cfp	Found only in the marshes of Corte Madera, Richmond, and South San Francisco Bay. Critically dependent on dense cover and preferred habitat is pickleweed. Seldom found in cordgrass or alkali bulrush.	Not Present. No suitable salt marsh habitat on or in the immediate vicinity of the site.
Angel Island mole <i>Scapanus latimanus insularis</i>		*	Known only from Angel Island in the San Francisco Bay. Needs habitats with friable soils for burrowing.	Not Present. Not located on or in immediate vicinity of Angel Island. No friable soils on site.
salt-marsh wandering shrew <i>Sorex vagrans halicoetes</i>		CSC	Tidal salt marsh plains above cordgrass zone, moist, lower pickleweed-dominated marsh, with abundant invertebrates, tidal devris, and flood escape habitat in the South San Francisco Bay.	Not Present. No suitable salt marsh habitat on or in the immediate vicinity of the site.
American badger <i>Taxidea taxus</i>		CSC	Prefers open areas and may also frequent brushlands with little groundcover. Although may prefer habitats with more friable soils for digging burrows, which are used for dens, escape, and	Low Potential to occur. Available open areas on site are well maintained landscaped and turf areas with tightly compacted soils. Brushlands limited to riparian habitat in Railroad Marsh

Common Name Scientific Name	Status		Habitat Requirements	Potential Occurrence on the Project site
	Federal	State		
			predation, the hard-baked earth in the middle of an unpaved road is no obstacle. When inactive, occupies underground burrows that are elliptical shaped and eight or more inches in diameter.	(i.e., not true brushlands).
Point Reyes jumping mouse <i>Zapus trinitatus orarius</i>		CSC	Primarily found in bunchgrass marshes on the uplands of Point Reyes. Also, found in coastal scrub, grassland, and meadow habitats.	Not Present. No suitable bunchgrass, coastal scrub, grassland, or meadow habitat on site.

KEY:

(nesting and/or wintering) = For most taxa, the CNDDDB is interested in information that indicates the presence of a resident population. For some species (primarily birds), the CNDDDB only tracks certain parts of the species range or life history (e.g., nesting locations).

STATUS

Federal

FE: Federally-listed Endangered
 FT: Federally-listed Threatened
 FD: Federally-delisted

State

CE: California-listed Endangered
 CT: California-listed Threatened
 CSC: California Species of Special Concern
 Cfp: California Fully Protected Species
 Cwl: California Watch List
 *: California Special Animal (species with no official federal or state status, but are included on the CDFG's Special Animal List due to limited distribution).

**Table IV.D – 3
Sensitive Plant Communities Evaluated for the Potential to Occur within the Project Site**

Plant Community	Status		Habitat Requirements	Potential for Occurrence on the Project site
	GRank	SRank		
Coastal Brackish Marsh	G2	S2.1	Usually found at the interior edges of coastal bays and estuaries or in coastal lagoons. Similar to Coastal Salt Marshes, but brackish from freshwater input. Salinity may vary considerably, and may increase at high tide or during seasons of low freshwater runoff or both. Dominated by perennial, emergent, herbaceous monocots to 2m tall. Cover is often complete and dense. Similar to Salt and Freshwater marshes with some plants characteristic of each.	Not Present. Railroad Marsh is a Freshwater Marsh, cut off from tidal action in the 1880's by construction of the Northwestern Pacific Railroad (Davoren and Ellman 1980). Species present area characteristic of Freshwater Marshes.
Coastal Terrace Prairie	G2	S2.1	Coastal Terrace Prairie is found on sandy loams on marine terraces near the coast (below ~ 700 – 1,000 feet) within the zone of coastal fog incursion. Consist of tall grassland (to 1m tall) dominated by both sod and tussock-forming perennial grasses.	Not Present. No suitable soils or habitat present on site; not observed on site. Local occurrence recorded at Ring Mountain in lower sandstone slopes.
Northern Coastal Salt Marsh	G3	S3.2	Usually found along sheltered inland margins of bays, lagoons, and estuaries. These hydric soils are subject to regular tidal inundation by salt water for at least part of each year.	Not Present. No suitable habitat or soils subject to regular salt water, tidal inundation; not observed on site. Regional occurrences are known from Corte Madera Marsh, Chevron Marsh and the mouth of San Pablo Creek, all on San Pablo Bay.
Serpentine Bunchgrass	G2	S2.2	Restricted to serpentine soils in protected, dry, less windy , and more sunny uplands than serpentine scrub. Dominants include purple needlegrass, foothill needlegrass, and wildflowers including footsteps to spring, cream cups, goldfields, California poppies, Presidio clarkia and Marin dwarf flax.	Not Present. No suitable habitat or serpentine soils on site; not observed on site. Local occurrence recorded within St. Hilary preserve in upland areas north of, but not adjacent to the site; approx 1 mile due west of Bluff Point. Other occurrences recorded on Tiburon Middle Ridge and Ring Mountain.

