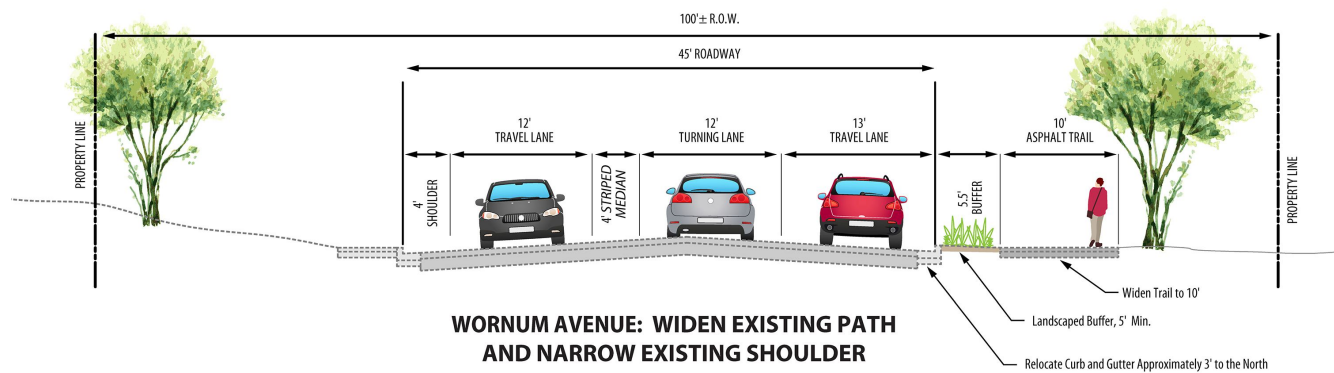


INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

CENTRAL MARIN REGIONAL PATHWAYS GAP CLOSURE PROJECT



Prepared for

Town of Corte Madera Public Works Department

March 2019

Prepared by

Amy O. Skewes-Cox, AICP
Environmental Planner

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In conjunction with

BASLINE ENVIRONMENTAL CONSULTING
ENVIRONMENTAL COLLABORATIVE
WORDSMITH WORD PROCESSING

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CHAPTER I PROJECT DESCRIPTION

1. **Project Title:** Central Marin Regional Pathways Gap Closure Project
2. **Lead Agency Name and Address:**

Town of Corte Madera Public Works Department
300 Tamalpais Drive
Corte Madera, CA 94925
3. **Contact Person and Phone Number:** Mr. R.J. Suokko, Senior Civil Engineer (415-927-5118)
4. **Project Location:** Nellen Avenue and Wornum Drive, just west of U.S. Highway 101
5. **Project Sponsor's Name and Address:**

Town of Corte Madera Public Works Department
300 Tamalpais Drive
Corte Madera, CA 94925
6. **General Plan Designation:** Roadways associated with the project do not have Town of Corte Madera General Plan designations. Adjacent areas are designated in the Town's General Plan as Public and Semi-Public Facilities, Mixed-Use Gateway Area, and Mixed-Use Commercial.
7. **Zoning:** Roadways associated with the project do not have zoning. Adjacent areas are zoned by the Town of Corte Madera as Light Industrial (M), Public and Semi-Public Facilities (P/SP), and Highway Commercial (C-3).
8. **Description of Project:** The project site sits at the nexus of five active transportation pathways and routes. Current conditions in the project site vicinity leave users with sub-standard and aging pedestrian and bicycle infrastructure, uncontrolled pedestrian crossings, lack of bicycle facilities, challenging intersections, and congested streets.

The Central Marin Regional Pathways Gap Closure Project (project) involves providing a number of pedestrian, bicycle, and vehicular improvements on Wornum Drive, Nellen Avenue, and Fifer Avenue in the Town of Corte Madera (see **Figure 1** through **Figure 3**).

