

# **Town of Tiburon General Plan Circulation Element Update**

## **Initial Study/Draft Negative Declaration**

**November 2015**

**Prepared for:** Town of Tiburon  
1505 Tiburon Boulevard  
Tiburon, California 94920

**Prepared by:** Leonard Charles and Associates  
7 Roble Court  
San Anselmo, California 94960

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**NEGATIVE DECLARATION (DRAFT)**

TO: \_\_\_\_\_ Office of Planning and Research  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

\_\_\_\_\_ County Clerk, Marin County  
3501 Civic Center Drive, Room 234  
San Rafael, CA 94903

FROM: Town of Tiburon Community Development Department  
1505 Tiburon Blvd.  
Tiburon, CA 94920

**Project Title:** Tiburon General Plan Circulation Element Update

**Proponent:** Town of Tiburon

**Project Location:** Tiburon, CA 94920

**Project Description:** The project is an update of the Town of Tiburon Circulation Element of the General Plan. It incorporates a 2104 amendment that added Complete Streets concepts to the element (in compliance with the California Complete Streets Act of 2008), and includes updates to the Existing Mobility Conditions section, the Goals and Policies section, the Implementation Programs section, and the Proposed Circulation Improvements section of the element.

**Finding:** Based on the attached Initial Study, it has been determined that the proposed project would not result in a significant, adverse environmental effect.

Signature: \_\_\_\_\_ Date \_\_\_\_\_

Scott Anderson  
Director of Community Development  
Town of Tiburon  
1505 Tiburon Boulevard  
Tiburon, CA 94920

## **1.0 Introduction and Background**

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code 21000 *et seq* and the *State CEQA Guidelines*, California Code of Regulations Section 15000 *et seq* and the Town of Tiburon Local CEQA Guidelines. The project assessed in this Initial Study consists of proposed update of the Town of Tiburon's General Plan Circulation Element.

## **2.0 Project Location and Setting**

The Town of Tiburon is located within the County of Marin within the San Francisco Bay area. The Town is located seven miles north of San Francisco on a peninsula that extends into San Francisco Bay. The Town's Planning Area encompasses 17 square miles, including 11 square miles of water area and six square miles of land area. The Planning Area includes the Town's incorporated lands plus lands outside the Town that are designated by the Local Agency Formation Commission (LAFCO) as within the Town's Sphere of Influence (see Figure 1).

## **3.0 Project Objectives and Description**

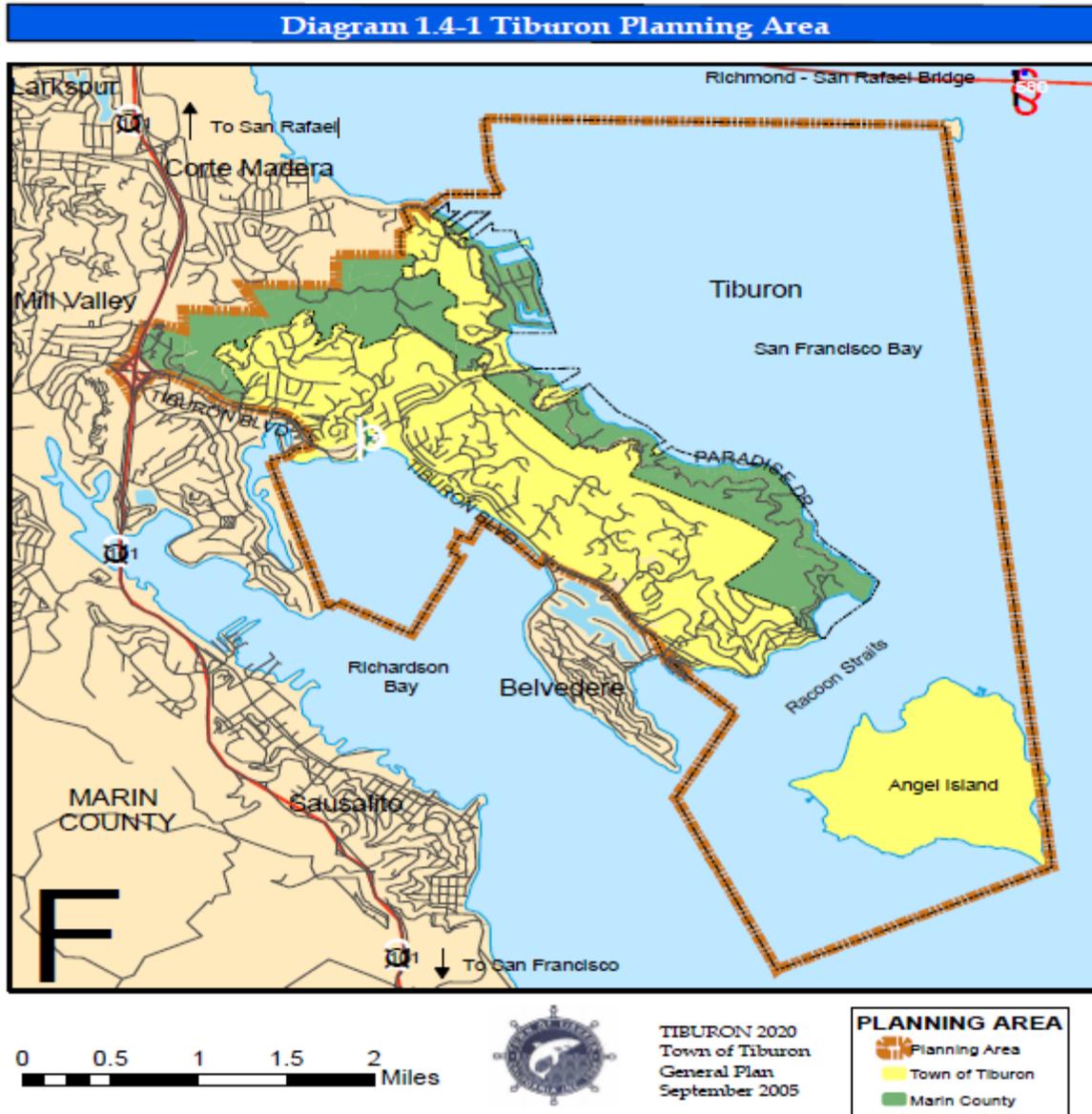
The Town of Tiburon adopted its existing General Plan (*Tiburon 2020*) in 2005. In 2014, the Town amended that 2005 General Plan with an updated Circulation Element. The currently proposed update of the Circulation Element modifies the 2014 update in several areas with the principal proposed changes summarized below.

The proposed update expands upon the existing 2014 Circulation Element's inclusion of the principles of the State's Complete Streets Act. Adopted by the State of California in 2008, this act requires cities and counties to revise their General Plans to incorporate the certain principles. Briefly, it calls for streets to routinely be planned, designed, operated and maintained with consideration of the needs and safety of all travelers along and across the entire public right of way. This includes people of all ages and abilities who are walking; driving vehicles such as cars, trucks, motorcycles or buses; bicycling; using transit; traveling with mobility aids; or shipping freight. Every street and its environs are different, such that physical manifestation of what constitutes a "complete street" will change based on the local context. However, providing for all users is a core tenet of Complete Streets.

The Complete Streets movement fundamentally redefines what a street is intended to do, what goals a transportation agency is going to meet, and how a community will spend its transportation money. The Complete Streets approach breaks down the traditional separation between highways, transit, biking, and walking, and instead focuses on the desired outcomes of a transportation system that supports these principles. Consistent with these principles, the Town's Draft Circulation revises the older Circulation Element goals and policies to emphasize the Town's aim to provide a transportation system that provides multimodal access and choices wherever feasible.

By focusing on developing and enhancing the Complete Streets approach, the proposed update is consistent with current State policy that moves the focus of transportation planning from minimizing roadway and intersection congestion for vehicle drivers to encouraging and facilitating alternative transportation modes such as walking, bicycling and use of public transit

Project Location and Vicinity Map - Figure 1



as well as encouraging land use that can be efficiently served by such alternate transit modes. Such an approach is consistent with the State's goal to reduce greenhouse gas emissions and reduce the future adverse effects of climate change.