KEY:

The conservation status of a community is designated by a number from 1 to 5, preceded by a letter reflecting the appropriate geographic scale of the assessment (G = Global and S = Subnational [state or province]). The numbers have the following meaning:

1. Critically imperiled (at very high risk of extinction due to extreme rarity [often 5 or fewer populations], very steep declines, or other factors).
2. Imperiled (at high risk of extinction due to very restricted range, very few populations [often 20 or fewer], steep declines, or other factors).
3. Vulnerable to extirpation or extinction (at moderate risk of extinction due to a restricted range, relatively few populations [often 80 or fewer], recent and widespread declines, or other factors).
4. Apparently secure (uncommon but not rare; some cause for long-term concern due to declines or other factors).
5. Demonstrably widespread, abundant, and secure (common; widespread and abundant).

Other ranks include:

? - Represents rank uncertainty; and

NR - Not ranked.

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the Town of Tiburon, 32p.

The following page contains Appendix B from the Railroad Marsh Management Plan.

Appendix B. Bird species observed at the Railroad Marsh, Tiburon, California, 1/15/01.

Common name	Species	Habitat	Seasonal status
pied-billed Grebe	<i>Podilymbus podiceps</i>	Deep water	Resident
great blue heron	<i>Ardea herodias</i>	Cattails	Resident/ Migrant
turkey vulture	<i>Cathartes aura</i>	Aerial	Resident
Canada goose	<i>Branta canadensis</i>	Shallow water	Winter/Resident
mallard	<i>Anas platyrhynchos</i>	Shallow water	Resident/ Migrant
canvasback	<i>Aythya valisineria</i>	Deep water	Winter
bufflehead	<i>Bucephala albeola</i>	Deep water	Winter
ruddy duck	<i>Oxyura jamaicensis</i>	Deep water	Winter
red-tailed hawk	<i>Butea jamaicensis</i>	Aerial	Resident
Virginia rail	<i>Rallus limicola</i>	Cattails	Resident
sora	<i>Porzana carolina</i>	Cattails	Resident
American coot	<i>Fulica americana</i>	Deep / Shallow water	Resident
killdeer	<i>Charadrius vociferus</i>	Riparian	Resident
ring-billed gull	<i>Larus delawarensis</i>	Aerial	Winter/Resident
Anna's hummingbird	<i>Calypte anna</i>	Riparian/Cattail	Resident
black phoebe	<i>Sayornis nigricans</i>	Riparian	Resident
western scrub jay	<i>Aphelocoma californica</i>	Riparian	Resident
chestnut-backed chickadee	<i>Poecile rufescens</i>	Riparian	Resident
ruby-crowned Kinglet	<i>Regulus calendula</i>	Riparian	Winter
yellow-rumped warbler	<i>Dendroica coronata</i>	Riparian	Winter
California towhee	<i>Pipilo crissalis</i>	Riparian	Resident
song sparrow	<i>Melospiza melodia</i>	Riparian	Resident
white-crowned sparrow	<i>Zonotrichia leucophrys</i>	Riparian	Winter
red-winged blackbird	<i>Agelaius phoeniceus</i>	Cattails	Resident
house finch	<i>Carpodacus mexicanus</i>	Riparian	Resident