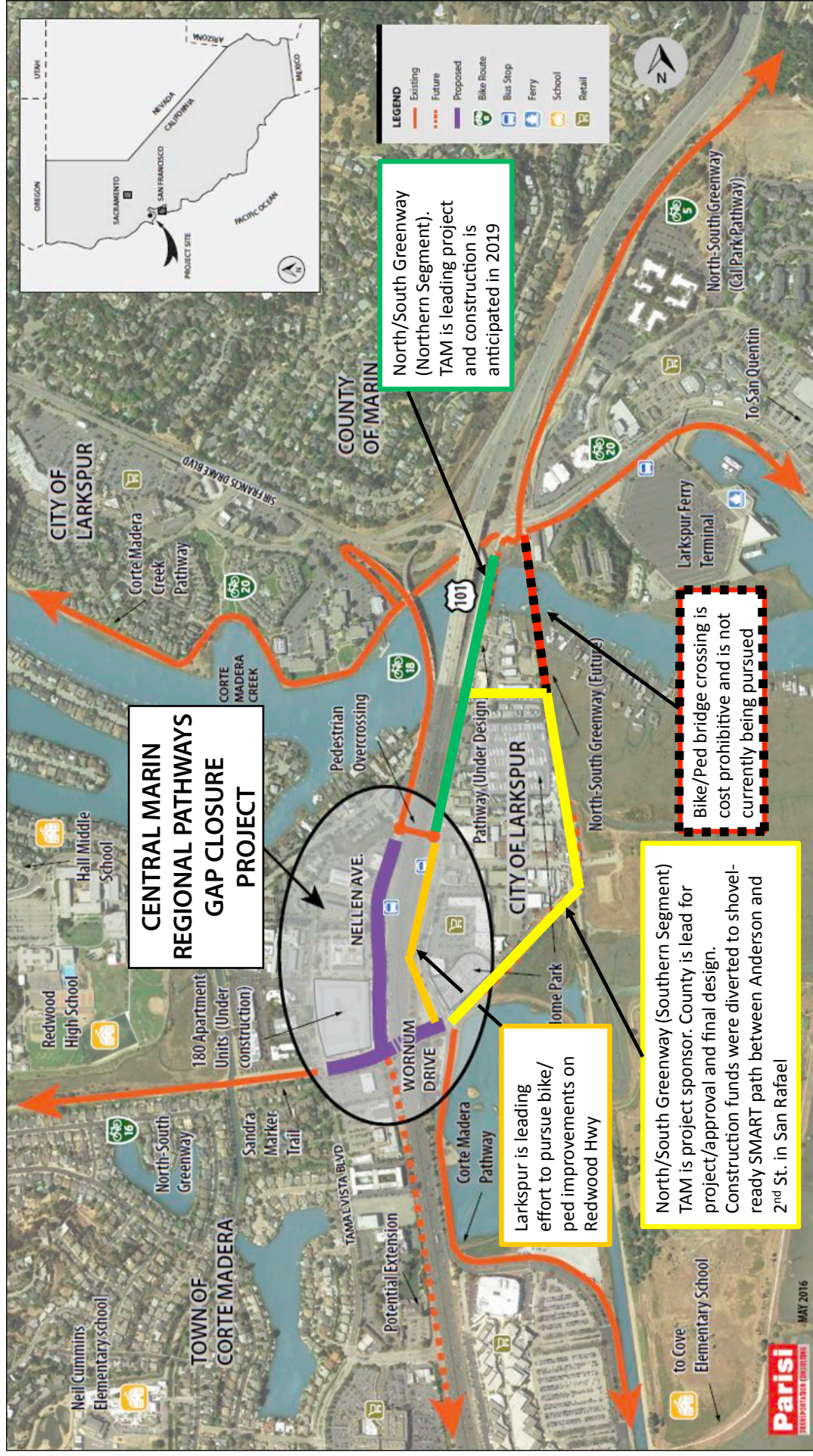


Figure 1

REGIONAL AND PROJECT LOCATION

SOURCE: Parisi Transportation Consulting

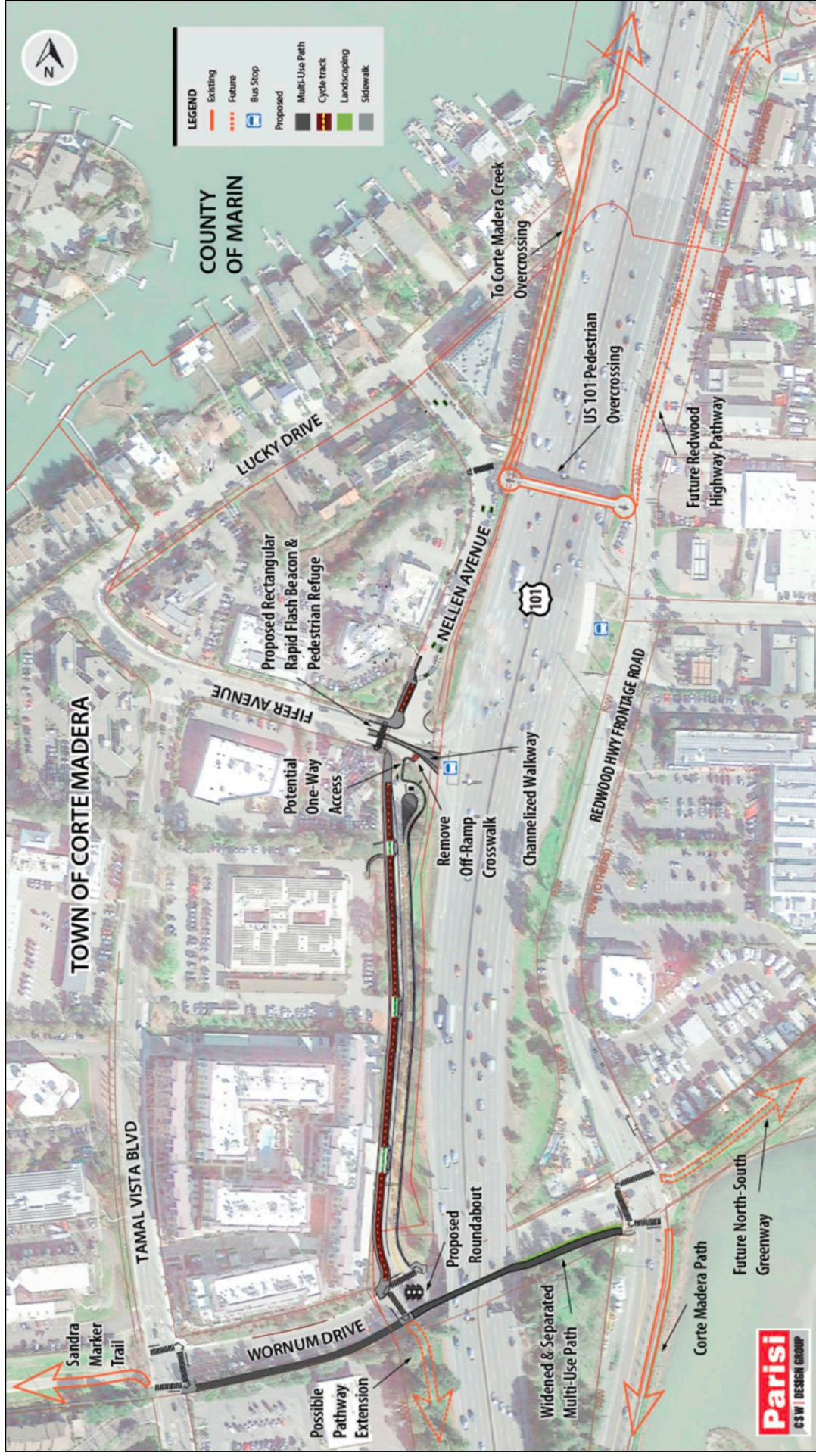


Figure 2

PROJECT SITE PLAN

SOURCE: Parisi Transportation Consulting, CSW, Design Group

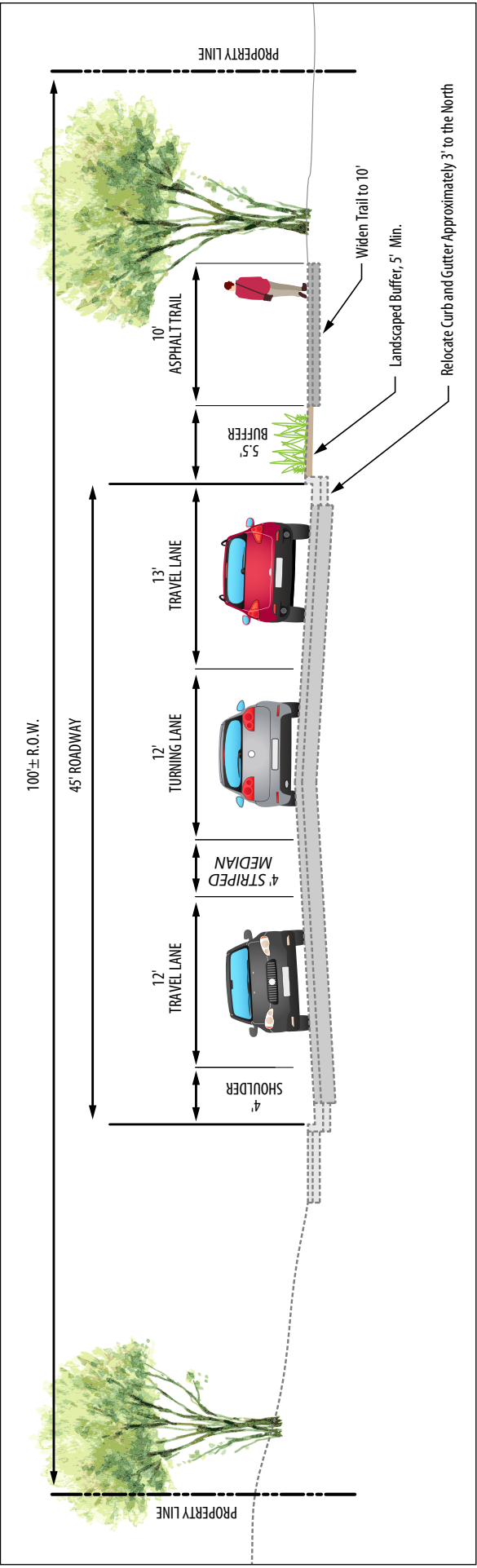


Figure 3

WORNUM AVENUE - WIDEN EXISTING PATH AND NARROW EXISTING SHOULDER

Project components consist of the following:

- A. **Improving the multi-use pathway along the south side of Wornum Drive between Tamal Vista Boulevard and Redwood Highway Frontage Road:** Improving the multi-use pathway by either 1) rehabilitating the existing pathway's pavement, or 2) relocating Wornum Drive's southern curb about 3 feet to the north, thereby allowing rehabilitation and widening of the pathway to 10 feet with up to 5 feet of separation between the pathway and Wornum Drive's vehicular travel lanes (see Figure 3). Either option would require modification to existing trees along the pathway's alignment. The pathway along the south side of Wornum Drive is a substandard path that would likely be improved to standard Class I conditions.
- B. **Installing a roundabout at the intersection of Wornum Drive and Nellen Avenue:** Providing a modern roundabout allowing vehicular turning movements into and out of Nellen Avenue, high-visibility pedestrian crosswalks with refuge islands, and a connector from Wornum Drive's multi-use pathway to the two-way cycle track proposed for Nellen Avenue. This intersection is maintained by the City of Larkspur.
- C. **Providing a two-way cycle track on Nellen Avenue between Wornum Drive and Fifer Avenue:** Widening Nellen Avenue easterly to enable provision of, from west to east, a two-way cycle track with buffer zone, on-street parallel parking, a southbound vehicular travel lane, and a northbound vehicular travel lane. These changes would prohibit parking along the roadway's western curb and would require modification to trees between Nellen Avenue's current eastern curb and the Caltrans right-of-way. The proposed Nellen Avenue cycle track would be a Class IV facility.
- D. **Enhancing uncontrolled pedestrian/bicycle crossings across Fifer Avenue at Nellen Avenue:** Reconfiguring the uncontrolled crosswalks across Fifer Avenue near U.S. Highway 101's southbound ramps to potentially enable pedestrian and bicycle crossings of one lane of traffic at a time via a "staggered crossing" with a center median refuge island and providing a walkway along the island to the U.S. Highway 101 bus stop.
- E. **Enabling direct vehicular access to southbound Nellen Avenue via eastbound Fifer Avenue:** Providing a vehicular accessway allowing vehicles to turn right from eastbound Fifer Avenue onto southbound Nellen Avenue in order to reduce congestion levels along southbound Tamal Vista Boulevard.