Draft Circulation Element goals relevant to the Complete Streets principles include:

*Goal C-A: Comprehensive Transportation System.* Provide a multimodal transportation system that supports the vision, goals, and objectives of the Town and is effectively planned, funded, operated, and maintained.

*Goal C-B: Multimodal System.* Increase multimodal accessibility throughout the Tiburon Planning Area with an emphasis on improved walking, bicycling, and transit modes. The Draft Circulation Element contains policies describing how the Town will reach these goals.

Policies C-4 and C-5 under this goal emphasize that the Town will strive to achieve an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit. This would increase travel choices and aid in achieving a more balanced transportation system, thereby reducing air pollution and greenhouse gas emissions. The Town will facilitate multimodal access along appropriate corridors, to major facilities destinations such as Blackie's Pasture, schools, and Downtown Tiburon.

*Goal C-D: Context-Sensitive Roadways.* Create a context-sensitive street and roadway system that provides safe access to all users between activity centers within the Planning Area and to destinations across the San Francisco Bay Area, including places of employment, shopping and recreation. As such, the Town shall strive to balance the needs for personal travel, goods movement, parking, social activities, business activities, and revenue generation, when planning, operating, maintaining, and expanding the roadway network.

Policy C-10 under this goal states how the Town will take into consideration multimodal access and traffic impacts when considering new land use proposal. Policy C-14 identifies acceptable levels of service for Town roadways. For signalized intersections in the Tiburon Planning Area, the average peak hour level of service (LOS) shall not deteriorate below LOS D, with the exception of intersections along Tiburon Boulevard from U.S. Highway 101 interchange to E. Strawberry Drive/Bay Vista Drive, which shall not deteriorate below LOS E.

This policy changes the previous Circulation Element LOS standards, which were that for signalized intersections in the Tiburon Planning Area, the average peak hour level of service (LOS) shall not deteriorate below LOS C, with the exception of intersections located near the U.S. 101 interchange, which shall not deteriorate below LOS D.

Policy C-18 states that where feasible the Town shall consider the use of roundabouts at intersections. It specifically states the Town will study placing a roundabout at the Tiburon Boulevard/ Mar West Street intersection. The previous Circulation Element recommended potential future signalization of this intersection.

*Goal C-F: Complete Streets.* The Town and other agencies with jurisdiction over roadways within Town limits shall plan, design, operate and maintain all streets and roadways to accommodate and promote safe and convenient travel for all users – pedestrians, bicyclists,

transit riders, and persons of all abilities, as well as freight and motor vehicle drivers. Policies under this goal call for new roadway projects to accommodate all users, if feasible, and to ensure pedestrian and bicycle-friendly streets.

*Goal C-G: Tiburon Boulevard.* To cooperatively plan for the maintenance and improvement of Tiburon Boulevard.

Tiburon Boulevard is the Town's main arterial street and serves multiple functions. There is a natural tension between moving vehicles quickly along Tiburon Boulevard and serving local functions, such as providing more pedestrian crossings and easier vehicle turning movements from local streets. To better meet the needs of the different segments of Tiburon Boulevard, Policy C-26 of the Draft Element classifies Tiburon Boulevard into three distinct segments.

- Highway 101 to Trestle Glen Boulevard: This four-lane segment will remain a “major arterial” primarily serving auto traffic and allowing for higher speeds than other segments of the road.
- Trestle Glen Boulevard to Mar West Street: This segment will remain a “minor arterial.” However, it will no longer be considered a “rural highway,” as it was described in the previous Circulation Element. For many residents the term “rural highway” suggests high speeds and few access points. This characterization does not fit this roadway segment, which has moderate travel speeds, largely because it has only one travel lane in each direction, despite relatively high traffic volumes. It also has a high number of direct connections to residents’ homes and schools, which causes further tension with fast-moving traffic.
- Mar West Street to the Ferry Terminal: This segment is designated as a “downtown thoroughfare” (a type of local street), and is specifically intended to be walkable and to prioritize pedestrians because downtown Tiburon is a relatively dense, mixed-use area. Bicyclists are also integrated into the street design of this segment as the Class II bike lane begins at Mar West Street where the Old Rail Trail multi-use path ends.

*Goal C-I: Bicycle and Pedestrian System.* To design, construct, and maintain a universally accessible, safe, convenient, integrated and well-connected bicycle and pedestrian system that promotes biking and walking. Provide bicycle facilities, programs, and services, and implement other transportation and land use policies as necessary to achieve increased bicycle and walking use. Policies under this goal aim at improving safety, increasing access, and improving bicycle facilities.

*Goal C-J: Integrated Transportation System.* To promote an integrated transportation system, including the preservation and enhancement of transit as an essential component of a multimodal transportation system, in order that residents and visitors may efficiently, conveniently, and safely connect to, and transfer between, different transportation modes. Policies under this goal aim to improve bus service and access as well as improving other available forms of mass transit.

*Goal C-K: Reducing Reliance on Private Automobiles.* To provide facilities and incentives to reduce reliance on the private automobile throughout the Planning Area. Policy C-57 under this goal aims to provide alternatives to private autos for school trips by supporting programs that provide viable alternatives.

### **Proposed Circulation Improvements**

The Draft Circulation Element contains a list of circulation improvements aimed at implementing the goals and policies. The Circulation improvements identified below are intended to be broad guidelines – while the improvements are intended to address known problems in the transportation network, they are not intended to be literally binding. Improvements similar and/or equivalent to those listed below may be substituted to achieve the desired capacity improvements.

Tiburon Boulevard and Gilmartin Drive. Add a dedicated right-turn-only lane from southbound Gilmartin Drive to westbound Tiburon Boulevard. This improvement was also listed in the existing Circulation Element.

Tiburon Boulevard and Cecilia Way. Add a merge (acceleration) lane for traffic turning left from Cecilia Way to Tiburon Boulevard. This improvement was also listed in the existing Circulation Element.

Tiburon Boulevard between N. Knoll Road and the U. S. Highway 101 Interchange. Add an additional westbound lane extending to the Redwood Highway Frontage Road and merging before the U.S. Highway 101 overpass in order to improve northbound traffic flow during the PM period. This improvement was also listed in the existing Circulation Element.

Roundabout at Tiburon Boulevard & Mar West Street. To better accommodate growth, changing demographics, and travel patterns within the Town of Tiburon, and in order to create a signature gateway treatment entering the Downtown area, the intersection of Tiburon Boulevard and Mar West Street is proposed for conversion from a two-way stop controlled intersection to a single lane roundabout. This replaces a proposed traffic signal improvement in the prior Circulation Element.

The following two improvements recommended for consideration in the existing Circulation Element have been deleted from the proposed Draft Element.

Tiburon Boulevard/Trestle Glen Boulevard

Add a second westbound Tiburon Boulevard through lane and extend it back from Trestle Glen Boulevard as far east toward Stewart Drive as practicable.

Tiburon Boulevard/Gilmartin Drive

Consider adding a merge/acceleration lane for traffic turning left from Gilmartin Drive onto Tiburon Boulevard, and/or a dedicated right turn only lane from southbound Gilmartin Drive to westbound Tiburon Boulevard.

## **Transportation Demand Management (TDM) Programs**

The Draft Circulation Element Update recommends that the Town work with other agencies to develop a new school bus plan to relieve peak hour congestion. As described below, the Town and other agencies have initiated programs to reduce school-generated traffic.

The Yellow Bus Challenge 2.0 program began at the start of school in August 21, 2015. The program was devised by a committee that included members from the Town, Belvedere, and the Reed Union School District plus parents and transportation experts. The program improves on an earlier unsuccessful program by addressing impediments of that earlier plan. The impediments included the cost to parents, the length of time spent on the bus, and the mixing of ages on the bus; there was also a preference for dedicated school-bound buses to particular neighborhoods. The goal was to sell 1,200 one-way bus passes, and this target was exceeded in August 2015. The program was funded by bus pass sales plus subsidies from the Town, Belvedere and Corte Madera. Though quantitative study of the effect on congestion has not been done, there are ample anecdotal observations that peak hour congestion has decreased (e.g., the Town's on-line [Tiburon Talk Newsletter](#) of August 31, 2015; "Traffic eases during school rush hours in first week of pass program," [The Ark](#), Sept. 2, 2015; and "Hard data show bus program slashed traffic," [The Ark](#), Sept. 30, 2015). The latter article described how the Marin Transit Director of Operations and Planning reported that at 8:00 a.m. shuttle buses using Tiburon Boulevard took 29 percent less time to travel from Stewart Drive to downtown Tiburon, while there was a 42 percent reduction traveling west between downtown and Stewart Drive.

