

Town of Tiburon Bicycle and Pedestrian Master Plan Update

Initial Study

May 2016

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 Bicycle and Pedestrian Master Plan Update

Proponent: Town of Tiburon

Project Location: Tiburon, CA 94920

Project Description: The project is an update of the Town of Tiburon Bicycle and Pedestrian Master Plan. The purpose of this Bicycle and Pedestrian Master Plan is to identify projects, policies, and programs that will improve bicycle and pedestrian transportation in Tiburon, in part by meeting the requirements of the California Bicycle-Transportation Act (see Section 891 of the California Streets and Highways Code).

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

_____ Date

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 a proposed update of the Town of Tiburon's Bicycle and Pedestrian Master Plan (BPMP).

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 original Bicycle and Pedestrian Master Plan (BPMP) in 2001 and subsequently adopted a 2008 Update of that plan. The Draft 2016 BPMP Update provides a programmatic description of proposed projects and priorities for implementation, past expenditures and future funding needs, crash analysis, goals and objectives, data collection, standards, design guidelines, best practices, and demonstrates coordination with other jurisdictions and consistency with the General Plan and other planning documents. It helps in determining the future needs and programming of pedestrian and bicycle facilities. It also includes addressing safety and education programs.

Goals and Objectives

The Draft BPMP Update contains three goals:

Goal 1 - Increased Bicycle and Pedestrian Access

Expand bicycle and pedestrian facilities and provide increased access to neighborhood areas, employment centers, shopping areas, schools, and recreational sites.

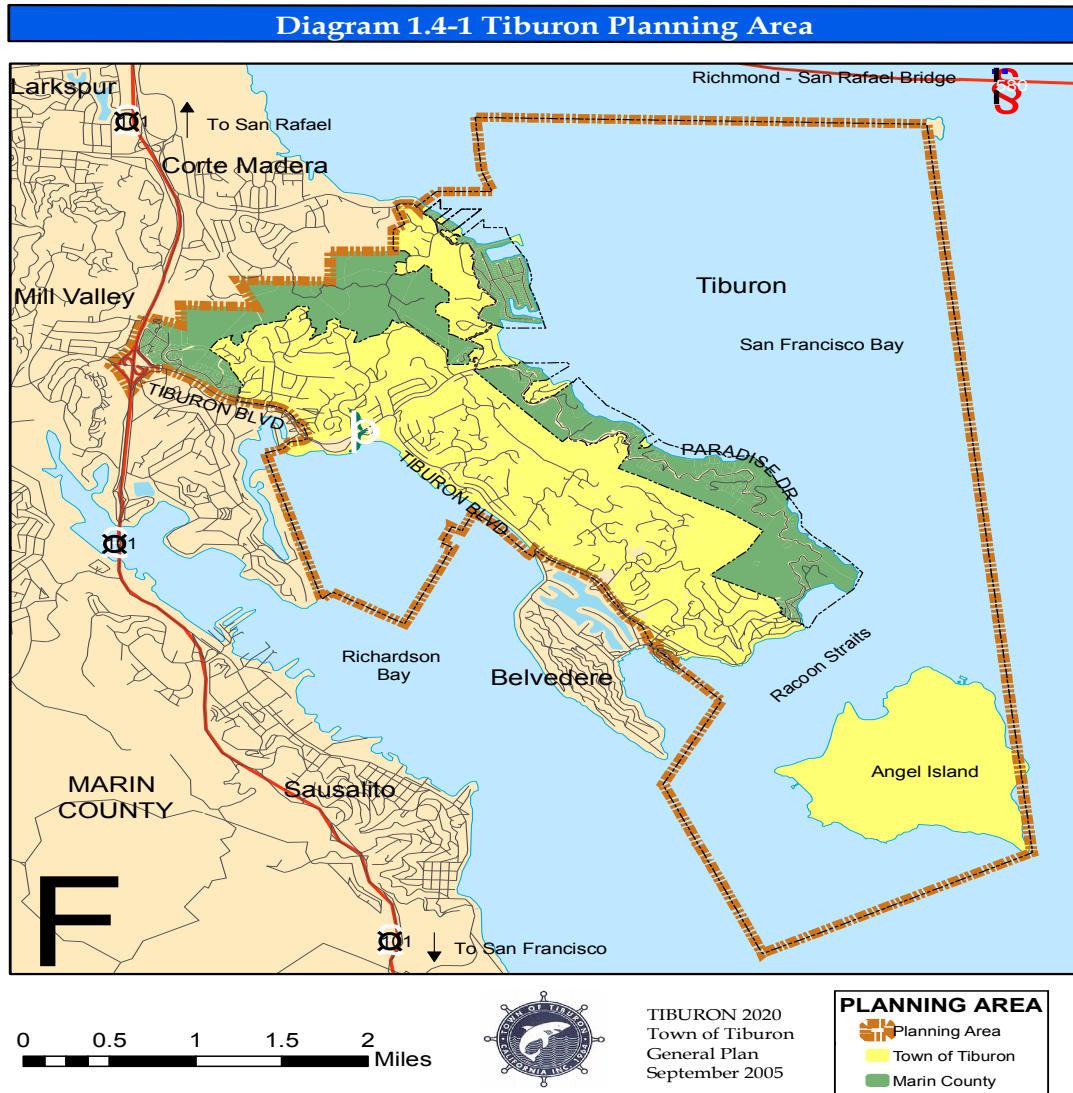
Goal 2 - Bicycle Transportation

Make travel by bicycle an integral part of daily life in Tiburon by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer and more convenient.

Goal 3 - Pedestrian Transportation

Encourage walking as a daily form of transportation in Tiburon by completing a pedestrian network that services short trips and transit, improving the quality of the pedestrian environment, and increasing safety, convenience, and access opportunities for all users.

Project Location and Vicinity Map - Figure 1



To realize these goals, the proposed update contains six objectives. Objectives are basic tools that underlie all planning and strategies and provide a bridge between goals and implementation. In general, objectives are more specific and easier to measure than goals. They serve as the basis for creating policy and evaluating performance.

Objective A - Implement the Bicycle and Pedestrian Master Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs.

Actions:

1. Update the Plan every five (5) years as required by Caltrans to reflect new policies and/or requirements for bicycle and pedestrian funding.
2. The POST Commission or other official commission, as appropriate, should review all Safe Routes to Schools travel plans for consistency with the Tiburon Bicycle and Pedestrian Master Plan, with the authority to refer concerns to staff and council as necessary.
3. Coordinate between government agencies, schools, and community organizations to address bicycle and pedestrian issues of mutual concern. The Town should promote coordination between the POST Commission or other official commission and adjacent communities' advisory committees.
4. Seek funding for bikeway projects through current local, regional, state, and federal funding programs and encourage multi-jurisdictional funding applications.

Objective B - Complete a continuous network of bikeways that are feasible, fundable, and that serve bicyclists' needs, especially for travel to employment centers, schools, commercial districts, and transit stops and terminals.

Actions:

1. Implement high priority projects, such as Old Rail Trail improvements and Safe Routes to Schools improvements.
2. Prioritize completion of a continuous bikeway network across jurisdictional boundaries, connecting Tiburon to unincorporated areas and neighboring communities.
3. Connect bicycle paths in Tiburon with other paths and trails where practical.
4. Consider construction of relevant planned bikeways as an integral part of any transportation facility maintenance or construction project.
5. Construct a network that encourages bicycling to and for recreational purposes, as feasible.
6. At a minimum, construct all bikeways according to Caltrans Chapter 1000 Design Guidelines.