Some of the above project components could be accommodated as stand-alone projects and others would likely be implemented together. For example, improvements to the multi-use pathway along Wornum Drive could be implemented as an individual project, as could an enhanced pedestrian/bicycle crossing of Fifer Avenue at Nellen Avenue. On the other hand, provision of the two-way cycle track on Nellen Avenue would benefit from an enhanced pedestrian/bicycle crossing across Fifer Avenue at Nellen Avenue and a roundabout with bicycle crossing at Wornum Drive at Nellen Avenue. Similarly, enabling direct vehicular access to

southbound Nellen Avenue at Fifer Avenue would benefit from a roundabout at the Wornum Drive/Nellen Avenue intersection.

Some project components or packages of components could be implemented in the near term or phased for construction in the longer range. Construction is not yet funded, but any construction would occur during the dry season. Local versus other types of funding is likely to allow the project to move forward. No federal funding is being sought at this time. The highest priorities are expected to be the Wornum Drive pathway improvements and the cycle track on Nellen Avenue.

Project elements would occur within existing rights-of-way and would not require the purchase of any land. A portion of the project near the intersection of Wornum Drive and Nellen Avenue would take place in the City of Larkspur.

History of Project and Relationship to Corte Madera Bicycle/Pedestrian Plan

The Central Marin Regional Pathways Gap Closure Project has spanned more than 10 years of planning efforts involving a wide range of stakeholders, including the Town of Corte Madera, local citizens, school parents, local advocacy groups, the City of Larkspur, Caltrans, the Bay Trail, and the Transportation Authority of Marin. These efforts resulted in the award of a competitive Active Transportation Program (ATP) grant for the further planning and design of project elements.

Elements of the project are included in the Town of Corte Madera's 2016 Bicycle/Pedestrian Plan. These include:

- **Wornum Drive multi-use pathway (Project #12):** Widen the existing Class I multi-use path on the south side of Wornum Drive from Tamal Vista Boulevard to Redwood Highway Frontage Road.
- **Nellen Avenue cycle track (Project #29):** Study a Class IV protected bicycle lane on Nellen Avenue from Wornum Drive to Fifer Avenue.
- **Fifer Avenue/Nellen Avenue intersection (Project #35):** Study the potential for intersection alterations that accommodate bicycle and pedestrian travel, including a proposed rectangular rapid flashing beacon.
- **Wornum Drive/Nellen Avenue (Project #36):** Study the potential for intersection alterations that accommodate bicycle and pedestrian travel, including a proposed traffic signal.

Grading, Drainage, and Tree Removal

Minor grading would be required at the intersection of Nellen Avenue and Wornum Drive. With the construction of the proposed roundabout, the existing sidewalk at the northeast corner of the intersection would be pushed back approximately 8 feet. Currently the toe of the sloping ground ends approximately at the same location, and a low retaining wall would likely be required to limit the amount of regrading to stabilize this sloped area.

Nellen Avenue is sloped longitudinally and drains to the north and to the south. If a right-turn slip lane from Fifer Avenue is constructed, an existing inlet draining Nellen Avenue's cul-de-sac would be relocated and a new drainage inlet would need to be installed to catch runoff from both sides of the new right-turn slip lane. To the south, drainage utilities would remain as little or no regrading of the roadway is anticipated; existing drainage patterns are expected to remain as is.

The Nellen Avenue cycle track would include widening Nellen Avenue to the east, requiring removal of trees in the narrow strip of land between the existing curb and Caltrans right-of-way. No tree replanting in this area would be possible, as only 1 foot of clear space would remain between the new curb and the Caltrans right-of-way.

Some replanting may be possible just south of Fifer Avenue after the addition of the proposed right-turn slip lane from eastbound Fifer Avenue to southbound Nellen Avenue, but this is to be determined.

9. **Surrounding Land Uses and Setting:** The project site adjoins U.S. Highway 101 to the east and developed areas along both Nellen Avenue and Wornum Drive that include the offices of the Marin Municipal Water District, the Tam Ridge multi-family residential development, and new commercial development at the intersection of Fifer Avenue and Wornum Drive. The parking lot of the California Department of Motor Vehicles (DMV) adjoins the south side of Wornum Drive near its intersection with Tamal Vista Boulevard. The Tam Ridge residential project is located on the north side of Wornum Drive and extends from Tamal Vista Boulevard to Nellen Avenue.
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)**

The project is mostly within the jurisdiction of the Town of Corte Madera, which is the lead agency for this project. However, a portion of the project site is within the City of Larkspur. The following are potential permits associated with the project:

- Encroachment permit from the City of Larkspur for the Town of Corte Madera and the Town's contractors.
- Encroachment permit from the Town of Corte Madera for the subcontractors that are not tied to the prime contractor's contract.
- Marin County Environmental Health Services Drilling Permit (if geotechnical borings needed).

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

No California Native American tribes have requested consultation.

REFERENCES

Town of Corte Madera, 1994. *Town of Corte Madera Zoning Ordinance*. Adopted August 2.

Town of Corte Madera, 2009. *Town of Corte Madera General Plan*, April.

Town of Corte Madera, 2016. *Town of Corte Madera Bicycle/Pedestrian Plan*, July 26. Prepared by Alta Planning & Design.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

Determination.

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

R.J. Suokko

Printed Name

2/28/19

Date

Town of Corte Madera

For

CHAPTER II ENVIRONMENTAL CHECKLIST

INTRODUCTION

The Checklist below addresses 20 environmental topics. Whenever a potentially significant impact is identified, a mitigation measure is identified. A summary of the identified mitigation measures is included as **Appendix A**. At the end of each mitigation measure, the level of significance of the impact after mitigation is shown as “Less than Significant” (LTS) or “Potentially Significant” (PS).¹

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IMPACT EVALUATION

a) *Would the project have a substantial adverse effect on a scenic vista?*

Less Than Significant Impact

The proposed project would have no substantial adverse effect on a scenic vista as any road or pathway improvements would be at ground level; thus, no views would be blocked by any new

¹ This Mitigated Negative Declaration (MND) includes a discussion of impacts of the environment on the project, which, pursuant to recent California Supreme Court authority, are not California Environmental Quality Act (CEQA) impacts. The Town of Corte Madera has included this discussion based on traditional checklist questions in order to be more thorough in the overall analyses.

structure. Some trees along Wornum Drive may be affected by the improvements to the multi-use pathway along Wornum Drive, and some trees along Nellen Avenue may be removed to provide a two-way cycle track on Wornum Drive. The impact on trees is addressed in more detail in Section IV, Biological Resources, below.

- b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?*

No Impact

U.S. Highway 101 runs along the east side of the project site area. This highway is not a designated State scenic highway.

- c) *In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

No Impact

The project site is in an urbanized area, surrounded by residential and commercial development and U.S. Highway 101. No public views would be significantly affected, and the project would not conflict with zoning or other regulations related to scenic quality.

- d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

No Impact

No lighting would be associated with the project; thus, no light or glare would be created.

	Potentially Significant Impact	Less Than Significance with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURAL AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon				

	Potentially Significant Impact	Less Than Significance with Mitigation Incorporated	Less Than Significant Impact	No Impact
measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) 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 a non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IMPACT EVALUATION

- a) *Would the project 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 a non-agricultural use?*

No Impact

The project site does not include Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No impacts would occur.

- b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact

No specific zoning applies to the project site since the project is within the right-of-way of existing roads. No Williamson Act contracts exist for the site.

- c) *Would the project 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))?*

No Impact

Forest land is not located on or adjacent to the site. Therefore, there would be no impacts as related to 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)).

- d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact

Refer to the discussion under (c) above.

- e) *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

No Impact

Refer to the discussion under (a) through (d) above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IMPACT EVALUATION

- a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

No Impact

The project is too small for its air pollutant emissions to exceed any of the operational significance thresholds established by the Bay Area Air Quality Management District (BAAQMD) Clean Air Plan. The project includes providing a vehicular accessway allowing motorists to turn right from eastbound Fifer Avenue onto southbound Nellen Avenue in order to reduce congestion levels along southbound Tamal Vista Boulevard. With this opening to traffic on Nellen Avenue, it is estimated that about a 25 percent to 40 percent of the traffic that now travels southbound on Tamal Vista Boulevard and turns left onto Wornum Drive would be re-routed to travel east on Fifer Avenue before turning south on Nellen Avenue to connect to Wornum Drive. This traffic is only likely to occur if the Nellen Avenue/Wornum Drive intersection has traffic controls, such as provided by the proposed roundabout, to enable motorists on Nellen Avenue to conveniently enter Wornum Drive. These proposed changes to the roadway and vehicular travel network would not increase overall traffic volumes, but would decrease congestion and idling of stopped southbound left-turning cars at the Tamal Vista Boulevard/Wornum Drive intersection. In general, reducing traffic congestion (while not increasing traffic volumes) would decrease pollutant emissions and would therefore not conflict with or obstruct implementation of the applicable air quality plan.