### **4.0 Lead Agency Information**

**1. Project Title:**

Town of Tiburon General Plan Circulation Element Update

**2. Lead Agency Name and Address:**

Town of Tiburon  
1505 Tiburon Boulevard  
Tiburon, CA 94920

**3. Contact Person and Phone Number:**

Scott Anderson  
Director of Community Development, Town of Tiburon  
1505 Tiburon Boulevard  
Tiburon, CA 94920  
Phone: (415) 435-7392  
Fax: (415) 435-2438  
Email: sanderson@townoftiburon.org

**4. Project Number:**

GPA2015-001

**5. Assessor Parcel Number:**

Town-wide project.

**6. Type of Approval Sought:**

Adoption of update to the General Plan Circulation Element for the Town of Tiburon.

**7. Size of Subject Property:**

Town-wide project.

**5.0 Regulatory Oversight and Agency Review**

The Town of Tiburon is the public agency responsible for approving the proposed project and is considered the Lead Agency under CEQA. The Town is responsible for preparing this Initial Study. There are no responsible or trustee agencies for this project pursuant to CEQA.

**6.0 Related Projects**

To assess future traffic conditions on the Town's roadway network and cumulative impacts, a projection of maximum buildout of the Planning Area by 2020 was developed by the Tiburon Community Development Department. This worst-case buildout scenario was used to assess traffic and certain other impacts. It is noted here at the outset that this level of development would likely never occur (as it assumes full buildout of every parcel in the Planning Area) and certainly not by 2020. However, to insure full disclosure of potential impacts, this buildout scenario is used in this Initial Study to assess impacts related to traffic.

**7.0 References**

The following is a list of references used in the preparation of this document. Each of the topics addressed in Section C, Evaluation of Environmental Impacts, includes a list of references by number. The numbers for the reference sources correspond with the sources that are listed below by number.

1. Tiburon General Plan 2020, Town of Tiburon, September 2005
2. Tiburon General Plan 2020 Final EIR, Town of Tiburon, May 2005
3. Town of Tiburon Zoning Ordinance
4. Initial Study for the Town of Tiburon General Plan Circulation Element Amendments, Town of Tiburon, October 2014
5. Draft Tiburon Circulation Element Update, Town of Tiburon, September 2015
6. Town of Tiburon Circulation Element Update: Baseline Conditions Report, Nelson/Nygaard, August 2015

7. Future-Year Traffic Analysis with Proposed Circulation Network Improvements, Nelson/Nygaard Team, September 2015
8. Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743, California Office of Planning and Research, August 2014
9. Marin County Congestion Management Plan Update, Transportation Authority of Marin, October 2013
10. Updating Transportation Impacts Analysis in the CEQA Guidelines, Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743, Governor's Office of Planning and Research, August 2014
11. Downtown Tiburon Design Handbook, Town of Tiburon, 2002
12. BAAQMD CEQA Guidelines Assessing the Air Quality Impacts of Projects and Plans, BAAQMD, May 2011
13. Town of Tiburon Climate Action Plan, Town of Tiburon, 2011
14. Town of Tiburon *Storm Drain Master Plan*, Town of Tiburon, 2008
15. Marin County Important Farmland Map, California Dept. of Conservation, Office of Land Conservation's Farmland Mapping and Monitoring Program

## **8.0 Initial Study Checklist and Methodology**

This Initial Study is based on CEQA's Environmental Checklist Form. Each item on the checklist is answered as either "potentially significant impact," "less than significant with mitigation incorporated," "less than significant," or "no impact" depending on the anticipated level of impact. The checklist is followed by explanatory comments corresponding to each checklist item.

A "no impact" response indicates that it is clear that the project will not have any impact. In some cases, the explanation accompanying this response may include reference to an adopted plan or map. A "less than significant impact" response indicates that there will be some impact but that the level of impact is insufficiently substantial to be deemed significant. The text explains the rationale for this conclusion. A "less than significant impact with mitigation incorporated" response indicates that there will be a potentially significant impact, but the Initial Study determines there are adequate mitigations, which are described and have been included in the project, to reduce the impact to an insignificant level. Finally, a "potentially significant impact" response would indicate that the Initial Study cannot identify mitigation measures to adequately reduce the impact to a level that is less than significant. In the case of this response, an EIR would be required.

### **Impact Analysis Overview**

This Initial Study assesses whether the proposed Circulation Element Update would result in new or more substantial impacts than those identified and assessed in the adopted Negative Declaration for the existing Circulation Element as well as the certified EIR for the General Plan and whether those new or changed impacts would be considered significant. CEQA defines an

environmental impact as a change in the physical environment. Because the Circulation Element is a policy document, it does not directly result in changes to the physical environment. Therefore, the project would have no direct impacts on the environment.

As noted under the previous Project Description section, the Draft Circulation Element Update does include a list of possible future roadway improvements the Town may consider implementing when warranted and feasible. These potential circulation improvements address known and projected deficiencies in the transportation network. These improvements are not currently funded and are not legally binding upon adoption of the Circulation Element Update. Accordingly, these improvements are not considered part of the circulation network for purposes of this Initial Study. These possible improvements were also listed in the 2005 and 2014 Circulation Elements. The CEQA documents for those two versions of the Circulation Element did not address future impacts from these improvements for the same reason listed above. It is further noted that the number of possible future roadway improvements included in the Draft Circulation Element Update is smaller than the number listed in the existing Circulation Element. While not required, this Initial Study does discuss the range of effects that could be expected if these future roadway improvements were proposed and constructed in order to provide full disclosure of possible future impacts.

Policy C-14 of the Draft Circulation Element Update describes the acceptable level of service (LOS) at intersections on the Town's roadway system. Previously, the lowest acceptable LOS for most intersections was LOS C; this has been revised to allow LOS D at these intersections in the proposed update. Intersections near U.S. Highway 101 now allow LOS E as an acceptable LOS, whereas previously LOS D was the lowest acceptable LOS. These changes to what is considered an acceptable intersection LOS recognize that the existing LOS at several intersections along Tiburon Boulevard is lower than the old LOS standards and that additional traffic generated by areawide growth and buildout allowed under the Town's General Plan would further decrease the LOS at more intersections. Proposed roadway improvements listed in the Circulation Element Update would result in all intersections operating at the minimally acceptable LOS described in Policy C-14 even with buildout of the entire Town Planning Area by 2020. As noted previously, this buildout assumes full development of every parcel within the Town and its unincorporated Planning Area. Such buildout is unrealistic and particularly unrealistic by the year 2020. It is a "worst case scenario" for purposes of the CEQA analysis. Policy C-14 ensures that the Circulation Element is consistent with other elements of the Town's General Plan and does not include contradictory goals and policies. The policy does not allow or encourage any more development than allowed under the land use element or other elements of the Town's General Plan. Therefore, it does not result in any more possible development or resulting impacts to the physical environment than were identified and assessed in the EIR that was certified for the General Plan. The Initial Study summarizes those long-term impacts.

It is worth noting that the proposed update will make the General Plan more consistent with State policies aimed at focusing transportation and land use policy to discourage the number and length of trips by single-person vehicles and encourage other forms of transportation as well as land use patterns that minimize trip lengths in order to reduce greenhouse gas emissions. As required by Senate Bill 743, the new proposed Section 15064.3 of the State CEQA Guidelines, transportation impacts of projects would no longer be measured on the basis of how vehicle delay caused by a project would affect the level of service (LOS) at an intersection or on a roadway, but would instead be measured on the basis of the "vehicle miles

traveled” (VMT) that the project generates and on the project's effects on transit, non-motorized travel, and traveler safety. The preliminary guidelines go on to state that a transportation project whose primary purpose is improving safety or operations generally would not have a significant transportation impact (Reference 9).

The following pages describe the possible impacts resulting from the project for each resource identified in Appendix G of the CEQA Guidelines.