Objective C - Complete a network of walkways that serves pedestrian needs, especially for short trips to schools, downtown, and transit stops and terminals.

Actions:

1. Implement high priority projects, such as Safe Routes to Schools improvements.
2. Establish pedestrian routes that focus on the needs of school children for each neighborhood in Tiburon.
3. Complete missing connections to make direct routes for walking, especially connections between residential neighborhoods and the downtown area, schools, and the Old Rail Trail.

4. Where feasible, identify and reduce or eliminate impediments and obstacles to walking to school.
5. Connect pedestrian paths in Tiburon with other paths and trails where practical.
6. For new development or redevelopment projects, consider construction of planned pedestrian facilities.
7. Work with transit authorities to ensure that pedestrian concerns are addressed in the design of transit stops.
8. Enhance opportunities for walking for recreational purposes.

Objective D - Maintain and improve the quality, operation, and integrity of bikeway and walkway network facilities.

Actions:

1. Undertake routine maintenance of bikeway and walkway network facilities, such as sweeping bicycle lanes and sidewalks and trimming back encroaching vegetation.
2. Undertake regular inspection of surface conditions and periodic maintenance of bicycle and pedestrian facilities such as striping and signing to reduce safety issues for users.
3. Ensure that construction projects minimize disruption to the bicycling and walking environment and that safe, direct alternate routes are signed in advance of construction for the duration of the project. All projects undertaken by outside agencies should be coordinated with the Town to ensure compliance with this policy.
4. Ensure that repair or construction of any transportation facility does not result in the permanent removal of an existing bicycle or pedestrian facility.
5. Ensure that the pedestrian walkway network is accessible to, and usable by, persons with disabilities where feasible.

Objective E - Provide short- and long-term bicycle parking and end-of-trip facilities in employment and commercial areas, in multifamily housing, at schools, and at transit facilities.

Actions:

1. Consider requiring bicycle parking spaces as part of new development or redevelopment projects.
2. Encourage the installation of short- and long-term public bicycle parking in and around the Downtown area.
3. Work with local schools to promote bicycle commuting and to assist in purchasing and installing long- and short-term bicycle parking.
4. Require the provision of bicycle parking at all town-permitted large events to help reduce automobile traffic and parking.

Objective F - Develop and implement safety, education, and encouragement plans aimed at people walking, bicycling, and driving.

Actions:

1. Expand adult and youth bicycle and pedestrian education, encouragement, and safety programs, particularly Share the Road programs aimed at reducing bicyclist-motorist conflicts.
2. Promote the health and environmental benefits of walking and bicycling.

Recommended Circulation System Improvements

Proposed Bicycling System Improvements

The Draft BPMP Update contains a list of circulation improvements aimed at implementing these goals and objectives. The circulation improvements identified below are intended to be broad guidelines – while the improvements are intended to address known problems in the bicycling and pedestrian 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 objectives.

The Draft BPMP Update vision for bicycling includes completing and improving existing bicycle paths, lanes and routes, including signing and stenciling, and implementing programs. For walking the vision is to maintain and improve existing walkways and crosswalks, and improve access from the neighborhood areas to the Old Rail Trail, downtown, and schools through a series of stairway and mid-block crossing improvements. The Draft BPMP Update proposes eight (8) bicycling-related improvements; they are summarized below.

Project #1 is to improve the pedestrian and bicycle path along the access road south of the *Blackie's Pasture parking lot*. Recommended improvements would include paving the access road's gravel shoulder that serves as on-street parking (this shoulder is approximately 75 feet long), and providing a 4-foot wide striped buffer between the 10-foot wide multi-use path and the parking aisle. The existing fence would be moved approximately 4 feet to the south. This project was recommended in the Town of Tiburon Bay Trail Gap Study (2012; a study that identified gaps or areas needing attention along the Bay Trail). The project also includes adding signage to advise bicyclists they are entering a neighborhood 'slow zone' (i.e., the residential community along Greenwood Beach Road). This project is part of the Bay Trail Improvements mentioned in the existing BPMP (i.e., the BPMP Update adopted in 2008), and it is included as a recommended improvement in the Tiburon Bay Trail Gap Study.

Project #2 is to provide bicycle and pedestrian intersection enhancements on *Tiburon Boulevard* at the Blackfield Drive/Greenwood Cove Drive intersection. Recommended improvements would include addition of a high-visibility crosswalk, a pedestrian-activated Leading Pedestrian Interval (a Leading Pedestrian Interval typically gives pedestrians a 3–7 second head start when entering an intersection with a corresponding green signal in the same direction of travel), buffered bicycle lanes, dashed green bicycle lanes to indicate a mixing zone, and "bike box" (a bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase). This project was recommended in the Safe Pathways to School program. The project is currently in the design phase and has undergone CEQA review (the Town issued a CEQA Notice of Exemption, dated November 23, 2015).

Project #3 is proposed improvements to *Greenwood Beach Road*. Recommended improvements would include changing the existing Class III bike route signs to advise bicyclists of a neighborhood 'slow zone'; signs would direct faster bicyclists to use Tiburon Boulevard. The Town may also explore the use of different pavement textures to help slow bicycle traffic on Greenwood Beach Road or to alert bicyclists to the 'slow zone' signs. This proposed improvement is a variation on the Class 3 bike route project on Greenwood Beach Road that is included in the existing BPMP.¹

Project #4 is proposed improvements to *Trestle Glen Boulevard*. Recommended improvements include constructing Class II bike lanes on both sides of this road between Tiburon Boulevard and Paradise Drive, or to construct Class II bike lanes on the uphill direction and sign the downhill directions as a Class III bicycle route. The Town completed a feasibility and design study of this project in 2003, which identified significant obstacles to implementation of Class II bicycle lanes in both the uphill and downhill directions. A mitigated negative declaration was adopted for the eventual construction of the preferred alternative set forth in the Trestle Glen Bikeway Study. This project is included in the existing BPMP.

Project #5 would make improvements to *Tiburon Boulevard* in the area of its intersection with Mar West Street and Lagoon Road/Cove Road. Recommended improvements would include improving the transition from the Class I facility on Tiburon Boulevard west of Mar West Street to a Class II facility east of Mar West Street. This transition would be coordinated with the new signal or roundabout the Town is planning for this intersection. This project is included in the existing BPMP.

Project #6 includes a recommendation to stencil or sign Class III bicycle routes on *Paradise Drive* from Mar West Street (its eastern end) to the eastern Town Limit (near Agreste Way). This project is included in the 2008 BPMP.

Project #7 includes a recommendation to convert the existing striped shoulder of *Tiburon Boulevard* from the western Town Limit to Trestle Glen Boulevard to Class II bike lanes. This recommended improvement would be subject to Caltrans and County approval, as most of the length of Tiburon Boulevard (State Highway 131) in this area is in unincorporated County jurisdiction. This project is included in the existing BPMP.

Project #8 is proposed improvements to *Tiburon Boulevard* from East Strawberry Drive to Greenwood Cove Drive. The Draft BPMP Update recommends that the Town advocate for and support County implementation of a Class I multi-use path along the south side of Tiburon Boulevard. This project is part

¹ **Class I Bikeway** - Typically called a shared-use path, a Class I Bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway. It is usually shared with pedestrians and other active transportation users.

Class II Bikeway - Often referred to as a bicycle lane, a Class II Bikeway provides a striped lane accompanied by stenciled markings for one-way bicycle travel on a street or highway. Class II facilities can also include painted buffers to help provide a physical separation between motor vehicle travel lanes and the bicycle lane.