- b) *Would the project 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?*

Less Than Significant with Mitigation Incorporated

The California Air Resources Board (CARB) and the U.S. Environmental Protection Agency (EPA) currently focus on the following air pollutants as indicators of ambient air quality: ozone, particulate matter, nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), and lead. Because these are the most prevalent air pollutants known to be deleterious to human health and extensive health-effects criteria documents are available, they are commonly referred to as “criteria air pollutants.”

California and national ambient air quality standards (CAAQSs and NAAQSs, respectively) have been developed by the CARB and EPA, respectively, for the six criteria air pollutants to assess regional air quality impacts. California has also established ambient air quality standards for sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. The CAAQSs and NAAQSs are intended to incorporate an adequate margin of safety to protect the public health and welfare, including people who are most susceptible to air pollutants, known as “sensitive receptors.”

The CAAQSs, which are based on meteorological conditions unique to California, are either equal to or more stringent than the NAAQSs. Areas in California are classified as either in “attainment” or “non-attainment” for each criteria air pollutant, based on whether or not the NAAQSs or CAAQSs have been achieved.

To assess the regional attainment status, the BAAQMD collects air quality data from about 40 monitoring sites within the San Francisco Bay Area Air Basin (SFBAAB). Based on the monitoring data,

the SFBAAB is currently designated as a non-attainment area for ozone, PM₁₀, and PM_{2.5}, and is designated as an attainment or unclassified area for all other pollutants.

The project would not result in an increase in operational emissions of criteria pollutants because no new development that could result in criteria pollutant emissions is proposed and no increase in vehicle miles traveled (VMT) would occur. Some traffic could be re-routed, but the distance would be similar to the current route.

However, construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM₁₀ and PM_{2.5}. Sources of fugitive dust would include disturbed soils at the construction site and trucks possibly carrying uncovered loads of soils. That said, little excavation is expected with the proposed project. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. Fugitive dust emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. Fugitive dust emissions would also depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

The BAAQMD CEQA Air Quality Guidelines consider impacts from fugitive dust emissions during construction to be less than significant if best management practices (BMPs) are employed to reduce these emissions. Implementation of Mitigation Measure AIR-1 would reduce this impact to a less-than-significant level.

***Mitigation Measure AIR-1:** During any construction-period ground disturbance, the Town of Corte Madera shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by the Bay Area Air Quality Management District (BAAQMD) and listed below would reduce the air quality impacts associated with grading and new construction to a less-than-significant level. The contractor shall implement the following best management practices (BMPs) that are required of all projects:*

- 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.*
- 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.*
- 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.*
- 4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).*
- 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.*
- 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage indicating this requirement shall be provided for construction workers at all access points.*

7. *All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.*
8. *A publicly visible sign shall be posted listing the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD phone number shall also be visible to ensure compliance with applicable regulations.*
9. *An independent construction monitor hired by the Town of Corte Madera shall conduct periodic site inspections, but in no event fewer than four total inspections during the course of construction to ensure that these mitigation measures are implemented and shall issue a report to the Town documenting the inspection results. Reports indicating non-compliance with construction mitigation measures shall be cause to issue a stop work order until such time as compliance is achieved.*

The combination of the above measures would reduce the potential impact from construction dust and the possibility that the project would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment to a less-than-significant level. (LTS)

- c) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less Than Significant Impact

The project would include short-duration construction activity that would involve the use of diesel equipment that would emit diesel particulate matter, a toxic air contaminant (TAC). Prolonged exposure to TACs is required for health effects to sensitive receptors. The proposed construction activity would be of such short duration (i.e., less than 10 months), that no substantial exposure to nearby receptors during construction would occur. No new emissions of TACs after construction would occur. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations.

- d) *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

Less Than Significant Impact

The project proposes relatively routine in-road construction activity that would use diesel equipment. This activity is not considered odor-generating. After construction, the project would not include any sources of odors that would cause complaints from surrounding uses. Odor impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IMPACT EVALUATION

- a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No Impact

Special-status species² are plants and animals that are legally protected under the State of California and/or federal Endangered Species Acts³ or other regulations, as well as other species that are

²Special-status species include designated rare, threatened, or endangered and candidate species for listing by the California Department of Fish and Wildlife (CDFW); designated threatened or endangered and candidate species for listing by the U.S. Fish and

considered rare enough by the scientific community and trustee agencies to warrant special consideration, particularly with regard to protection of isolated populations, nesting or denning locations, communal roosts, and other essential habitat. Species with legal protection under the Endangered Species Acts often represent major constraints to development, particularly when the species are wide-ranging or highly sensitive to habitat disturbance and where proposed development would result in a "take"⁴ of these species.

Figure 4 show the known occurrences of special-status plant and special-status animal species in the Corte Madera vicinity, based on occurrence data of the California Natural Diversity Data Base (CNDDB) of the California Department of Fish and Wildlife (CDFW). The CNDDB provides the most comprehensive data on the distribution of special-status species and sensitive natural communities in the state and is routinely updated by the Biogeographic Data Branch of the CDFW. However, it only serves as an indication of the distribution of a particular special-status species based on known occurrences, and does not provide for a known determination on presence or absence from a particular location, which typically requires site-specific field investigation.

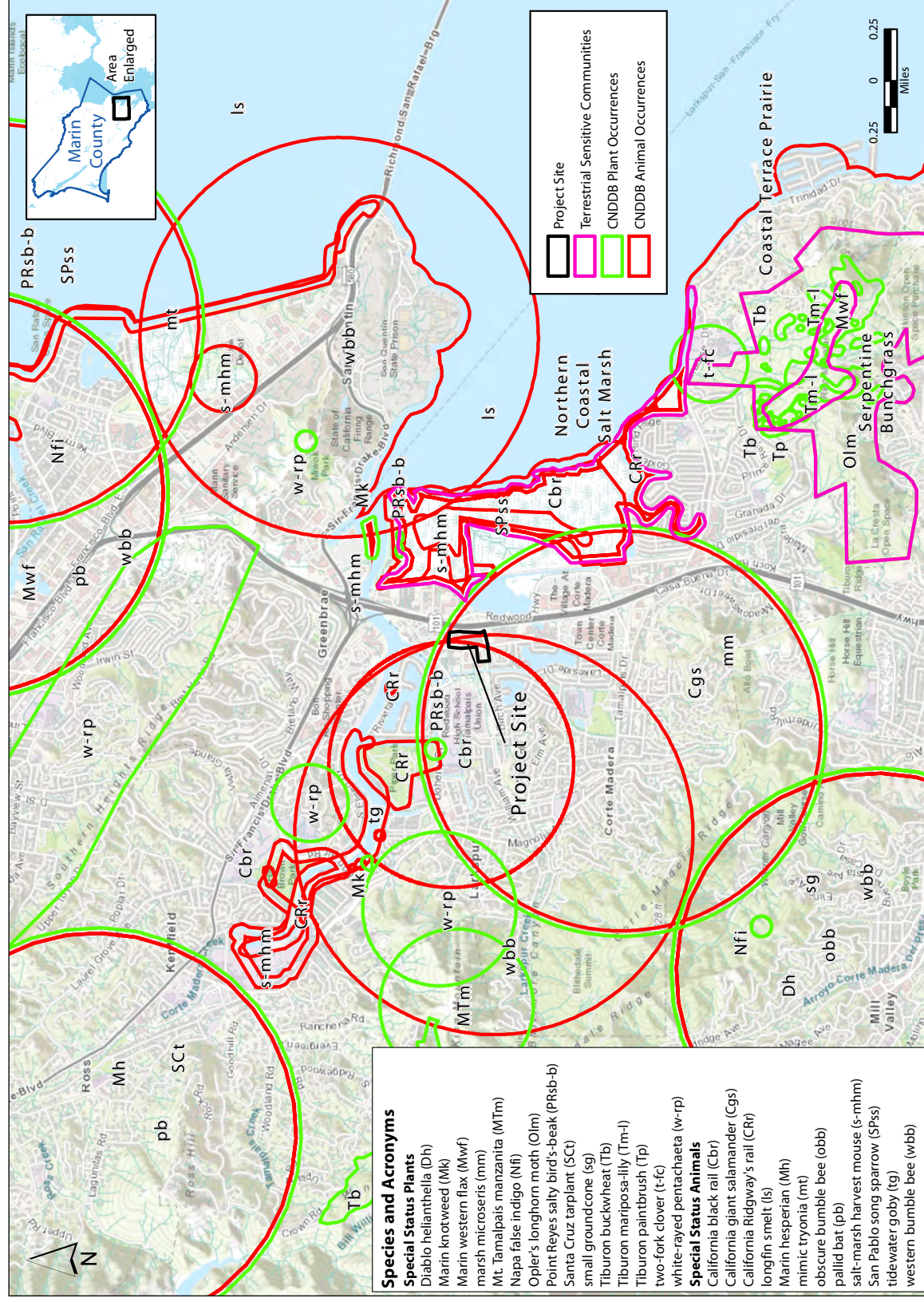
As indicated in Figure 4, numerous special-status plant species have been reported from the upland and coastal salt marsh habitats of Corte Madera. These include the federal-listed endangered showy Indian clover (*Trifolium amoenum*), the state- and federal-listed endangered white-rayed pentachaeta (*Pentachaeta bellidiflora*), the state- and federal-listed threatened Marin western flax (*Hesperolinon congestum*), the state- and federal-listed threatened Tiburon mariposa lily (*Calochortus tiburonensis*), and the state-listed threatened and federal-listed endangered Tiburon Indian paintbrush (*Castilleja affinis* ssp. *neglecta*) and Point Reyes bird's-beak (*Cordylanthus maritimus* ssp. *palustris*). All of these species are maintained on List 1B of the California Native Plant Society (CNPS) *Inventory of Rare and Endangered Plants of California*, and are therefore considered rare under Section 15380 of the CEQA Guidelines. However, no suitable habitat for these or any other special-status plant species occurs on the site based on the habitat suitability assessment conducted by the Initial Study biologist on February 19, 2019. The site has been extensively modified by roadway improvements and urbanization, and no natural habitat remains that could support occurrences of special-status plants. No potential impacts on special-status plant species are anticipated and no mitigation is required.