**I. Aesthetics**

| <i>Would the project:</i>   | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| a. <i>Have a substantial adverse effect on a scenic vista?</i>  |                                |  |                              | X         |
| b. <i>Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</i> |                                |  |                              | X         |
| c. <i>Substantially degrade the existing visual character or quality of the site and its surroundings?</i>  |                                |  |                              | X         |
| d. <i>Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i>                                    |                                |  |                              | X         |

*Discussion of Possible Impacts to Aesthetic Resources - Checklist Items I(a) through I(d). **No impacts.***  
 (References 1, 2, 3, and 11)

A substantial adverse effect to visual resources could result when a project introduces physical features that are not characteristic of current development, obstructs an identified public scenic vista, or makes a substantial change to the natural landscape or nighttime environment. The adoption of the vision statement, goals, discussion section, policies and programs proposed in the Circulation Element Update are high-level policy matters that do not fund or approve any actual projects. The intent of the proposed update is to encourage a multi-modal approach to the Town’s circulation system and provide safe access to all users, regardless of age or ability, and secondly to maintain consistency of the Circulation Element with other elements of the General Plan.

The policies could result in the future in improvement of roadway shoulders and right-of-way areas as necessary to accommodate bicyclists, pedestrians and other users. Such projects are unknown and unidentified at this time. Additionally, there are possible future roadway improvements that have yet to be funded or designed. Any of these projects would be subject to compliance with the California Environmental Quality Act (CEQA) on a project-level basis. It is expected that any future projects would occur primarily, if not entirely, within the right of way of existing streets or paths. Construction of additional or expanded travel lanes or a roundabout would not be expected to result in substantial changes to existing views or from these travelways and would not be expected to degrade scenic views or the visual character of the roadway system or adjacent residential and commercial uses. The proposed update, as well as any future projects proposed to implement Circulation Element goals and policies, would be expected to have a less-than-significant impact on aesthetic resources. Future roadway system projects would be assessed by project-level CEQA analyses to confirm this preliminary conclusion. If necessary, those CEQA analyses would include project-specific mitigations to ensure each future project’s consistency with the Town’s General Plan policies and other

requirements relevant to design review codified in the Town's Zoning Ordinance as well as the *Downtown Tiburon Design Handbook*.

The proposed Circulation Element Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including road improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning as well as other local policies or ordinances protecting aesthetic resources. The EIR prepared for the Town's General Plan found that several visual impacts resulting from Town buildout could be significant because at the time that EIR was prepared it was unknown exactly what would be built in what location. Given these uncertainties, that EIR concluded that the impacts should be considered to be significant. The proposed update would not change this conclusion. However, the update would not result in any new or increased impact on aesthetic resources. In addition, the types of improvements that might result from future implementation of the Circulation Element would not be expected to make a cumulatively considerable contribution to any cumulative visual impact.

Based on the above considerations, it is concluded that the proposed update would have no impact on aesthetics and visual resources

## II. Agricultural and Forestry Resources

| <i>Would the project:</i>   | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| a. <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</i>   |                                |  |                              | x         |
| b. <i>Conflict with existing zoning for agricultural use, or a Williamson Act contract?</i>   |                                |  |                              | x         |
| c. <i>Conflict 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))?</i> |                                |  |                              | x         |
| d. <i>Result in the loss of forest land or conversion of forest land to non-forest use?</i>   |                                |  |                              | x         |
| e. <i>Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?</i>  |                                |  |                              | x         |

*Discussion of Possible Impacts to Agricultural and Forestry Resources - Checklist Items II(a) through II(e). No impacts.*  
 (References 2 and 15)

There is no land within the Town of Tiburon that is shown as Prime Farmland, Unique Farmland or Farmland of Statewide Importance on the Marin County Important Farmland Map produced by the State Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. The proposed Circulation Element Update does not change any potential for agricultural activities. There are no proposals contained in the proposed update to convert Prime Farmland or any farmland of unique or State-wide importance. In addition, there is no activity proposed on forest land or land or timber property zoned Timberland Production. There are also no proposals that would conflict with existing agricultural zoning or a Williamson Act contract, or result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, or conversion or loss of forest land. Based on the above, the proposed update would result in no impacts to agricultural or forest resources.

### III. Air Quality

| <i>Where available, the significance criteria by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>   | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| a. <i>Conflict with or obstruct implementation of the applicable air quality plan?</i>   |                                |  |                              | X         |
| b. <i>Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</i>  |                                |  |                              | X         |
| c. <i>Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</i> |                                |  |                              | X         |
| d. <i>Expose sensitive receptors to substantial pollutant concentrations?</i>  |                                |  |                              | X         |
| e. <i>Create objectionable odors affecting a substantial number of people?</i>   |                                |  |                              | X         |

a. *Conflict with or obstruct implementation of the applicable air quality plan? No impact.*  
 (References 2, 4, and 12)

The Town of Tiburon is within the nine-county San Francisco Bay Area Air Basin. The Federal Clean Air Act governs air quality in the U.S. In addition to being subject to federal requirements, air quality in California is also governed by more stringent regulations under the California Clean Air Act. The California Clean Air Act is administered by the California Air Resources Board (CARB) at the State level and by the

Air Quality Management Districts at the regional and local levels. The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that monitors and regulates air pollution within the air basin.

Problem air pollutants in Tiburon and the Bay Area include ozone, particulate matter (PM10) and toxic air contaminants (TACs). Ozone is not a pollutant that affects Tiburon, but emissions from motor vehicles in the Town contribute to high ozone levels in other parts of the Bay Area. There are many sources of PM10 emissions in the Town, including combustion, industrial processing, grading and construction, and motor vehicles.

BAAQMD has developed guidelines and thresholds of significance for local plans. Inconsistency with Clean Air Plan (CAP) is considered a significant impact. The EIR certified for the Town's General Plan found that the general plan was consistent with the CAP, CAP population and Vehicle Miles Travelled (VMT) assumptions, and Transportation Control Measures (TCMs).

The Draft Circulation Element Update will not alter the land use designations of the General Plan nor alter the amount of development that could occur under the General Plan. Accordingly, future development in Tiburon will remain consistent with Association of Bay Area Governments (ABAG) population growth projections that are used in the regional Clean Air Plan. The proposed update would be consistent with the Clean Air Plan and have no impact regarding implementation of that plan.

- b. *Violate any air quality standard or contribute substantially to an existing or projected air quality violation? **No impact.***  
(References 2, 4, 10, and 12)

As noted above, the project is consistent with the Clean Air Plan. The proposed update does not include any specific proposals to construct roadway improvements or projects. Accordingly, the proposed update would not directly result in any emissions or violations of an air quality standard. Any future improvements to the roadway system proposed to implement Circulation Element goals and policies would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of air quality impacts from construction. If warranted, mitigation measures may be required to reduce construction emissions to an acceptable level.

The proposed Circulation Element Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including road improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning and consistent with regional policies and regulations protecting air quality. The EIR prepared for the General Plan concluded that the plan would not violate air quality standards. The principal way to reduce emission of pollutants is to reduce the vehicle miles travelled (VMT), since the fewer miles travelled, the less emission of pollutants. By enhancing, and therefore encouraging, other modes of transportation, the Draft Circulation Element Update provides the policy framework for reducing VMT in the future. The update is consistent with State and BAAQMD policies to

reduce VMT. The update enhances the Town's efforts to reduce VMT and to continue to implement TCMs.

- c. *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? **No impact.***  
(References 2, 4, 10, and 12)

The Draft Circulation Element Update does not include any specific proposals to construct roadway improvements or projects. As described above, the proposed update is consistent with the Clean Air Plan. The multi-modal emphasis of the proposed policies is likely to reduce vehicle trips and VMT. Accordingly, the proposed update would not directly affect air quality. Any future improvements to the roadway system proposed to implement Circulation Element goals and policies would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of air quality impacts from project construction.

The proposed Circulation Element Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including road improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan, current zoning, and regional policies and regulations governing air quality. The EIR prepared for the Town's General Plan found that all air quality impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town, State, and federal regulations that address air quality. The proposed update would not alter these conclusions.

Based on the above considerations, it is concluded that the Draft Circulation Element Update would have no impact as regards air quality.

- d. *Expose sensitive receptors to substantial pollutant concentrations? **No impact.***  
(References 2, 4, 10, and 12)

As described in the previous three Checklist items, the proposed update would not result in emission of air pollutants and would not significantly affect people living near Town roadways. Future roadway improvement projects as well as other development in the Town would be subject to CEQA review and review for consistency with the Town's General Plan and municipal code and BAAQMD requirements. The multimodal focus of the update would likely result in reduced emissions and pollutant concentrations in the future.