Class III Bikeway - Generally referred to as a bicycle route, a Class III Bikeway provides for shared use with motor vehicle traffic and is identified only by signing and/or pavement markings.

Class IV Bikeway - Often referred to as protected bicycle lanes, separated bikeways, cycle tracks, or green lanes, Class IV bikeways are located within a street or highway right-of-way, provide a designated area for one-way or two-way bicycle travel, and offer physical protection from adjacent motor vehicle traffic using barriers, bollards, curbing, parked cars, posts, planters, or other vertical-oriented elements.

Figure 2: Proposed Bicycle Projects

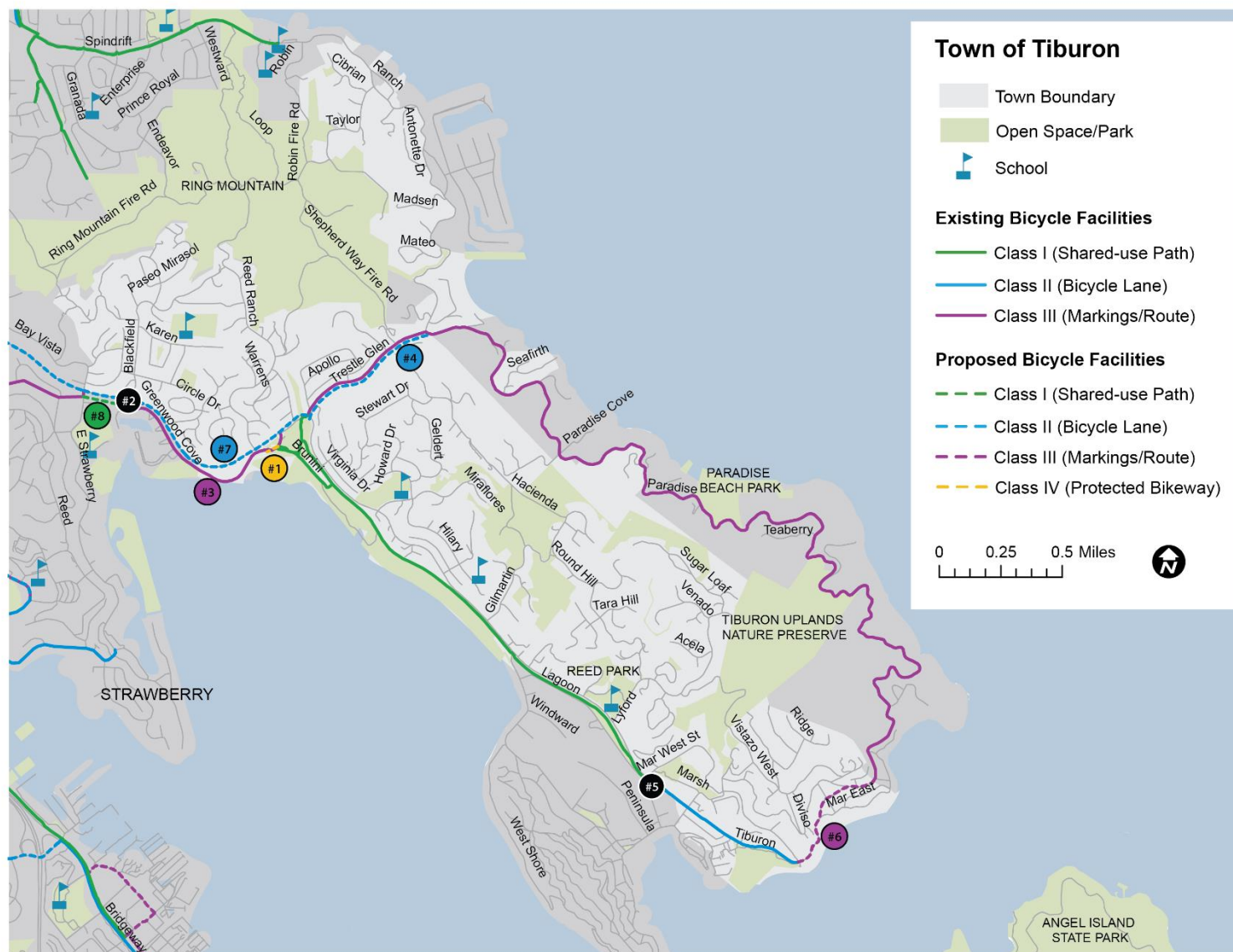
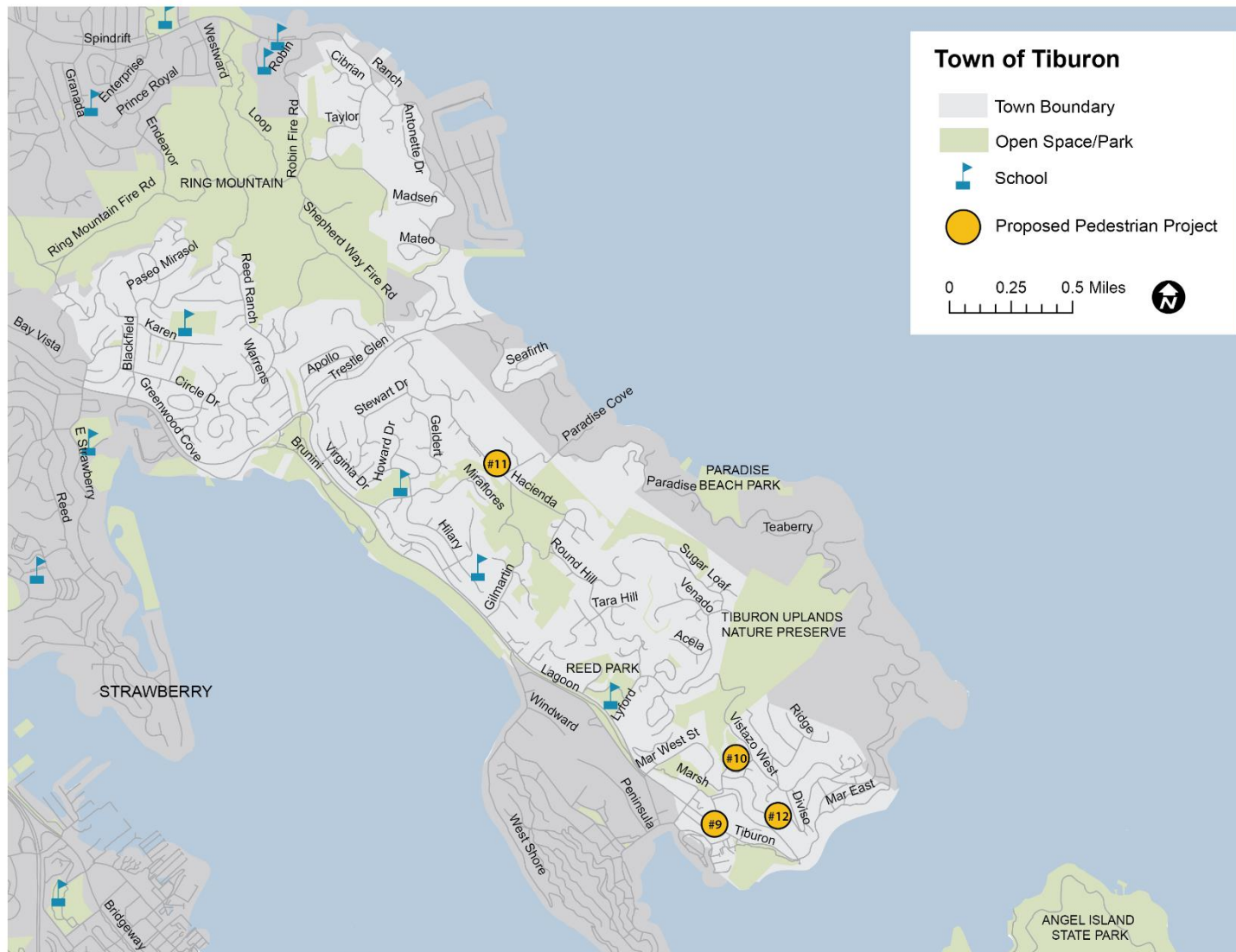


Figure 3: Proposed Pedestrian Projects and Actions



of the Bay Trail Improvements mentioned in the existing BPMP and is a recommended option in the Bay Trail Gap Study.