Special-status animal species have also been reported from the shoreline, bay, and streams of the Corte Madera, as indicated in Figure 4. These include the state- and federal-listed endangered salt marsh harvest mouse (*Reithrodontomys raviventris*); the state- and federal-listed endangered

Wildlife Service (USFWS) and National Marine Fisheries Service (NOAA Fisheries); species considered rare or endangered under the conditions of CEQA Guidelines Section 15380 such as those plant species with a ranking of 1A, 1B, and 2 in the *Inventory of Rare and Endangered Plants of California* of the California Native Plant Society (CNPS); and possibly other species that are considered sensitive or of special concern due to limited distribution or lack of adequate information to permit listing or rejection for state or federal status, such as those with a ranking of 3 in the CNPS *Inventory* or identified as California Species of Special Concern (SSC) by CDFW.

³ The federal Endangered Species Act (FESA) of 1973 declares that all federal departments and agencies shall use their authority to conserve endangered and threatened plant and animal species. The California Endangered Species Act (CESA) of 1984 parallels the policies of the FESA and pertains to native California species.

⁴ "Take" as defined by the FESA means "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect" a threatened or endangered species. "Harm" is further defined by the USFWS to include the killing or harming of wildlife due to significant obstruction of essential behavior patterns (i.e., breeding, feeding, or sheltering) through significant habitat modification or degradation. The CDFW also considers the loss of listed species habitat as take, although this policy lacks statutory authority and case law support under the CESA.



SOURCES: California Natural Diversity Database accessed on Feb 21, 2019;
USGS base map by ESRI and NGS. Map produced by
www.digitalmappingsolutions.com on 2/21/2019

California clapper rail (*Rallus longirostris obsoletus*); the state-listed threatened California black rail (*Laterallus jamaicensis coturniculus*); saltmarsh common yellowthroat (*Geothlypis trichas sinuosa*) which is considered a California Species of Special Concern (SSC) by the CDFW, the federal-listed endangered tidewater goby (*Eucyclogobis trichas sinuosa*); and the state-listed endangered and federal-listed threatened Coho salmon (*Oncorhynchus kisutch*). However, no suitable habitat for these or any other special-status animal species occurs on the project site based on the habitat suitability assessment conducted by the Initial Study biologist during the field reconnaissance in February 2019. Suitable bay, stream, and coastal salt marsh habitat for all of these reported species is absent in the vicinity of the site. Similarly, suitable habitat for other special-status animal species known or suspected from central and eastern Marin County, such as the federal-listed threatened California red-legged frog (*Rana aurora draytoni*) and Northern spotted owl (*Strix occidentalis caurina*), is also absent from the site. No potential impacts on special-status animal species are anticipated and no mitigation is required.

Finally, federal and state regulations have been enacted to protect birds and their nests when the nests are in active use. Bird nests in active use are protected under the federal Migratory Bird Treaty Act and provisions of the State Fish and Game Code. However, no evidence of any bird nests or nesting activity was observed during the field reconnaissance in February 2019 by the Initial Study biologist, nor has any evidence been reported from the site by the CNDDDB. Trees and other vegetation that would be removed to accommodate proposed roadway improvements are located immediately adjacent to existing roadways that are in active use and are unlikely to serve as nesting locations for birds. Given the high unlikelihood that new nests would be established in the immediate vicinity of the roadway improvements, no loss of nests in active use is anticipated and no mitigation is considered necessary.

- b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No Impact

Sensitive natural communities are community types recognized by the CDFW and other agencies because of their rarity. In the Corte Madera vicinity, known sensitive natural community types include marshlands, riparian woodlands, and native grasslands. Figure 4 shows the occurrences of coastal salt marsh, coastal terrace prairie, and serpentine bunchgrass reported by the CNDDDB in the surrounding area, along the shoreline of the bay and Ring Mountain on the Tiburon Peninsula.

Proposed changes to the circulation system on Fifer Avenue, Nellen Avenue, and Wornum Drive would take place in an area where natural communities have been eliminated by past development of roadways, ornamental landscaping, and urbanization. Sensitive natural community types are absent from the site and vicinity of proposed construction, and therefore no adverse impacts are anticipated and no mitigation is required.

- c) *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact

Although definitions vary to some degree, wetlands are generally considered to be areas that are periodically or permanently inundated by surface or ground water and support vegetation adapted to life in saturated soil. Wetlands are recognized as important features on a regional and national level due to their high inherent value to fish and wildlife, use as storage areas for storm and flood waters, and water recharge, filtration, and purification functions.

The CDFW, U.S. Army Corps of Engineers (Corps), and California Regional Water Quality Control Board (RWQCB) have jurisdiction over modifications to wetlands and other "waters of the United States." Jurisdiction of the Corps is established through provisions of Section 404 of the Clean Water Act, which prohibits the discharge of dredged or fill material without a permit. The RWQCB jurisdiction is established through Section 401 of the Clean Water Act, which requires certification or waiver to control discharges in water quality, and the State Porter-Cologne Act. Jurisdictional authority of the CDFW over wetland areas is established under Sections 1600-1607 of the State Fish and Game Code, which pertain to activities that would disrupt the natural flow or alter the channel, bed, or bank of any lake, river, or stream.

A preliminary wetland assessment was conducted during the field reconnaissance by the Initial Study biologist in February 2019, and no indication of jurisdictional waters was observed on the site. Jurisdictional waters are absent from the site and vicinity of proposed construction, and therefore no adverse impacts are anticipated and no mitigation is required.

- d) *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Less Than Significant Impact

The proposed project would not have any significant adverse impacts on wildlife movement opportunities or adversely affect native wildlife nursery sites. Wildlife in the vicinity of the site are already acclimated to human activity, and construction-related disturbance would not cause any significant impacts on common wildlife species found in the area. Wildlife species commonly associated with suburban habitat would eventually frequent the site again following construction, using the remaining trees, ornamental landscaping, and even structures for foraging, roosting, and other activities. No substantial disruption of movement corridors or access to native wildlife nursery sites is anticipated. Potential impacts on wildlife movement opportunities would be less than significant and no mitigation is required.

- e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Less Than Significant with Mitigation Incorporated

The Resource Conservation and Sustainability Element of the Town of Corte Madera General Plan includes a discussion of biological and wetland resources. Most of the provisions in this element pertain to protection and management of open space, wetlands, and sensitive resources. The proposed project would not conflict with any goals or policies of the Town of Corte Madera related to protection of biological resources. No special-status species, sensitive natural communities, or wetlands would be adversely affected and no significant adverse impacts on sensitive biological resources would occur as a result of project implementation.