- e. *Create objectionable odors affecting a substantial number of people? **No impact.***  
(Reference 2)

The proposed update is not an industrial project and would not result in future projects that might generate odors. There would be no impact as regards odors. Future roadway improvement projects as well as other development in the Town would be subject to

CEQA review and review for consistency with the Town's General Plan and municipal code as regards odor generation.

**IV. Biological Resources**

| <i>Would the project:</i>  | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| a. <i>Have a substantial adverse effect, either directly or through habitat modification, 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 US Fish and Wildlife Service?</i> |                                |  |                              | x         |
| b. <i>Have a substantial 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 US Fish and Wildlife Service?</i>  |                                |  |                              | x         |
| c. <i>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>  |                                |  |                              | x         |
| d. <i>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>  |                                |  |                              | x         |
| e. <i>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>   |                                |  |                              | x         |
| f. <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</i>  |                                |  |                              | x         |

*Discussion of Possible Impacts to Biological Resources - Checklist Items IV(a) through IV(f).* **No impacts.**

(References 2 and 4)

The Draft Circulation Element Update does not include any specific proposals to construct roadway improvements or projects. Accordingly, the proposed update would not directly affect any biological resource. Any future improvements to the roadway system proposed to implement Circulation Element goals and policies would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of construction or operational impacts to all biological resources. It is expected that these future improvements would occur adjacent to existing roadways and paths, which are areas generally devoid of significant biological resources. It is not expected that such projects would have significant biological effects. However, this preliminary conclusion would need to be confirmed by the project-level CEQA analysis for each future project.

The proposed Circulation Element Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including road improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning as well as with federal, State, and local policies and regulations protecting biological resources. The EIR prepared for the Town's General Plan found that all biological impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town, State, and federal regulations that address protection of biological resources. The one exception was the cumulative loss of wildlife habitat. Possible future roadway improvement projects would be located in already developed areas that would not be expected to support significant wildlife populations. The proposed update would not contribute to any cumulative impact to wildlife habitat.

Based on the above considerations, it is concluded that the Draft Circulation Element Update would have no impact to biological resources.

## V. Cultural Resources

| <i>Would the project:</i>   | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| a. <i>Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?</i>    |                                |  |                              | X         |
| b. <i>Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?</i> |                                |  |                              | X         |
| c. <i>Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</i>              |                                |  |                              | X         |
| d. <i>Disturb any human remains, including those interred outside of formal cemeteries?</i>                                 |                                |  |                              | X         |

### *Discussion of Possible Impacts to Cultural Resources - Checklist Items V(a) through V(d). No impacts.*

(References 2 and 4)

The Draft Circulation Element Update does not include any specific proposals to construct roadway improvements or projects. Accordingly, the proposed update would not directly affect any cultural resource. Any future improvements to the roadway system proposed to implement Circulation Element goals and policies would undergo CEQA review at the time a discrete project was designed and proposed. This CEQA review would include analysis of construction impacts to all cultural resources. It is expected that these future improvements would occur adjacent to existing roadways and paths, which are areas that likely have been previously disturbed and are likely devoid of significant cultural resources. It is not expected that such projects would have significant effects on cultural resources. However, this preliminary conclusion would need to be confirmed by the project-level CEQA analysis for each future improvement project.

The proposed Circulation Element Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including road improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning as well as with local, State, and federal policies and regulations protecting cultural resources. The EIR prepared for the Town's General Plan found that all cultural resource impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town, State, and federal regulations that address protection of these resources. Based on the above considerations, it is concluded that the Draft Circulation Element Update would have no impact to cultural resources.

## VI. Geology and Soils

| <i>Would the project:</i>   | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| a. <i>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</i>   |                                |  |                              |           |
| i. <i>Rupture of known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</i> |                                |  |                              | x         |
| ii. <i>Strong seismic ground shaking?</i>   |                                |  |                              | x         |
| iii. <i>Seismic-related ground failure, including liquefaction?</i>   |                                |  |                              | x         |
| iv. <i>Landslides?</i>  |                                |  |                              | x         |
| b. <i>Result in substantial soil erosion or the loss of topsoil?</i>  |                                |  |                              | x         |
| c. <i>Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</i>   |                                |  |                              | x         |
| d. <i>Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</i>   |                                |  |                              | x         |
| e. <i>Have soils incapable of adequately supporting the use of septic tanks or alternative water disposal systems where sewers are not available for the disposal of waste water?</i>   |                                |  |                              | x         |

*Discussion of Geologic and Soil Impacts - Checklist Items VI(a) through VI(e). No impacts.*  
(References 2, 3, and 4)

The Draft Circulation Element Update does not include any specific proposals to construct roadway improvements or projects. Accordingly, the proposed update would not directly result in soil erosion or exposure of structures or people to seismic damage, unstable soils, or landslides. Neither the project nor any future development in Tiburon would require septic tanks, so impacts

relative to Checklist Item VI(e) are not pertinent to this project. There are no Alquist-Priolo Earthquake Fault Zones within the Town of Tiburon, and the town is not near any known active faults. The nearest known active faults are the San Andreas fault, about 8 miles to the southwest, and the Hayward fault, about 8 miles to the northeast. Therefore, the potential for fault surface rupture (as opposed to ground shaking) within the Town limits is low.

Any future improvements to the roadway system proposed to implement Circulation Element goals and policies would undergo CEQA review at the time a discrete project was designed and proposed. This CEQA review would include analysis of geologic constraints on the project and the potential for the project to result in unstable slopes or soil erosion. It is expected that all roadway improvements would be designed and constructed consistent with the California Building Code and other local, State, and federal requirements for road and travelway improvement projects. The CEQA review of each project would assess the adequacy of the project design, including erosion control measures, and require additional design mitigations if warranted. It is not expected that such projects would have significant geologic effects. However, this preliminary conclusion would need to be confirmed by the project-level CEQA analysis for each future project.

The proposed Circulation Element Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including road improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning as well as with other local and State policies and regulations requiring protection from geologic hazards and protecting soil resources. The EIR prepared for the Town's General Plan found that all geologic and soil impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town and State regulations that address geologic hazards and soil protection. Based on the above considerations, it is concluded that the Draft Circulation Element Update would have no impact related to geologic and soil resources.

## VII. Greenhouse Gas Emissions

| <i>Would the project:</i>   | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| a. <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>      |                                |  |                              | X         |
| b. <i>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i> |                                |  |                              | X         |

- a. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? **No impact.***  
(References 10, 12, and 13)

Climate change is caused by greenhouse gases (GHGs) emitted into the atmosphere around the world from a variety of sources, including the combustion of fuel for energy and transportation, cement manufacturing, and refrigerant emissions. GHGs are those gases that have the ability to trap heat in the atmosphere, a process that is analogous to the way a greenhouse traps heat. GHGs may be emitted as a result of human activities, as well as through natural processes. GHGs have been accumulating in the earth's atmosphere at a faster rate over the last 150 years than has occurred historically. Increasing GHG concentrations in the atmosphere are leading to global climate change. To address this crisis, the Town adopted a *Climate Action Plan* in 2011. The plan outlines strategies that the Town and the community can take to reduce GHG emissions and address climate change.

As was discussed under previous Checklist categories, the project is a plan update that does not include specific construction projects. The proposed update does not increase the development potential within Tiburon and, therefore, does not increase the number of trips that would be generated by planning area buildout. Because the update includes policies to encourage uses of alternative forms of transit, it is expected that it will reduce VMT, which is a primary means of reducing GHG emissions. Reduction of such emissions is one of the primary goals of the State's Complete Streets Act as well as recent State legislation (Senate Bill 743) to encourage plans and projects that reduce VMT. In addition, future buildout of the Town is consistent with State and regional planning goals to encourage development in existing urban areas where there is access to alternate forms of transportation, again, to reduce future VMT and GHG emissions.

The Draft Circulation Element Update enhances the Town's and State's ability to meet their 2020 GHG Emissions Reduction Targets. The proposed update is beneficial to the State meeting its GHG emission targets.