Other minor bicycle-related recommendations include: 1) trial installation of “on-street” bicycle parking areas which would take the place of unused red curb zone areas in the downtown area; and 2) where feasible, installing other end-of-trip facilities such as showers and changing facilities.

Proposed Pedestrian Circulation Improvements

The proposed update contains the following four pedestrian system improvements

Project #9 is to add advanced yield lines at an unprotected mid-block crossing of *Tiburon Boulevard* approximately 161 feet west of Juanita Lane (this project is recommended in the Downtown Circulation and Parking Analysis – Final Report, Town of Tiburon, 2012).

Project #10 is to install a paved, safe walking path made of decomposed granite along a 500-foot stretch of *Moitoza Lane* between Vistazo West Street and Esperanza Street, which would complete this connection. Signage would be installed at the entrances to signify access (recommended in the existing BPMP).

Project #11 is to close gaps on the *Tiburon Ridge Trail*, such as the Hacienda Gap. There are two identified gaps. The first gap is across the Rabin (Alta Robles) site, where the owner is required to grant an easement and install a public trail as part of the subdivision improvements, which could be many years away. There is a condition on the approval whereby the Town (with owner agreement) may acquire the easement earlier. This project would provide funds to contribute to installation costs should earlier-than-required acquisition and installation be agreed upon. The second gap is in the vicinity of 137 and 139 Hacienda Drive where a landslide makes the Town’s public access easement unusable. The funding could be used to install a pedestrian bridge over the landslide or otherwise acquire means of access. Specific trail enhancements have not been identified at this time.

Project #12 is to weather-harden the *Las Lomas Trail* (Las Lomas Lane at Centro West Street).

Other pedestrian-related recommendations include the Town doing the following: 1) consider conducting a comprehensive sidewalk and pathway inventory in order to develop a detailed digital inventory of sidewalk gaps and develop a process for prioritizing and filling these gaps; in addition, the Town should continue working to establish walkways along the existing and proposed pedestrian Steps, Lanes, and Paths routes identified by the Town; 2) consider reducing corner curb radii when re-paving streets and installing curb ramps; 3) continue to install curb ramps as a part of repaving or other capital construction, as needed, if none currently exist; 4) continue to install truncated domes in high pedestrian use areas around the downtown and along streets that provide access to the commercial and school areas, and also install truncated domes when re-paving streets and improving existing curb ramps and elsewhere to be in compliance with ADA requirements; 5) continue to install perpendicular curb ramps in high pedestrian use areas and on adjacent streets or encourage Caltrans to install perpendicular curb ramps throughout the town as needed; 6) consider working with Caltrans to install rectangular rapid flashing beacons at mid-block crosswalk locations such as those along Tiburon

Boulevard while also taking into account the frequency of beacons along a given corridor; and 7) study the feasibility of coordinating with Caltrans to install curb extensions at crosswalk locations in high pedestrian use areas where appropriate.

4.0 Lead Agency Information

1. Project Title:

Town of Tiburon Bicycle and Pedestrian Master Plan 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. Town File Number:

S2016-02

5. Assessor Parcel Number:

Town-wide project.

6. Type of Approval Sought:

Adoption of update to the Bicycle and Pedestrian Master Plan 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 conditions on the Town's roadway, bikeway, and pedestrian network and cumulative impacts, a projection of maximum buildout of the Planning Area by 2020 was developed by the Tiburon Community Development Department. Where warranted, this worst-case buildout scenario is used to assess cumulative traffic-related impacts. It is noted 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 future 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, September 2005
2. Tiburon General Plan 2020 Final EIR, May 2005
3. Town of Tiburon Zoning Ordinance
4. Town of Tiburon Circulation Element Update, 2016
5. Town of Tiburon Circulation Element Update Initial Study, 2016
6. Initial Study for the Town of Tiburon Bicycle and Pedestrian Master Plan, August 2008
7. Town of Tiburon Bicycle and Pedestrian Master Plan, 2008
8. Town of Tiburon Complete Streets Policy (Resolution No. 41-2012), 2012
9. Town of Tiburon Downtown Circulation and Parking Analysis, 2012
10. Tiburon Bay Trail Gap Study, 2012
11. Community Action to Reduce Traffic (CART) Summary Report, 2015
12. Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743, California Office of Planning and Research, August 2014
13. BAAQMD CEQA Guidelines Assessing the Air Quality Impacts of Projects and Plans, BAAQMD, May 2011
14. Active Transportation Program (ATP), California Department of Transportation, 2013
15. Town of Tiburon Climate Action Plan, 2011

16. Town of Tiburon Storm Drain Master Plan, 2008
17. Marin County Important Farmland Map, California Dept. of Conservation, Office of Land Conservation's Farmland Mapping and Monitoring Program
18. Notification of Proposed Project Pursuant to Public Resources Code Section 21080.3.1(d); Town of Tiburon Bicycle & Pedestrian Master Plan Update; Letter sent from Scott Anderson, Director of Community Development, Town of Tiburon to Buffy McQuillen, Tribal Heritage Preservation Office, Federated Indians of Graton Rancheria, February 23, 2016
19. Trestle Glen Bikeway Study, April 30, 2003
20. Trestle Glen Bikeway Project Initial Study and Mitigated Negative Declaration, adopted January 2004
21. Downtown Tiburon Design Guidelines, May, 2002
22. Belvedere-Tiburon Library Expansion Project EIR (3 volumes), 2010 and 2011

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 Draft Bicycle and Pedestrian Master Plan (BPMP) Update would result in new or more substantial impacts than those identified and assessed in the adopted Negative Declaration for the existing BPMP as well as the certified EIR for the General Plan (Including the adopted Negative Declaration for the 2016 Update of the General Plan Circulation Element) and whether these new or changed impacts would be considered significant.

CEQA defines an environmental impact as a change in the physical environment. Because the Draft BPMP Update is a policy document, it would 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 BPMP Update does include a list of possible future bicycle- and pedestrian-related 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 BPMP Update. Accordingly, these improvements are not considered part of the circulation network for purposes of this Initial Study. Most of these possible improvements are also listed in the existing BPMP (the 2008 BPMP Update). The CEQA document for the 2008 BPMP did not address future environmental impacts from these proposed improvements for the same reason listed above. (Reference 6) While not required, this current Initial Study does discuss the range of effects that could be expected if these future circulation system improvements were formally proposed and constructed in order to provide full disclosure of possible ramifications of adopting the proposed update.