Chapter 15.50 of the Corte Madera Municipal Code regulates the removal or modification to any tree within the town limits, and requires that a permit be secured prior to any removal or modification, unless such work is specifically exempted from tree permit requirements. Regulated trees where a permit for removal or modification is required include those with a single trunk circumference of at least 50 inches (or multi-stemmed trees having an aggregate circumference of less than 120 inches), measured 4.5 feet above grade. The minimum trunk circumference sizes for a regulated tree translate to a trunk diameter of about 16 inches for a single trunk and an aggregate diameter of about 38 inches for multi-stemmed trees. A number of tree species are considered “undesirable” for a variety of reasons and are therefore not regulated, including blue gum eucalyptus (*Eucalyptus globulus*), sugar gum eucalyptus (*Eucalyptus cladocalyx*), manna gum eucalyptus (*Eucalyptus viminalis*), black acacia (*Acacia melanoxylon*), green wattle acacia (*Acacia decurrens*), Monterey pine (*Pinus radiata*), juniper (*Juniperus* spp.), and Lombardy poplar (*Populus nigra* “*Italica*”). However, for larger undesirable species with a trunk circumference of 50 inches or more (or multi-stemmed tree having an aggregate circumference of 120 inches or more), the Town requires that an inspection be performed prior to its removal, destruction, or alteration to confirm species only, and does not require a permit.

Trees in the vicinity of the proposed roadway improvements were inspected during the February 2019 field reconnaissance by the Initial Study biologist. Most of the trees along the roadways do not qualify as a regulated tree because of their size under the minimum trunk size specified in the Tree Protection Ordinance or because they are considered an undesirable species. All of the trees along Nellen Avenue are either of insufficient size or are undesirable species under the Tree Protection Ordinance. These include plantings of coast redwood and flowering pear at the southern edge of the intersection with Fifer Avenue, and scattered blue gum eucalyptus, black acacia, and pines growing along the eastern edge of Nellen Avenue. Similarly, the few trees to be removed near the intersection of Wornum Drive and Redwood Highway Frontage Road consist of small flowering pears, pines and an undersized crape myrtle tree.

Trees within the Wornum Drive right-of-way near the Tamal Vista Boulevard intersection consist of undersized flowering pear trees. However, numerous mature trees grow in the adjacent landscaped median of the parking lot for the California Department of Motor Vehicles office, with roots and canopies that extend into the Wornum Drive right-of-way. These include five native coast live oak trees

with trunk circumferences ranging from 18 to 75 inches, six black acacia trees with trunk circumferences ranging from 9 to 62 inches, and five pines with trunk circumferences ranging from 60 to 125 inches. These trees vary in overall condition, but most show signs of compromised conditions as a result of the adjacent parking lot, topping for clearance of overhead lines, and construction of the existing bicycle/pedestrian pathway along the south side of Wornum Drive. While direct removal of these trees is not proposed as part of the project, they could be damaged during installation of the bicycle/pedestrian improvements proposed by the project. Potentially damaging activities could include grading within the tree root zone within the Wornum Drive right-of-way, cutting or removal of major trees, removal of limbs, and possible damage to the tree trunks. Of particular concern are the native coast live oak trees, two of which meet the minimum trunk sizes for regulation under the Tree Protection Ordinance. Loss or damage that could lead to the decline and eventual death of a regulated tree would be a significant impact requiring mitigation, as recommended below.

Mitigation Measure BIO-1: The project shall comply with the provision of Chapter 15.50 of the Corte Madera Municipal Code regarding proposed tree removal and requirements for adequate protection of trees to be preserved and replacement tree plantings. Of particular concern are the native coast live oak trees of regulated size along the south side of the Wornum Drive right-of-way at the north edge of the parking lot for the California Department of Vehicles office on Tamal Vista Boulevard. A certified arborist shall be responsible for defining appropriate tree avoidance and protection measures to ensure that trees to be preserved are not damaged during construction. These measures may include slightly elevating any proposed improvements to the bicycle/pedestrian pathway along the south side of Wornum Drive to minimize disturbance to the tree root zones along the south side of the pathway. The certified arborist shall be present during construction when tree root systems may be affected to provide appropriate treatment. Any trees that are regulated under the Tree Protection Ordinance and are to be removed shall be replaced at a minimum 1:1 ratio with 15-gallon-sized plantings, or as determined by the Town of Corte Madera based on size of replacement plantings and survivability criteria. This measure would reduce the potential impact due to tree removal to a less-than-significant level. (LTS)

- f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?

No Impact

No Habitat Conservation Plan or other similar plan exists for this portion of the Town of Corte Madera and no impacts are therefore anticipated.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IMPACT EVALUATION

- a) *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*

No Impact

No historical resources would be affected by the project, which would primarily take place within existing paved areas within or adjoining Nellen Avenue, Fifer Avenue, or Wornum Drive.

- b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*

Less Than Significant Impact

See (a) above. No significant excavation for the project would take place and archaeological resources are not expected to be affected. The project would include near-surface disturbance of soils during grading for construction. However, the depth of disturbance would not exceed 4 feet. These upper soils have already been disturbed by historic grading and road-building activities.

- c) *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

No Impact

Refer to (a) and (b) above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IMPACT EVALUATION

- a) *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

No Impact

Wasteful or inefficient consumption of energy resources during project construction would not occur. Ultimately, during project operations, energy savings may result from the improvement of bicycle pathways for this critical link area in central Marin County.

- b) *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

No Impact

The project would not obstruct any state or local plan for improved energy efficiency or the use of renewable energy. Ultimately, during project operations, energy savings may result from the improvement of bicycle pathways for this critical link area in central Marin County.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IMPACT EVALUATION

- a) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a 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; ii) Strong seismic ground shaking; iii) Seismic-related ground failure, including liquefaction; iv) Landslides?*

No Impact

The Liquefaction Hazard map of the Town's General Plan shows the project site as "Very Low" for the risk of liquefaction (Town of Corte Madera, 2008). The Town's Landslide Hazards map shows the site as "surficial deposits." The site is in a level area where landslide hazards would not exist. No known active faults or Alquist-Priolo earthquake hazard zones occur within Corte Madera (Town of Corte Madera, 2008); thus, with the proposed project, few risks associated with earthquakes, liquefaction, or landslides would exist. In addition, the type of project being proposed is not particularly susceptible to seismic shaking hazards.

- b) *Would the project result in substantial soil erosion or the loss of topsoil?*

Less Than Significant Impact

If not properly managed, the project could result in erosion during ground disturbance associated with project construction. In accordance with Town's Urban Runoff Pollution Prevention Ordinance, Title 9, Chapter 9.33.100, the Town would implement Best Management Practices (BMPs) during construction, with the use of wattles and other measures to minimize erosion impacts, as necessary. (Erosion control is discussed further in Section X, Hydrology and Water Quality, below).

- c) *Would the project 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?*

No Impact

Based on General Plan mapping, the project site is not subject to liquefaction, lateral spreading (which tends to occur where liquefaction hazards are high), or landslides. No groundwater pumping, which could lead to subsidence, is proposed, so impacts related to subsidence would not occur.

- d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Less Than Significant Impact

Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. Shrink-swell potential is influenced by the amount and type of clay minerals present and can be measured by the percent change of the soil volume. The project site is within a portion of the Town of Corte Madera where the soil type is Xerorthents-Urban Land Complex, 0-9 percent slopes. These soils can contain a substantial amount of clay and therefore could be expansive.

The potential effects of expansive soils are typically addressed through the use of standard geotechnical engineering practices that routinely evaluate backfill soils and foundation soils for their expansion potential. If not engineered appropriately, any expansive soils left beneath proposed improvements could, over time, result in damage to pavements and structures through cyclical changes in soil volumes from the shrink-swell characteristics of expansive soils. Typical geotechnical mitigation efforts include replacement of soils with engineered fills that have low expansion properties or the addition of soil treatments to existing soils that reduce the expansion potential. Implementation of these standard practice geotechnical measures would ensure that this impact would be less than significant.

- e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?*

No Impact

No septic systems are associated with the project.