- b. *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? **No impact.***  
(References 10, 12, and 13)

The Town has adopted a Climate Action Plan (CAP) that establishes strategies to reduce the GHG emissions known to contribute to climate change, to conserve energy and other natural resources, and to prepare the community for the expected effects of global warming. The CAP includes specific goals and objectives to reduce GHG emissions, including policies, programs, and actions that facilitate the efforts of residents and businesses to reduce their own greenhouse gas emissions. Specifically, the CAP addresses uses that generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Specific strategies recommended in the CAP include ways to reduce trips and vehicular travel (local shopping, support for safe routes to schools, etc.). Changes in the Circulation Element aimed at promoting multi-modal circulation systems would likely result in a reduction of VMT and a reduction in greenhouse gas emission over existing baseline conditions.

The proposed update does not increase the development potential within Tiburon and does not include specific development proposals. Future development proposals will be assessed to determine whether GHG emissions generated by those projects are consistent with the Town's CAP as well as California's legislative mandate on GHG emissions (AB 32) as formulated in the BAAQMD CEQA Air Quality Guidelines. Projects undergoing CEQA review or other Town review requirements may be required to include mitigations to reduce GHG emissions to meet Town GHG emission reduction targets.

### VIII. Hazards and Hazardous Materials

| <i>Would the project:</i>   | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with Mitigation<br>Incorporated | Less than<br>Significant<br>Impact | No Impact |
|---|--------------------------------------|---|------------------------------------|-----------|
| a. <i>Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>  |                                      |   |                                    | X         |
| b. <i>Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>  |                                      |   |                                    | X         |
| c. <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>  |                                      |   |                                    | X         |
| d. <i>Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</i>             |                                      |   |                                    | X         |
| e. <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, would the project result in a safety hazard for people residing or working in the project area?</i> |                                      |   |                                    | X         |
| f. <i>For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</i>  |                                      |   |                                    | X         |
| g. <i>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</i>  |                                      |   |                                    | X         |
| h. <i>Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</i>                       |                                      |   |                                    | X         |

*Discussion of Impacts Related to Hazards and Hazardous Materials – Checklist Items VIII(a) through VIII(h). **No impacts.***

(References 2, 3, and 4)

As has been described in previous impact discussions, the proposed update does not include specific development proposals or projects. Accordingly, the goals and policies of the update would not result in people being exposed to chemical, wildfire or other hazards or require the transport and use of hazardous materials. There is no public airport within two miles of the Town of Tiburon. The nearest public airport is Gness Field, which is approximately 12 miles north of Tiburon. No airstrips are located in the Town of Tiburon. The nearest private airstrip is located at Smith Ranch, which is approximately eight (8) miles north of Tiburon. There would be no impact related to air traffic. The project would have no effect on the Town's emergency response plan. In fact by potentially reducing trips, especially on Tiburon Boulevard, the project could enhance response times by emergency vehicles.

Any future proposals to improve the roadway system could involve the transport and use of diesel fuel and other petrochemicals in order to build the improvements. However, such construction would not be expected to require the use of hazardous chemicals or materials. Nevertheless, the CEQA review that would be required for future discrete improvement projects would assess all hazards associated with construction and use of those projects. If warranted, mitigation measures to reduce the risk may be required.

The proposed Circulation Element Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including road improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning as well as with pertinent local policies and regulations protecting residents from exposure to hazards. The EIR prepared for the Town's General Plan found that all hazard-related impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town, State, and federal regulations that address hazardous materials and other hazards. There has been no substantive change to the conditions described and assessed in the General Plan EIR, and it is expected that future development would not result in escape of or exposure to hazards.

Based on the above considerations, it is concluded that the Draft Circulation Element Update would have no impact as regards hazards and hazardous materials.

## IX. Hydrology and Water Quality

| <i>Would the project:</i>  | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| a. <i>Violate any water quality standards or waste discharge requirements?</i>   |                                |  |                              | X         |
| b. <i>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> |                                |  |                              | X         |
| c. <i>Substantially 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>  |                                |  |                              | X         |
| d. <i>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>   |                                |  |                              | X         |
| e. <i>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>   |                                |  |                              | X         |
| f. <i>Otherwise substantially degrade water quality?</i>   |                                |  |                              | X         |
| g. <i>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>  |                                |  |                              | X         |
| h. <i>Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</i>   |                                |  |                              | X         |
| i. <i>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>  |                                |  |                              | X         |
| j. <i>Inundation by seiche, tsunami, or mudflow?</i>   |                                |  |                              | X         |

*Discussion of Impacts Related to Hydrology – Checklist Items IX(a) through IX(j). No impacts.*  
(References 2, 3, 4, and 14)

The Draft Circulation Element Update does not include any specific proposals to construct roadway improvements or projects. Accordingly, the proposed update would not directly affect hydrologic resources or result in flooding. Any future improvements to the roadway system proposed to implement Circulation Element goals and policies would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of construction or operational impacts as regards drainage, flooding, and water quality. It is expected that these future improvements would mainly occur adjacent to existing roadways and paths. In some cases, new construction may require relocation and/or expansion of roadside drainage facilities. These projects would need to be designed and constructed consistent with Town and (for Tiburon Boulevard) Caltrans drainage criteria, including erosion control best management practices (BMPs) to protect water quality in receiving waterways. If a project substantially increases the amount of impervious surface in the project area, then the design would need to ensure that receiving stormdrains have adequate capacity to transport any increased peak flows. However, the increased runoff would not be expected to be enough to substantially alter the drainage pattern in the area near the project. These possible future roadway improvement projects would not include the development of new housing or other buildings, and, therefore, would have no impact as regards Checklist Items IX(g) through IX(i). These projects would not substantially affect groundwater aquifers, plus the Town is supplied with water by MMWD, and wells are not used to provide potable water in the Town. So, there would be no impact per Checklist Item IX(b).

Accordingly, it is concluded that future roadway improvements proposed to implement the element's policies would be expected to have less-than-significant impacts, though this would need to be confirmed during the project-level CEQA analysis of those projects. That CEQA review would confirm that the future project would not result in discharges that adversely affect water quality and that the existing or proposed drainage system is adequately sized and designed to transport any increased flows. If warranted, mitigation measures may be required.

The proposed Circulation Element Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including road improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning as well as with pertinent local policies and regulations protecting water quality, protecting residents and structures from flooding, and ensuring that there is an adequate storm drain system to serve the new development. The EIR prepared for the Town's General Plan found that all hydrologic impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town, State, and federal regulations that address hydrology and water quality. There has been no substantive change to the hydrologic conditions described and assessed in the General Plan EIR. Based on the above considerations, it is concluded that the Draft Circulation Element Update would have no impact as regards hydrology and water quality.

**X. Land Use and Planning**

| <i>Would the project:</i>  | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| a. <i>Physically divide an established community?</i>  |                                |  |                              | x         |
| b. <i>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 for the purpose of avoiding or mitigating an environmental effect?</i> |                                |  |                              | x         |
| c. <i>Conflict with any applicable habitat conservation plan or natural community conservation plan?</i>   |                                |  |                              | x         |

*Discussion of Impacts Related to Land Use and Planning – Checklist Items X(a) through X(c).*  
**No impacts.**  
 (References 2, 3, and 4)

The Draft Circulation Element Update does not include any specific proposals to construct roadway improvements or projects. Accordingly, the proposed update would not directly affect land use or planning in Tiburon. The proposed update does not conflict with the remainder of the Town’s General Plan; in fact, it would make the Circulation Element consistent with the buildout allowed by the Land Use Element. Any future improvements to the roadway system proposed to implement Circulation Element goals and policies would undergo CEQA review at the time a discrete project is designed and proposed. It is expected that these future improvements would occur adjacent to existing roadways and paths, and would not result in a new roadway that might divide a neighborhood or the community. They would be required to be consistent with the new Circulation Element as well as the other General Plan elements and all pertinent Town and State codes, ordinances, and regulations. There is no adopted habitat conservation plan or natural community conservation plan that includes Tiburon.

The proposed Circulation Element Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including road improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning. Given consistency with the General Plan, this future development would not physically divide the community. Based on the above considerations, it is concluded that the Draft Circulation Element Update would have no impact as regards land use and planning.