It is worth noting that the proposed update will make the BPMP consistent with the Town's General Plan. The Draft BPMP Update contains the provisions required by the State's Active Transportation Program (ATP) guidelines that encourage increased use of active modes of transportation, such as bicycling and walking, and provide guidance on the inclusion of specific active transportation plan elements in order to apply for grant funding to assist in financing recommended circulation system improvements. (Reference 14)

The project would be 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 12)

The San Francisco Bay Trail

The San Francisco Bay Trail program is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes and advocates for the implementation of a continuous 500-mile multi-use bicycling and hiking path around San Francisco Bay. When complete, the trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. To date, slightly more than half the length of the Bay Trail alignment has been developed. The existing Bay Trail in Tiburon extends from Blackie's Pasture to downtown Tiburon; portions of Trestle Glen Boulevard are also designated as part of the Bay Trail. The route between Blackie's Pasture and the western Town limit is designated as "proposed" Bay Trail (i.e., it is part of the Bay Trail Route but has not been improved to

the level needed to be designated as part of the Bay Trail). This includes the existing Class III Bike Route (part of Marin Bicycle Route 10) that travels along Greenwood Beach Road/Greenwood Cove Drive to the western Town limits. Portions of Trestle Glen Boulevard as well as Paradise Drive (in the County's jurisdiction) are also designated as "proposed" Bay Trail.

While the goal of the Bay Trail is a Class I, paved, fully separated multi-use pathway as close to the shoreline as possible, in certain locations this is simply infeasible. When a multi-use path is not possible, the Bay Trail Steering Committee may consider—on a case by case basis—the acceptance of Class II bike lanes and sidewalks as an acceptable solution. According to the Tiburon Bay Trail Gap Study, a Class III bike route (simply signage and striping) is not acceptable as either proposed or complete Bay Trail. As such, a Class III bike route facility is not eligible for grant funding and would be considered a gap in the Bay Trail. (Reference 10)

In 2012, a Bay Trail Gap Study was prepared for the Town, funded by a grant. The Study represents an opportunity for the Town, in coordination with the Bay Trail, County of Marin, and Caltrans, to prepare a plan for closing a key gap in the San Francisco Bay Trail System as well as the Town's and Marin County's local and regional bike and pedestrian circulation systems. The objective of the feasibility study was to evaluate and develop concepts to enhance service of bicycle and pedestrian traffic between McKegney Green and Strawberry Drive, including portions of Tiburon Boulevard and Greenwood Beach Road/Greenwood Cove Drive. The major elements of the feasibility study were the analysis and preliminary design of a clear and continuous Bay Trail route for bicyclists, pedestrians and other trail users. Ideally the trail would be a separated Class I path meeting Bay Trail guidelines, but the study identifies many challenges to be addressed including how the trail can actually be configured as it passes through the various land uses and terrain along the corridor. The draft concepts presented in the study follow the Bay Trail design guidelines as well as Caltrans engineering standards for the design of Class I paths and associated design elements.

The Bay Gap Study recommends improvements between McKegney Green and Harbor Cove Way in the East Strawberry neighborhood and along Tiburon Boulevard that would result in these sections being part of the Bay Trail (as compared to their current status as "proposed" Bay Trail). Recommended projects within the Town's jurisdiction are included as Project #1 described in the Project Description section above. Project #8 is recommended in the Gap Study, but most of this project is in the unincorporated part of the County and not under the jurisdiction of the Town of Tiburon.

Many bicyclists entering Tiburon from the west (or leaving to the west) travel along the striped shoulders of Tiburon Boulevard. Some eastbound bicyclists exit Tiburon Boulevard at Greenwood Cove Drive onto Marin Bicycle Route 10 and proceed east until that street ends at the Town limits where it becomes Greenwood Beach Road. Route 10 proceeds east through the emergency access lane at the east end of Greenwood Beach Road and enters the southwest end of the Blackie's Pasture parking lot. Further east Route 10 links via existing paths to the Tiburon multi-use trail (i.e., the Old Rail Trail, which is a designated Bay Trail).

Route 10 through the Greenwood Cove Drive/Greenwood Beach Road corridor is a Class III bike route. Because this route allows bicyclists and pedestrians to avoid traveling along the high volume and relatively high speeds of Tiburon Boulevard, it is well used. Existing bicycle use of the portion of this

route within the Town (Greenwood Beach Road) has caused residents along this street to register complaints with the Town about safety concerns. It is not the role of this Initial Study to assess possible existing effects of past or current use of the Town's circulation system. However, this Initial Study does discuss whether the Draft BPMP Update contains new recommended improvements to the circulation system that would affect safety or environmental resources along this street, as well as other Town streets. In addition, to provide full disclosure about the effects of bicycling and pedestrian usage of the Town's circulation system, this Initial Study does discuss the existing situation along this street and how, as a policy decision, the Town could address the concerns of the affected residents.

Along Greenwood Cove Drive there are several large multi-family developments and one single-family residence (at the easternmost end of the street) located south of the street; there is one gas station on the north side of the street. At the Town limits, just west of the Richardson Bay Audubon Center & Sanctuary, Greenwood Beach Road begins. East of the Audubon Center, there are approximately 22 single-family residences along the south side of the street. On the north side is undeveloped land between the street and Tiburon Boulevard plus the Tiburon Baptist Church. There is a sidewalk along the south side of Greenwood Cove Drive, but no sidewalks along Greenwood Beach Road. The streets are generally devoid of paved shoulders. Along Greenwood Beach Road, pedestrians and bicyclists share the travel lanes with motor vehicles.

For Greenwood Beach Road, the Bay Trail Gap Study provided three options that all included developing a 6-foot pedestrian path on the north side of the street and, for two of the options, widening the travel way to 20 feet. The two options involving road widening would cost an estimated \$2.5-2.9 million, while the third option (no widening - path only) would cost an estimated \$1.6 million. None of these options was well-received by the neighborhood, and none was included as a recommended improvement in the current Draft BPMP Update. Accordingly, as is currently the case, this route would remain a Class III bike route with all users sharing the travel lanes for most of its length. The subsequent discussions of project impacts will assess whether the Draft BPMP Update would significantly increase any impacts of use of this route. See the subsequent section on Traffic that also provides a more general discussion of current and future effects of usage of this route.

I. Aesthetics

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

*Discussion of Possible Impacts to Aesthetic Resources - Checklist Items I(a) through I(d). **No impacts.***
(References 1, 2, 3, 6, 19, 20, 21, and 22)

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 Draft BPMP Update is a policy matter that does not fund or approve any actual projects. The intent of the proposed update is to facilitate a multi-modal approach to the Town's circulation system and provide safe bicycle and pedestrian access to all users.

Recommended improvements contained in the Draft BPMP Update could result in the future improvement of roadway shoulders and right-of-way areas as necessary to accommodate bicyclists, pedestrians and other users. These possible future improvements 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. The following addresses the range of future visual impacts that may occur if the recommended improvement in the Draft BPMP Update are implemented.

Project #1 includes possible improvements at Blackie's Pasture parking lot. The existing 75-foot long gravel parking area would be paved and the fence moved four feet to the south. Such minor changes would not cause a major change in views in the area. The improvements would be noticeable only to people parking in the area or travelling along the existing multi-use path. New signing at this location as well as other new sign projects would add signs to streets already containing signs, and roadside signs are a normal part of streetscapes.