- f) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

No Impact

As the project site is located in a relatively level, geologically featureless part of town, there are no unique geologic features at the site. The project would include near-surface disturbance of soils during grading for construction. However, the depth of disturbance would not exceed 4 feet. These upper soils have already been disturbed by historic grading and road-building activities. Therefore, no intact unique paleontological resources would be encountered or disturbed.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IMPACT EVALUATION

- a) *Would the project generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?*

No Impact

The proposed improvements to the bicycle system in this part of central Marin County would encourage more bicycle use (and less automobile use) and likely lead to reduced GHG emissions. The traffic diverted onto Nellen Avenue from Tamal Vista Boulevard would not result in increased GHG emissions as the diverted traffic would travel the same distance, albeit along a different route, and the project would not result in an overall increase in traffic. Provision of the roundabout at Nellen Avenue/Wornum Drive would possibly reduce overall emissions as automobiles would avoid stopping, idling, and starting, which can be associated with increased emissions.

- b) *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

No Impact

The Climate Action Plan (CAP) of the Town of Corte Madera specifically encourages new bike lanes and routes. Traffic calming measures and intersection improvements are also addressed in the CAP to control speeding and improve pedestrian and cyclist safety. The proposed roundabout at Nellen Avenue/Wornum Drive would comply with this policy (Marin Climate & Energy Partnership, 2016). Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IMPACT EVALUATION

- a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less Than Significant Impact

Project construction activities are expected to involve the routine transport, use, and disposal of hazardous materials (e.g., motor fuels, paints, oils, and grease) that could pose a threat to human health or the environment if not properly managed. Although small amounts of these materials would be transported, used, and disposed of during project construction, these materials are typically used in construction projects and are not considered acutely hazardous. Workers who handle hazardous materials are required to adhere to health and safety requirements enforced by the federal Occupational Health and Safety Administration (OSHA) and California Division of Occupational Safety and Health (Cal/OSHA). Hazardous materials must be transported to and from the project site in accordance with Resource Conservation and Recovery Act (RCRA) and U.S. Department of Transportation regulations, and also disposed of in accordance with RCRA regulations at a facility that is permitted to accept the waste. Because compliance with existing regulations is mandatory, project construction is not expected to create a significant hazard to public health or the environment through the routine transport, use, or disposal of hazardous materials.

During project operation, it is not anticipated that the project would involve the use of hazardous materials.

- b) *Would the project 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?*

Less Than Significant Impact

If past land uses resulted in releases of hazardous materials to the subsurface and those contaminants are still present in surface soils, it is possible that construction workers and the public could be exposed to adverse health effects during project grading. Based on review of Geotracker (State Water Resources Control Board) and Envirostor (Department of Toxic Substances Control) databases, no known active hazardous materials release sites are located at or adjacent to the project site. Therefore, this impact is less than significant.

- c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact

The nearest school is Redwood High School, which is 0.9 mile from the project site. No other schools are proposed in the vicinity and no significant hazardous materials would be used during construction or operation.

- d) *Would the project 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?*

No Impact

The project site does not include any hazardous materials site pursuant to Government Code Section 65962.5 (Town of Corte Madera, 2008). There was an Exxon site at 200 Nellen Avenue that once had a known hazardous material release, but this site has now been closed. A release identified for the Marin Municipal Water District (220 Nellen Avenue) was found to be non-applicable and to pose no or very little risk to public safety, and also was not on the Cortese List (Section 65962.5) (Town of Corte Madera, 2008).

- 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 result in a safety hazard or excessive noise for people residing or working in the project area?*

No Impact

The nearest public use airport to the project site is the Marin County Airport at Gnoss Field in Novato, approximately 15 miles to the north. The nearest general aviation airport is the San Rafael Airport in San Rafael, approximately 7 miles to the north. The project site is not located in a land use plan for either airport, and no other sources of aviation hazards are present at the project site. The project would therefore have no impact in relation to this criterion.

- f) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact

During construction, the Town would ensure that no interference with emergency access would occur on Wornum Drive, Nellen Avenue, or Fifer Avenue. The opening of Nellen Avenue to two-way traffic, with access from Fifer Avenue, would improve emergency access. No significant impacts related to interference with an emergency evacuation plan would occur.

- g) *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

No Impact

The project site is not within or near a forested area that would be subject to wildland fire. The site is within the urbanized portion of the Town of Corte Madera, adjacent to U.S. Highway 101 and near the edge of San Francisco Bay. The Fire Threat Map of the Town's General Plan shows the project area as "Moderate" (Town of Corte Madera, 2008). The project involves roadway and bike path improvements that would not expose people or structures to significant wildland fire risk.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) 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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiches zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IMPACT EVALUATION

- a) *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*

Less Than Significant Impact

Almost the entire project site is currently covered with impervious surfaces (pavement), and all stormwater runoff from the project site is directed to the Town's stormwater collection system. Stormwater collected in the Town stormwater/flood control system, which includes a number of lagoons and waterways, ultimately is discharged to Corte Madera Creek and/or San Francisco Bay. The project

would disturb (i.e., excavate and/or conduct grading) on approximately 0.99 acre and would add approximately 7,300 square feet (0.17 acre) of new impervious surface area.

The State Water Resources Control Board and nine regional water quality control boards (RWQCBs) regulate water quality of surface water and groundwater bodies throughout California. In the Bay Area, including the project site, the San Francisco Bay RWQCB is responsible for implementation of the Water Quality Control Plan (Basin Plan). The Basin Plan establishes beneficial water uses for waterways and water bodies within the region.

Runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) program (established through the federal Clean Water Act). The NPDES program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by state and federal statutes and regulations. Locally, the NPDES program is overseen by the RWQCB. The Marin County Stormwater Pollution Prevention Program (MCSTOPPP) assists cities, towns, and the County with coordination and consistency of approaches across the county in implementing the RWQCB requirements.

Potential stormwater impacts in development projects may occur during construction and operation phases. Any construction activities, including grading, that would result in the disturbance of 1 acre of land or more would be required to comply with the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activity (Construction General Permit). Since the project would disturb less than 1 acre of land, it would not be subject to the Construction General Permit (and therefore a Stormwater Pollution Prevention Plan [SWPPP] for the site would not be required). However, under the Town's Urban Runoff Pollution Prevention Ordinance, Title 9, Chapter 9.33.100, "Any person engaged in activities which will or may result in pollutants entering the town storm drains shall undertake all practicable measures to cease such activities, and/or eliminate or reduce such pollutants." These activities include construction-related ground-disturbing activities. Under subsection 9.33.100(c), projects including ground-disturbing activities are required to implement construction-phase BMPs to prevent the discharge of construction wastes or contaminants from construction materials, tools, and equipment from entering the storm drain system or any watercourse and to include erosion and sediment controls and pollution prevention practices.

Project operations could also discharge pollutants to the stormwater system. Section E.12 of the current Phase II MS4 Permit addresses requirements for retention and treatment of stormwater generated by development and redevelopment projects. The project would create more than 5,000 square feet of impervious surfaces and therefore would be subject to these requirements. Section E.12 and Attachment 4 both require the use of Low Impact Development (LID) in new development projects. LID must include measures to encourage infiltration and/or capture and treat runoff from impervious surfaces. To reduce project site runoff, measures such as porous pavement or vegetated swales can be used. These measures can also serve to prevent hydromodification (changes in natural watershed characteristics due to urban development).

The Town of Corte Madera's Municipal Stormwater Ordinance is located under Title 9 of the Corte Madera Municipal Code, Chapter 9.33, Urban Runoff Pollution Prevention Ordinance. It requires

stormwater protection measures for stormwater discharges, including those not regulated under an NPDES permit. It includes prohibitions on littering, housekeeping standards for parking lots and similar structures, and requirements for implementation of BMPs for new development and redevelopment projects.

Compliance with Town and NPDES permit stormwater requirements would reduce the project's potential impacts on stormwater and groundwater quality to less-than-significant levels.

- b) *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Less Than Significant Impact

The project site is located within the boundary of a Department of Water Resources (DWR) groundwater sub-basin 2-028, Ross Valley. This groundwater sub-basin has been designated as very low priority under the Sustainable Groundwater Management Act (SGMA), indicating that there are no current conditions present in this basin (e.g., overdraft, water quality problems, population growth pressure) that threaten sustainability of this basin aquifer. The low priority status indicates that preparation of a groundwater sustainability plan is not required.

The proposed project does not include pumping or use of groundwater. Also, the project's relatively modest increase in impervious cover would not interfere substantially with groundwater recharge. Therefore, a less-than-significant impact would occur related to impeding sustainable groundwater management of the basin.