**XI. Mineral Resources**

| <i>Would the project:</i>  | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| a. <i>Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</i>                                |                                |  |                              | x         |
| b. <i>Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?</i> |                                |  |                              | x         |

*Discussion of Impacts Related to Mineral Resources – Checklist Items XI(a) and XI(b).* **No impacts.**

(References 2 and 4)

Ring Mountain, which is considered by the State as a Scientific Resource Zone, is the only mineral resource located near the Town of Tiburon. Ring Mountain is preserved as open space owned by the Marin County Open Space District. Therefore, no impact would occur to this mineral resource. There are no known mineral resources of significant value in the Tiburon planning area, or categorized as locally important within the Town, that would be lost due to adoption or implementation of Circulation Element Update. Given the lack of mineral resources, future buildout of the Town also would not affect these resources. As a result, there would be no impact to mineral resources associated with the project, any future roadway improvement projects, or future buildout of the Town.

## XII. Noise

| <i>Would the project result in:</i>  | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| a. <i>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</i>   |                                |  |                              | X         |
| b. <i>Exposure of persons to or generation of excessive groundborne vibration of groundborne noise levels?</i>   |                                |  |                              | X         |
| c. <i>A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</i>  |                                |  |                              |           |
| d. <i>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</i>  |                                |  |                              | X         |
| e. <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</i> |                                |  |                              | X         |
| f. <i>For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?</i>  |                                |  |                              | X         |

*Discussion of Impacts Related to Noise – Checklist Items XII(a) through XII(f). No impacts.*  
(References 2, 3, and 4)

The Draft Circulation Element Update does not include any specific proposals to construct roadway improvements or projects. Accordingly, the proposed update would not directly result in new noise. Any future improvements to the roadway system proposed to implement Circulation Element goals and policies would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of construction and operational noise impacts. It is expected that most future roadway improvements would be located adjacent to existing roadways. Traffic along these roadways produces noise, so the future project locations generally have high ambient (existing) noise levels. Construction of the improvements would result in short-term and periodic noise increases. While this noise may periodically be audible at nearby residences or businesses, it would not be expected to be considered significant due to Town requirements that construction be limited 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 Saturday (on Saturday only “quiet work” is allowed, that is work that does not generate noise audible beyond

the property line). Additionally, heavy equipment can only be used from 8:00 a.m. to 5:00 p.m. on Monday through Friday. The Town's General Plan also contains Policy N-10 requiring standard quiet construction methods when construction activities occur within 500 feet of noise sensitive areas. Given these regulations and the cited policy the General Plan EIR concluded that construction noise impacts resulting from buildout of the Town would be less than significant. It is expected that the construction contracts for future improvement projects would include recommended noise control BMPs and that Caltrans could require additional controls to comply with its construction requirements. The CEQA review that would be conducted for these discrete future projects would measure the ambient noise environment and project noise levels resulting during construction. If the noise levels substantially increase the ambient levels, then the CEQA review may require additional noise controls to ensure consistency of the construction project with the Town's Noise Element. It is expected that construction-related noise would be reduced or controlled to a level that it would be considered less than significant, as was found in the General Plan EIR.

The proposed Circulation Element Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including road improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and the municipal code. The EIR prepared for the Town's General Plan found that all noise impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town and State regulations that address noise. There has been no substantive change to the noise environment described and assessed in the General Plan EIR. Based on the above considerations, it is concluded that the Draft Circulation Element Update would have no noise impact.

### XIII. Population and Housing

| <i>Would the project:</i>  | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| a. <i>Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</i> |                                |  |                              | X         |
| b. <i>Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</i>   |                                |  |                              | X         |
| c. <i>Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</i>   |                                |  |                              | X         |

*Discussion of Impacts Related to Population and Housing – Checklist Items XIII(a) through XIII(c). No impacts.*  
(References 2 and 4)

The Draft Circulation Element Update does not include any specific proposals to construct roadway improvements or projects. Accordingly, the proposed update would have no direct effect on population or housing. Possible construction of future roadway improvements would not be expected to encroach on existing houses, so housing and people would not be displaced. The update does not alter the buildout potential possible under the General Plan, and would therefore not induce additional population growth.

The proposed Circulation Element Update would not modify the location or amount of developable land in the Town or its Planning Area. The General Plan EIR found that the Land Use Element and other plan elements would not result in substantial population growth nor displace housing or people. The proposed update does not alter the conditions involving population and housing, and the conclusions that this buildout would have less-than-significant impacts would remain accurate. Based on these facts, it is concluded that the proposed update would have no impact on population on housing.

#### XIV. Public Services

| a. | <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i> | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|----|---|--------------------------------|--|------------------------------|-----------|
|    | <i>Fire protection?</i>   |                                |  |                              | X         |
|    | <i>Police protection?</i>   |                                |  |                              | X         |
|    | <i>Schools?</i>   |                                |  |                              | X         |
|    | <i>Parks?</i>   |                                |  |                              | X         |
|    | <i>Other public facilities?</i>   |                                |  |                              | X         |

*Discussion of Impacts Related to Provision of Public Services. No impacts.*  
(References 2 and 4)

The Draft Circulation Element Update does not include any specific proposals to construct roadway improvements or projects. Accordingly, the proposed update would not directly affect public service providers. Any future improvements to the roadway system proposed to implement Circulation Element goals and policies would undergo CEQA review at the time a discrete project was designed and proposed. This CEQA review would include analysis of whether the construction or operation of the improvements would adversely affect public service providers. Because the improvements would be expected to improve traffic safety and/or provide enhanced facilities for alternate form of transportation, it is not expected that these projects would adversely or substantially affect any service provider. In fact, the improvements could reduce traffic congestion on Tiburon Boulevard, which would have a beneficial effect on school operations and potentially reduce traffic accidents, thereby benefitting police and fire responders. This preliminary conclusion would need to be confirmed during the subsequent CEQA review of those projects.

The proposed Circulation Element Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including road improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan, current zoning, the Town's Municipal Code, and other pertinent local policies or ordinances to ensure adequate public services. The EIR prepared for the Town's General Plan found that buildout of the Town by 2020 would require expansion of water, school, and wastewater treatment facilities in order to continue to provide acceptable levels of service at Town buildout. That EIR concluded that because mitigations needed to provide these additional facilities in part relied on actions by other agencies, it could not conclude that those actions would be taken since the Town does not control other agencies' decisions or actions. As such, the impacts for those service providers were found to be significant. The proposed update would

not alter these conclusions but also would not increase the impact on any public service provider. Based on the considerations listed above, it is concluded that the Draft Circulation Element Update would have no impact on public services.

**XV. Recreation**

|   | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| a. <i>Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</i> |                                |  |                              | X         |
| b. <i>Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</i>                        |                                |  |                              | X         |

*Discussion of Impacts Related to Recreation – Checklist Items XV(a) and XV(b). No impacts.* (References 2 and 4)

The Draft Circulation Element Update does not include any specific proposals to construct roadway improvements or projects. Accordingly, the proposed update would not directly affect recreational facilities. Any future improvements to the roadway system proposed to implement Circulation Element goals and policies would undergo CEQA review at the time a discrete project was designed and proposed. Some of these future projects would likely enhance recreational use of the transportation system. Additional bike lanes and pedestrian facilities would indirectly add recreational facilities. This could be a beneficial effect of the update. Subsequent project CEQA reviews would include analysis of whether the construction or operation of the improvements would adversely affect recreational facilities and parks. Because the improvements would be expected to improve traffic safety and/or provide enhanced facilities for alternate forms of transportation, it is not expected that these projects would adversely or substantially affect parks or recreation. This preliminary conclusion would need to be confirmed during the subsequent CEQA review of those projects.

The proposed Circulation Element Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including road improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan, current zoning, the Town's Municipal Code, and other pertinent local policies or ordinances to ensure adequate recreational opportunities. The EIR prepared for the Town's General Plan found that buildout of the Town by 2020 would require expansion of recreational facilities in order to continue to provide acceptable parks and recreational opportunities at Town buildout. That EIR concluded that because mitigations needed to provide these additional facilities in part relied on actions by other agencies, it could not conclude that those actions

would be taken since the Town does not control other agencies' decisions or actions. As such, the impacts on parks and recreational facilities was found to be significant. The proposed update would not alter these conclusions but would not increase the impact on any public service provider. Based on the considerations listed above, it is concluded that the Draft Circulation Element Update would have no impact on recreation.