Project #2 would add bicycle and pedestrian intersection enhancements on Tiburon Boulevard at the Blackfield Drive/Greenwood Cove Drive intersection, including the addition of a high-visibility crosswalk, pedestrian-activated Leading Pedestrian Interval, buffered bicycle lanes, dashed green bicycle lanes to indicate a mixing zone, and “bike box.” These improvements would change views for drivers traveling through this intersection. However, Tiburon Boulevard is a heavily-travelled arterial. These types of intersection improvements are common along such arterials and would not add major structures affecting views. These safety improvements would not be expected to substantially change the nature of views along this section of Tiburon Boulevard. This project has been approved by the Town Council and has been found categorically exempt from the requirements of CEQA.

Project #3 includes new signing on Greenwood Beach Road. As explained above, changes to existing signs would have no significant visual effect. Possible pavement texturing of areas along Greenwood Beach Road would not substantially change the views of the existing pavement on that street. The Draft BPMP Update would not be expected to increase bicycle use of this street as the recommended improvements are mainly to improve bicycling and pedestrian safety. It would be speculative to assume that safety improvements alone would attract significant additional ridership, or that such increased ridership could lead to any substantive visual impacts.

Project #4 includes addition of Class II bike lanes on uphill portions of Trestle Glen Boulevard. This project was approved by the Town Council in January 2004 and a mitigated negative declaration was adopted for construction of the preferred alternative identified in the Trestle Glen Bikeway Study. Unless the project is significantly changed prior to construction, no additional CEQA review is required. It is likely that widening would require removal of some trees and shrubs, but even if that were to occur, the impact to existing views from this street would be expected to be minimal as would the changes to views from residences along that street. In addition, the visual impacts of this project were accepted by the Town when it adopted the existing BPMP. When a design for this project is submitted, the CEQA review would address the specific visual effects that would result from any pavement widening needed to accommodate the Class II bike lanes.

Project #5 includes proposed improvements to Tiburon Boulevard in the area of its intersection with Mar West Street and Lagoon Road/Cove Road to improve the transition from the Class I facility on Tiburon Boulevard west of Mar West Street to a Class II facility east of Mar West Street. This transition would be coordinated with the new signal or roundabout the Town is planning for this intersection. This improvement would not be visually intrusive and would be a minor part of the roundabout project. In addition, the possible visual impacts of this project were accepted at a policy level by the Town when it adopted the Tiburon General Plan in 2005 and the existing BPMP in 2008; and when it approved the Belvedere-Tiburon Library Expansion Project in 2011 and the updated Circulation Element in 2016.

Project #6 includes a recommendation to stencil or sign a Class III bicycle route on Paradise Drive from Mar West Street (its eastern end) to the eastern Town Limit (near Agreste Way). This signage would not block or substantially change views along this street. In addition, the possible visual impacts of this project were accepted at a policy level by the Town when it adopted the existing BPMP.

Project #7 includes a recommendation to convert the existing striped shoulder of Tiburon Boulevard from the western Town Limit to Trestle Glen Boulevard to Class II bike lanes. This striping and any new

signage would not block or substantially change views along this street. In addition, the possible visual impacts of this project were accepted at a policy level by the Town when it adopted the existing BPMP.

Project #8 includes improvements to Tiburon Boulevard from East Strawberry Drive to Greenwood Cove Drive. The Draft BPMP Update recommends that the Town advocate for and support County implementation of a Class I multi-use path along the south side of Tiburon Boulevard. Constructing this project could alter views south of Tiburon Boulevard. The Bay Trail Gap Study reports after preliminary review that constructing this project could remove 35-45 trees. This could adversely affect views from some vantage points along the street. It is unlikely that new path itself would be large or obtrusive, and it is unlikely that the path itself would have a substantial effect on views. The possible visual impacts of this project were accepted at a policy level by the Town when it adopted the existing BPMP, and would be further analyzed at the project level in the County's CEQA review should an actual design be proposed for construction.

Three of the four pedestrian-related projects (Projects #9, #10 and #12) involve striping of a street or hardening/paving of existing paths. These projects would not involve construction of new facilities nor substantially change existing views.

Project #11 involves new trail construction along "gaps" in the route of the Tiburon Ridge Trail. The precise routing of the trail extensions and their design is unknown at this time, but two "gaps" have been identified. The first gap is across the Rabin (Alta Robles) site, where the owner is required to grant an easement and install a public trail as part of the subdivision improvements, which could be many years away. There is a condition on the approval whereby the Town (with owner agreement) may acquire the easement earlier. This project would provide funds to contribute to installation costs should earlier-than-required acquisition and installation be agreed upon. The second gap is in the vicinity of 137 and 139 Hacienda Drive where a landslide makes the Town's public access easement unusable. The funding could be used to install a pedestrian bridge over the landslide or otherwise acquire means of access. It is expected that the trail improvements would be designed and constructed to blend with their surroundings and not cause a substantial visual change. However, the aesthetic impacts would need to be assessed in the CEQA review of the future project design. At a policy level, the Town accepted visual changes from constructing this trail when it adopted its General Plan, which specifically calls for completion of the Tiburon Ridge Trail.

Construction of bicycle lanes, signing of bicycle routes, and trail/path construction would not be expected to result in substantial changes to existing views nor from these travelways and would not be expected to degrade scenic views or the visual character of the circulation system or adjacent residential and commercial uses. The proposed update, as well as any future projects proposed to implement Draft BPMP Update objectives, would be expected to have a less-than-significant impact on aesthetic resources. Future bicycling and pedestrian 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*. For Project #8, the project would need to be found consistent with the County's General Plan and design requirements since this project is within the County's jurisdiction.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation 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 BPMP Update would not change this conclusion. However, the proposed 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 Draft BPMP Update 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 17)

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 BPMP 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, 5, 6, 12, and 13)

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.

The Draft BPMP Update contains an analysis of how the proposed update would reduce vehicle miles travelled (VMT) and emission of air pollutants. The update states that implementation of the Draft BPMP Update recommendations would result in a reduction of 248 Miles Travelled (VMT) per weekday, which would reduce emissions of VOC (volatile organic compounds) by 200 pounds per year; hydrocarbons by 200 pounds per year; carbon monoxide by 1,800 pounds per

year; nitrogen oxide by 100 pounds per year; and carbon dioxide by 73,000 pounds per year (Table 3-2, pages 24-26 of the Draft BPMP Update).

BAAQMD has developed guidelines and thresholds of significance for local plans. Inconsistency with the 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 BPMP 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. Because the Draft BPMP Update includes recommendations to improve the bicycling and pedestrian circulation system and the safety of using that system, the update would be expected to reduce the use of motor vehicles. This would correspondingly reduce the emission of air pollutants. The project would have a beneficial effect on the environment.

- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? **No impact.***
(References 2, 5, 6, 12, and 13)

As noted above, the project is consistent with the Clean Air Plan. The project would reduce future emissions of air pollutants. The proposed update does not include any specific proposals to construct 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 circulation system proposed to implement Draft BPMP Update objectives 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. Again, as noted above, the Draft BPMP Update would be expected to reduce future pollutant emissions.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system 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 BPMP Update provides a 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.

- 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, 5, 6, 12, and 13)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. As described above, the proposed update is consistent with the Clean Air Plan. The multi-modal emphasis of the proposed policies will reduce vehicle trips and VMT. Accordingly, the proposed update would not directly affect air quality. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives 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 BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system 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. Again, the project would reduce future pollutant emissions and have a beneficial cumulative effect.

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

- d. *Expose sensitive receptors to substantial pollutant concentrations?* **No impact.**

(References 2, 5, 6, 12, and 13)

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 circulation system 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 proposed 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 circulation system 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

Would the project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	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?				X
b.	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?				X
c.	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?				X
d.	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?				X
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Discussion of Possible Impacts to Biological Resources - Checklist Items IV(a) through IV(f). No impacts.
(References 2, 5, 19 and 20)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect any biological resource. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives 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 most of these future improvements would occur adjacent to existing roadways and paths, which are areas typically devoid of significant biological resources. Future projects that may affect biological resources include adding Class II bike lanes to portions of Trestle Glen Boulevard and construction of a new Class I multi-use path from East Strawberry Drive to Greenwood Cove Drive. It is not expected that such projects would have significant biological effects. The adopted mitigated negative declaration for the Trestle Glen Bikeway Project identifies specific mitigation

measures to address the potential biological impacts that it identified, including the ephemeral stream. The Bay Trail Gap Study reports that on preliminary review, developing the Class I multi-use path from East Strawberry Drive to Greenwood Cove Drive may result in the loss of 35-45 trees and could affect nesting habitat for birds. It is noted that the new Class I multi-use path from East Strawberry Drive to Greenwood Cove Drive is within the County's jurisdiction, and the County would be responsible for submitting a design for that project and the subsequent CEQA review.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system 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 circulation system improvement projects would be located in already developed areas that would not be expected to support significant wildlife populations. The proposed update would not be expected to contribute to any cumulative impact to wildlife habitat.

Based on the above considerations, it is concluded that the Draft BPMP 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
<i>I</i>					
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, 4, and 18)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect any cultural resource. Any future improvements to the roadway system proposed to implement Draft BPMP Update objectives 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 on or 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 Town mailed (via Certified Mail – Reference 18) a letter to the Federated Indians of Graton Rancheria (FIGR) notifying them of the proposed update asking the FIGR whether it wished to request a formal consultation on the project, and if no response was received by March 24, 2016, the Town would conclude that formal consultation was declined. The Town received no response.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system 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 BPMP Update would have no impact to cultural resources.

VI. Geology and Soils

Would the project:		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, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system 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 circulation system proposed to implement BPMP goals and policies would undergo CEQA review at the time a discrete project was designed and proposed. That 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 circulation system 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 BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system 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 BPMP 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 5, 12, 13, and 15)

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 future 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 BPMP Update (Table 3-2, page 23) reports that after implementation of the recommended BPMP proposed improvements would result in the reduction of 70,000 pounds of carbon dioxide (a GHG) emitted per year.

The Draft BPMP 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 5, 12, 13, and 15)

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 BPMP aimed at promoting multi-modal circulation systems would result in a reduction of VMT and a reduction in greenhouse gas emission over future baseline conditions. As reported earlier, implementation

of Draft BPMP Update recommendations would reduce future emissions of carbon dioxide by approximately 70,000 pounds per year.

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 Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant 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, 5, and 6)

As has been described in previous impact discussions, the proposed update does not include specific development proposals or projects. Accordingly, the proposed 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 Gnos 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 circulation 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 BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system 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 BPMP Update would have no impact as regards hazards and hazardous materials.

IX. Hydrology and Water Quality

Would the project:		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, 5, and 16)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect hydrologic resources or result in flooding. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives 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 on or adjacent to existing roadways and paths. In some cases, new construction such as Projects #4 and #8 may require relocation and/or expansion of roadside drainage facilities. Projects within the Town 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 storm drains 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 circulation system 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 circulation system improvements proposed to implement the Draft BPMP Update objectives 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 need to 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 BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system 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 BPMP 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 1, 2, 3, 5, 6, 7, and 10)

The Draft BPMP Update does not include any specific proposals to construct circulation system 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 Town's General Plan; in fact, the proposed BPMP Update is called for in the Circulation Element as well as in the existing BPMP and the Tiburon Bay Trail Gap Study. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project is designed and proposed. It is expected that these future improvements would occur on or adjacent to existing roadways and paths, and would not result in a new bike route or path that might divide a neighborhood or the community. Future improvements would be required to be consistent with the General Plan 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 BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system 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 BPMP 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 BPMP 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 circulation system improvement projects, or future buildout of the Town.

XII. Noise

Would the project result in:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	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?				x
b.	Exposure of persons to or generation of excessive groundborne vibration of groundborne noise levels?				x
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				x
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				x
e.	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?				x
f.	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?				x

Discussion of Impacts Related to Noise – Checklist Items XII(a) through XII(f). No impacts.
(References 2, 3, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly result in new noise. As reported previously, there is current concern by residents along Greenwood Beach Road that the previous designation of that street as part of the Bay Trail Route and the Town designation of the route as a Class III bike route (Bicycle Route 10) has attracted large numbers of bicyclists, including many out-of-town visitors.

While bicyclists typically do not generate substantial noise, large groups traveling together often generate noise as they communicate amongst themselves while riding down streets or paths. Past increases in bicyclist usage of this street likely increased noise levels above then ambient noise levels existing before the route became publicized as a major bike route. As stated previously in the discussion of aesthetic impacts, it is unlikely that the minor improvement planned at the Blackie's Pasture connection would increase bicycle usage of this street. Recommended Project #3 calls for changing the Class III Bike Route signs on Tiburon Boulevard just west of its intersection with Greenwood Cove Drive

and Blackfield Drive to advise bicyclists of a neighborhood 'slow zone' ahead. A similar change would be made to the sign located at the Blackie's Pasture connection to Greenwood Beach Road. The signs should direct faster bicyclists to use Tiburon Boulevard. This project also recommends that the Town explore the use of different pavement textures on the route to help slow bicycle traffic on Greenwood Beach Road and alert bicyclists to slow zone signs. This project may partially address some of the concerns of the residents of Greenwood Beach Road. In any case, the recommended improvements within the Town would not be expected to increase bicycle use of this street. As a result, the proposed update would not cause a significant increase in noise generated by bicyclists. Additionally, Project #7 would result in Class II bike lanes on Tiburon Boulevard from the western Town Limits to Trestle Glen Boulevard. This improvement may also result in some bicyclists (especially faster riding bicyclists) using Tiburon Boulevard rather than the Class III bike route through Greenwood Beach Road.

The one recommended improvement that might increase bicyclist use of Greenwood Beach Road would be Project #8, which would include County implementation of a Class I multi-use path along the south side of Tiburon Boulevard from East Strawberry Drive to Greenwood Cove Drive. The Draft BPMP Update states that the Town will advocate for and support such a County project, but the Town has no authority to approve or construct said project. The project is considered "speculative" as far as the present environmental analysis is concerned, plus it is speculative that the project would substantially increase bicycle traffic. In addition, this project is not a new recommendation as it is part of the existing BPMP. Given that this recommended "project" only calls for support for another jurisdiction's possible future project proposal and that this recommendation is part of the current BPMP, the proposed update would not result in any new project that might result in increased noise along Greenwood Beach Road.

Again, the community noise impacts of each future project will need to be addressed in the CEQA study for those projects. Though mitigation is not required at this policy stage, the Town may wish to consider remedies to existing noise and traffic safety concerns along this street beyond possible remedies included in recommended Projects #3 and #5 discussed above. See the subsequent discussion of such possible remedies in the Traffic and Transportation section below.

Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives 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 circulation system improvements would be located on or adjacent to existing roadways. Vehicle traffic along these roadways produces noise, so many of 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 BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system 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 BPMP 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, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would have no direct effect on population or housing. Possible construction of future circulation system 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 BPMP 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 or 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
	<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, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect public service providers. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives 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 forms 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 BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system 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 BPMP 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, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect recreational facilities. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project was designed and proposed. All future projects may 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 proposed 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 BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system 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 were found to be significant. The proposed update would not alter these conclusions but would not increase the impact on recreational facilities. Based on the considerations listed above, it is concluded that the Draft BPMP 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 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and 14)

The project assessed in this Initial Study is an update of the Town's plan for managing and improving its bicycling and pedestrian network. Consistent with State law, the Town's General Plan Circulation Element contains a Complete Streets Policy that expresses the Town's 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 identified in the Draft BPMP Update all seek to improve the performance of the bicycling and pedestrian circulation system. The proposed update is consistent with the 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 proposed 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 Draft BPMP Update contains a section that describes the proposed update's consistency with other pertinent plans and policies (see pages 5-7 of the Draft BPMP Update). As noted above the draft update is consistent with the Town's General Plan and its Complete Streets Policy (Resolution No. 42-2012). In addition, it is consistent with the following:

- The Draft BPMP Update would reduce future GHG emissions and therefore be consistent with the Town's adopted Climate Action Plan.
- The proposed update would provide enhanced pedestrian and bicycle connections and reduce the reliance on automobiles for circulation within and access to Downtown. It would therefore be consistent with recommendations contained in the Town's Downtown Circulation and Parking Analysis (2012).
- By recommending improvements to three trails/paths, the proposed update is consistent with the Steps, Lanes, and Paths Program (SLP Program), which involved a number of communities within Marin County in an effort to address the need for pedestrian connections in areas that are not easily served by conventional sidewalk networks.

The State of California adopted Active Transportation Program (ATP) guidelines that encourage increased use of active modes of transportation, such as bicycling and walking, and provide guidance on the inclusion of specific active transportation plan elements in order to apply for grant funding. The Draft BPMP Update contains Table 1-1 that describes how the proposed

update complies with the 17 required elements for such plans (see pages 9-10 of the Draft BPMP Update).

To summarize, the proposed update is consistent with applicable local and State plans. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives 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 the Town's general plan as well as 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 1 and 4)

The Draft BPMP Update is consistent with the Town's General Plan Circulation Element. The Circulation Element contains Policy C-16 that states that the Town shall continue to comply with the Transportation Authority of Marin's (TAM) Congestion Management Plan (CMP), including adopting and monitoring the LOS of the CMP network. The proposed update would not be expected to affect LOS on Tiburon Boulevard or other streets in Tiburon. Accordingly, the proposed update would be consistent with applicable congestion management plan.

- 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, 5, 6, and 10)

The Draft BPMP Update does not include any specific proposals to construct circulation system 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 circulation system improvements would implement these safety improvements. Any future improvements to the circulation system proposed to implement BPMP 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.

As mentioned earlier in this report, residents contend there is an existing safety issue involved with bicyclist use of Greenwood Beach Road. Residents along this street contend that the heavy bicyclist use began approximately ten years ago when the Bay Trail Route was first mapped and signed showing Greenwood Beach Road/Greenwood Cove Drive as a link between Tiburon

Boulevard and Blackie's Pasture and the multi-use path to the east. Given the lack of bike lanes or striped shoulders along this street, this bicycle traffic reportedly causes potential conflicts with motor vehicles accessing the residences along the street.

The Tiburon Police Department does not have any official reports of bicycle-related accidents along this street. However, the Police Chief notes that the lack of official accident reports does not mean that accidents have not occurred, as they are often not reported to the Police Department. The Tiburon Police Chief states that his observation is that most experienced, faster moving bicyclists stay on Tiburon Boulevard to access downtown and the Paradise Drive route around the peninsula, and that most bicyclists using the Greenwood Beach Road route are amateur, recreational bicyclists.² Legally, bicyclists are allowed to use this street and, like motor vehicles, can travel up to 25 mph. As previously stated, the Draft BPMP Update includes recommendations to slow bicycle traffic on this street. The new signage would also recommend that faster bicyclists stay on Tiburon Boulevard rather than turning onto Greenwood Cove Drive, which could reduce bicyclist use of that route. However, proposed signage and other recommendations would not be expected to reduce the number of bicyclists using the route. If the Town believes there is a serious existing safety concern along Greenwood Beach Road, the Town could explore restricting "through" bicycle access on this road. Again, such restrictions are not needed as mitigation for the proposed update, and this discussion is provided to ensure that the existing concern is described and assessed.

It is not considered feasible to actually close the emergency access at the eastern end of Greenwood Beach Road with a gate, as this access is needed in case of emergencies in the area. Restricting access could be accomplished by working with the County, Caltrans, and the Bay Trail Project to reroute Marin Bicycle Route 10 to Tiburon Boulevard east of its intersection with Greenwood Cove Drive/Blackfield Drive and changing the Bike Route signs to reflect the new route, and adding signs to restrict bicycle access via the emergency access route. This approach would require the Bay Trail Route and maps to be revised to reflect that the Bay Trail would be located along Tiburon Boulevard, at least between the Town limits and Blackie's Pasture. Similarly, the Marin Bicycle Route Map and signage would need to be revised. It may also require completion of proposed Project #7 to convert the existing striped shoulders on Tiburon Boulevard to Class II bike lanes.

This approach would have limited success if official and unofficial bicycle route maps are not changed to eliminate the mapped bike route via Greenwood Cove Drive/Greenwood Beach Road. This approach would mean that amateur, inexperienced bicyclists would be using the shoulders or Class II bike lanes on Tiburon Boulevard in proximity to high volume and relatively high speed motor vehicles. They would also be sharing these bike lanes with faster moving bicyclists. This would increase the risk of accident to bicyclists. Bicyclists would also have to climb the hill between Cecilia Way and Reed Ranch Road rather than travel along the relatively flat Greenwood Cove Drive/Greenwood Beach Road route. This approach would not be consistent with Bay Trail guidelines to route the trail as close to the Bay as feasible.

² Tiburon Police Chief Michael Cronin, personal communication, 4/28/16.

A second option would be to construct Class II bike lanes or a Class I multi-use path on the Greenwood Cove Drive/Greenwood Beach Road route. However, there is limited space for expanding the width of Greenwood Beach Road. Bike lanes are not recommended for this street in the Bay Trail Gap study. That study recommends potentially adding a pedestrian path to one side of this street, but under all three options in the Bay Trail Gap study, bicyclists would continue to share the travel ways of Greenwood Beach Road with motor vehicles. The study reports that the option of adding a Class I facility along this street was “considered but not to be pursued.” During review of the Bay Trail Gap Study, Greenwood Beach Road residents spoke vehemently against any Class I or Class II bicycle projects being installed on the street.

- e. *Result in inadequate emergency access?* **No impact.**
(References 2, 3, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect emergency access. However, the proposed update has an aim to reduce single-driver vehicle traffic, which in the future would reduce congestion at peak hours. This would benefit access by emergency providers. Any future improvements to the circulation system proposed to implement BPMP 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, 5, and 6)

The proposed update specifically addresses alternative transportation methods. The update would have a beneficial effect as regards this criterion.

XVII. Utilities and Service Systems

Would the project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				x
b.	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?				x
c.	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?				x
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				x
e.	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?				x
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				x
g.	Comply with federal, state, and local statutes and regulations related to solid waste?				x

Discussion of Impacts Related to Utilities and Service Systems – Checklist Items XVII(a) through XVII(g).

No impacts.

(References 2, 3, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect utilities or public service providers. Any future improvements to the circulation system proposed to implement BPMP 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 forms 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 BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system 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 were 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 BPMP 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 circulation system 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 circulation system 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 Draft BPMP 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 BPMP 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