## XVI. Transportation/Traffic

| <i>Would the project:</i>  | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| a. <i>Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</i> |                                |  |                              | X         |
| b. <i>Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</i>  |                                |  |                              | X         |
| c. <i>Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</i>   |                                |  |                              | X         |
| d. <i>Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</i>  |                                |  |                              | X         |
| e. <i>Result in inadequate emergency access?</i>   |                                |  |                              | X         |
| f. <i>Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</i>  |                                |  |                              | X         |

- a. *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? **No impact.*** (References 2, 3, 4, 6, 7, and 8)

The project assessed in this Initial Study will be the Town's plan for regulating its transportation network. The existing Circulation Element contains a Complete Streets Policy that expresses its commitment to serve all street users and modes, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families. The possible future infrastructure improvements and TDM programs identified in this project all seek to improve the performance of the circulation system with special consideration given to the development of bicycle and pedestrian infrastructure improvements. The proposed update is consistent with the earlier Circulation Element as regards the future effectiveness of the circulation system. The proposed update is also consistent with the State's Complete Streets Act.

Because the update includes policies to encourage uses of alternative forms of transit, it is expected that it will reduce vehicle miles travelled (VMT), which is a primary means of reducing GHG emissions. Reduction of such emissions is one of the primary goals of the State's Complete Streets Act as well as recent State legislation (Senate Bill 743) to encourage plans and projects that reduce VMT. The proposed update is consistent with this senate bill.

The proposed update does accept a lower level of service (LOS) at intersections than the existing Circulation Element. However, as described previously, this change reflects existing conditions where several intersections currently operate at a worse LOS than considered acceptable in the existing Circulation Element. Additionally, for future LOS calculations the technical analyses prepared for the draft update show that the methodology and model used to calculate future LOS likely over-predicts the amount of traffic that would be generated by 2020. Finally, SB 743 includes a provision that future CEQA analyses will not use LOS to determine impacts under CEQA. The LOS-focused analysis of earlier CEQA reports will be replaced by assessing whether a project generates excessive VMT.

To summarize, the proposed update is consistent with applicable local and State plans. Any future improvements to the roadway system proposed to implement Circulation Element goals and policies would undergo CEQA review at the time a discrete project is designed and proposed. That review would include assessment of whether those projects are consistent with plans and policies relevant to the effectiveness of the circulation system.

- b. *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? **No impact.***  
(References 2, 3, 4, 6, 7, 8, and 9)

The draft update contains Policy C-16 that states that the Town shall continue to comply with the Transportation Authority of Marin's (TAM) Congestion Management Plan, including adopting and monitoring the LOS of the CMP network. The proposed update is therefore consistent with the CMP.

- c. *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? **No impact.***

The Town is not near a public airport and will not cause any change in air traffic patterns. Thus, there would be no impact per this criterion.

- d. *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? **No impact.***  
(References 2, 3, 4, and 6)

The Draft Circulation Element Update does not include any specific proposals to construct roadway improvements or projects. Accordingly, the proposed update would not directly affect transportation hazards. However, a goal of the update is to increase safety for bicyclists and pedestrians. It is expected that any future roadway improvements would implement these safety improvements. Any future improvements to the roadway system proposed to implement Circulation Element goals and policies would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of the proposed design to determine whether it would result in any hazardous elements. If warranted, mitigation measures would be required to address any safety hazards.

- e. *Result in inadequate emergency access? **No impact.***  
(References 2, 3, 4, and 6)

The Draft Circulation Element Update does not include any specific proposals to construct roadway improvements or projects. Accordingly, the proposed update would not directly affect emergency access. However, the proposed update has an aim to reduce single vehicle traffic, which in the future would reduce congestion at peak hours. This would benefit access by emergency providers. Any future improvements to the roadway system proposed to implement Circulation Element goals and policies would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of the proposed design to determine whether it would result in any adverse impacts regarding emergency access. If warranted, mitigation measures would be required to address any safety hazards.

- f. *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?* **No impact.**  
References 2, 3, 4, and 6)

The proposed update specifically addresses alternative transportation methods. The current efforts to reduce school-generated traffic during peak hours; the Yellow Bus Challenge 2.0 program is but one example of the benefits of the proposed update. The update would have a beneficial effect as regards this criterion.

## XVII. Utilities and Service Systems

| <i>Would the project:</i>  | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with Mitigation<br>Incorporated | Less than<br>Significant<br>Impact | No Impact |
|--|--------------------------------------|---|------------------------------------|-----------|
| a. <i>Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</i>   |                                      |   |                                    | X         |
| b. <i>Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>                            |                                      |   |                                    | X         |
| c. <i>Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>                                     |                                      |   |                                    | X         |
| d. <i>Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</i>  |                                      |   |                                    | X         |
| e. <i>Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</i> |                                      |   |                                    | X         |
| f. <i>Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</i>  |                                      |   |                                    | X         |
| g. <i>Comply with federal, state, and local statutes and regulations related to solid waste?</i>   |                                      |   |                                    | X         |

*Discussion of Impacts Related to Utilities and Service Systems – Checklist Items XVII(a) through XVII(g). **No impacts.***

References 2 and 4)

The Draft Circulation Element Update does not include any specific proposals to construct roadway improvements or projects. Accordingly, the proposed update would not directly affect utilities or public service providers. Any future improvements to the roadway system proposed to implement Circulation Element goals and policies would undergo CEQA review at the time a discrete project was designed and proposed. That CEQA review would include analysis of whether the construction or operation of the improvements would adversely affect utilities and public service providers. Because the improvements would be expected to improve traffic safety and/or provide enhanced facilities for alternate form of transportation, it is not expected that these projects would adversely or substantially affect any service provider. This preliminary conclusion would need to be confirmed during the subsequent CEQA review of those projects.

The proposed Circulation Element Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including road improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan, current zoning, the Town's Municipal Code, and other pertinent local policies or ordinances to ensure adequate public services. The EIR prepared for the Town's General Plan found that buildout of the Town by 2020 would require expansion of water and wastewater treatment facilities in order to continue to provide acceptable levels of service at Town buildout. That EIR concluded that because mitigations needed to provide these additional facilities in part relied on actions by other agencies, it could not conclude that those actions would be taken since the Town does not control other agencies' decisions or actions. As such, the impacts for those service providers was found to be significant. The proposed update would not alter these conclusions but would not increase the impact on any public service provider. Based on the considerations listed above, it is concluded that the Draft Circulation Element Update would have no impact on utilities and public service systems.

**XIX. Mandatory Findings of Significance**

|   | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| a. <i>Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</i> |                                |  |                              | X         |
| b. <i>Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</i>   |                                |  |                              | X         |
| c. <i>Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>  |                                |  |                              | X         |

- a. *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? **No impact.***

The project does not include new grading or construction and would have no direct effects on biological or cultural resources. Future roadway improvement projects would not be expected to have significant impacts on these resources, but this would need to be confirmed through project-level CEQA review at the time a roadway improvement project is proposed and designed.

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? **No impact.***

The proposed update would not have any direct effects on the environment and would not allow any more development in Tiburon than is currently allowed by the Town's

General Plan. The update would therefore not contribute to any adverse cumulative impact. Over the long-term, policies and possible transportation system improvements described in the proposed update would reduce the vehicle miles travelled by the future population. This reduction in VMT and encouragement of the use of alternate travel modes would have a beneficial effect on greenhouse gas emissions, thereby assisting the Town and the State in meeting their GHG emission reduction targets.

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?* **No impact.**

The Circulation Element Update would have no direct impacts on the physical environment. Future improvement projects that may be proposed by the Town would not be expected to result in significant impacts, assuming the design of the improvements is consistent with the Town's General Plan, Zoning Ordinance, and other adopted ordinances and regulations. This preliminary conclusion would need to be confirmed at the time a design proposal is submitted and a project-level CEQA analysis is conducted. As noted previously, those improvement projects are not part of the Circulation Element Update.

## **9.0 Determination of Significant Effect**

On the basis of this Initial Study, I find that the proposed project would not have a significant effect on the environment. A Negative Declaration will be prepared.

\_\_\_\_\_  
Scott Anderson, Director of  
Community Development, Town of Tiburon

\_\_\_\_\_  
Date