- c) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (iii) 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; or (iv) impede or redirect flood flows?*

Less Than Significant Impact

The project would not alter the course of a stream or river, and would not alter the existing drainage pattern that exists on-site or off-site. Given the level nature of the site and the fact that the Town would install wattles and other measures to ensure no significant siltation occurs off the site during construction, no significant impacts related to siltation or erosion would occur. About 7,300 square feet of new impervious surface area would be added due to the widening of Nellen Avenue, the new roundabout, the Wornum Drive improvements, and the Fifer Avenue to Nellen Avenue slip lane. This relatively small increase would not create significant new runoff, or increase the rate of runoff such that on-site or off-site flooding would result or the capacity of the stormwater drainage system would be exceeded. Flood flows would not be impeded or redirected. The Town has not observed any flooding problems in this portion of Corte Madera.

- d) *In flood hazard, tsunami, or seiches zones, would the project risk release of pollutants due to project inundation?*

Less Than Significant Impact

The project site is not within the Federal Emergency Management Agency (FEMA) 100-year flood hazard zone according to the Corte Madera General Plan EIR (Town of Corte Madera, 2008). The site is in a relatively low-lying area near the bay and may be subject to inundation associated with coastal hazards, including sea level rise and tsunamis. Specifically, the project site is adjacent to the tsunami wave run-up and sea level rise hazard areas as mapped by the Bay Conservation Development Commission (BCDC). The project consists of roadway and bike path improvements, which are not particularly susceptible to inundation hazards, and does not include materials or facilities that could release pollutants to stormwater during inundation. Therefore, potential impacts related to coastal hazards are less than significant.

- e) *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

No Impact

No groundwater management plan would be relevant to the project since no groundwater would be used. Water quality is addressed above under (a).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IMPACT EVALUATION

- a) *Would the project physically divide an established community?*

No Impact

The project would take place entirely within existing rights-of-way and would not divide any community.

- b) *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

No Impact

The project would not conflict with any relevant plan or policy. In fact, the project would comply with recommendations of the Town's Bicycle/Pedestrian Plan (Town of Corte Madera, 2016).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IMPACT EVALUATION

- a) *Would the project 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?*

No Impact

No mineral resources would be affected by the project.

- b) *Would the project 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?*

No Impact

Refer to (a) above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IMPACT EVALUATION

- a) *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less Than Significant Impact

Noise would be generated by the operation of heavy equipment during project construction. However, all construction activities would be conducted during normal working hours (no nighttime work) to minimize impacts on nearby residents of the Tam Ridge residential project. No extremely noisy activities (e.g., pile driving) would be required for project construction. No significant increase in ambient noise levels during project operation would be expected.

- b) *Would the project result in generation of excessive ground borne vibration or ground borne noise levels?*

Less Than Significant Impact

No pile driving or other actions would be required that could generate excessive ground borne vibration. Short-term jackhammering may be required to break up existing paving. The Town would conform with any restrictions on times and days of allowed construction. No excessive vibration would be associated with such jack hammering.

- c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 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?*

No Impact

The project would not be located in the vicinity of a private or public airstrip or within an area covered by an airport land use plan.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IMPACT EVALUATION

- a) *Would the project induce substantial unplanned 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)?*

No Impact

No substantial inducement of population growth would result from the project. The proposed improvements would serve the existing population.

- b) *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

No Impact

No displacement of people or housing would result from the project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IMPACT EVALUATION

- a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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: Fire protection, police protection, schools, parks, other public facilities?*

No Impact

No impacts on public services would occur, as the proposed circulation improvements would not bring in a new population base that would require such services. It is estimated that emergency vehicle access would be improved by the opening of Nellen Avenue to traffic from Fifer Avenue and the proposed roundabout at the Nellen Avenue/Wornum Drive intersection. The roundabout would be designed to allow unimpeded fire truck access (e.g., potentially through a paved surface in the center of the roundabout).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION.				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IMPACT EVALUATION

- a) *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?*

No Impact

The project would not increase demands on local or regional parks.

- b) *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?*

Less Than Significant Impact

The project includes improved bicycle and pedestrian facilities; however, these facilities would not have an adverse impact on the environment assuming that the mitigation measures identified in this Initial Study are adopted and put in place.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IMPACT EVALUATION

- a) *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

No Impact

As stated in Section XI, Land Use and Planning, above, the project would comply with recommendations of the Town's Bicycle/Pedestrian Plan (Town of Corte Madera, 2016). Most of the proposed improvements have been addressed in this plan. The project would not conflict with any programs, plans, ordinances, or policies addressing the circulation system.

- b) *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?*

Less Than Significant Impact

The project would not conflict with CEQA Guidelines Section 15064.3(b). By improving bicycle and pedestrian access in the Town of Corte Madera, the project is intended to result in fewer vehicle miles traveled (VMT) by residents in private automobiles. As stated in Section 15064.3(b), "Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact." (CEQA Guidelines, 2019) The CEQA Guidelines go on to state that "Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact."

- c) *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

No Impact

No hazards due to geometric design features and incompatible uses would be associated with the project. The proposed roundabout would be designed to minimize hazards.

d) *Would the project result in inadequate emergency access?*

Less Than Significant Impact

The proposed improvements would not result in inadequate emergency access. To the contrary, the opening of Nellen Avenue at Fifer Avenue in the southbound direction would improve emergency access in the Town of Corte Madera. The proposed roundabout would also not interfere with emergency access.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES. Would the project:				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and this is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IMPACT EVALUATION

- a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (i) Listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

No Impact

No significant grading or excavation would be required for the project; thus, no impacts on tribal cultural resources are anticipated. The depth of disturbance would not exceed 4 feet. These upper soils have already been disturbed by historic grading and road-building activities. No historical resources would be affected by the project as the improvements would occur within existing rights-of-way.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IMPACT EVALUATION

- a) *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

No Impact

No relocation of utility lines is anticipated for the project, and no expanded water, wastewater, stormwater, or other services/utilities would be required.

- b) *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?*

No Impact

No increased water demands would be associated with the project.

- c) *Would the project 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?*

No Impact

No increased wastewater demands would be associated with the project.

- d) *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

No Impact

The project would not result in any increased generation of solid waste.

- e) *Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?*

No Impact

Refer to (d) above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IMPACT EVALUATION

- a) *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

No Impact

The project would not impair an adopted emergency response plan or evacuation plan. As stated earlier, the opening of Nellen Avenue at Fifer Avenue may improve emergency access.

- b) *Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

No Impact

No factors associated with the project site or the project would increase the risk or intensity of wildfire.

- c) *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

No Impact

No infrastructure associated with the project would exacerbate fire risks.

- d) *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact

The project would not expose structures or people to these potential hazards.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to substantially 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, substantially 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IMPACT EVALUATION

- a) *Does the project have the potential to substantially 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, substantially 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?*

Less Than Significant Impact

No significant impacts would occur with the implementation of the identified mitigation measures. The project's biological impacts would be very limited, as discussed in Section IV, Biological Resources, above. The project would have less than significant impacts on historical and archaeological resources, as discussed in Section V, Cultural Resources, above.

- 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.)*

Less Than Significant Impact

The only project in the project site vicinity that is now under construction but not occupied is the 200 Nellen Avenue project that is proposed as a two-story, mixed use development with retail on the ground floor and administrative offices on the upper floor. Access would be from Fifer Avenue, with an egress-only driveway onto Nellen Avenue. This project is located near the intersection of Nellen Avenue and Fifer Avenue. No other cumulative projects are proposed in the project site vicinity. With the mitigation measures identified for the project, any cumulative impacts would be less than significant. The 200 Nellen Avenue project would not exacerbate potential impacts of the proposed project.

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less Than Significant Impact

Any potential impacts of the project are able to be mitigated to less than significant and would not cause substantial adverse effects on human beings, either directly or indirectly. Refer to Appendix A for a list of all identified mitigation measures, which would be adopted as part of the Initial Study/Mitigated Negative Declaration.

REFERENCES

- California Department of Transportation (Caltrans), 2019. Website on scenic highways: http://www.dot.ca.gov/hq/LandArch/scenic_highways/; viewed on February 13, 2019.
- CEQA Guidelines, 2019. California Environmental Quality Act Guidelines, as amended January 1.
- Marin Climate & Energy Partnership, 2016. *Town of Corte Madera Climate Action Plan*, March.
- Town of Corte Madera, 2008. *Town of Corte Madera Draft Environmental Impact Report for the Town of Corte Madera General Plan*, April.
- Town of Corte Madera, 2016. *Town of Corte Madera Bicycle/Pedestrian Plan*, July 26. Prepared by Alta Planning & Design.
- Town of Corte Madera, 2019. Municipal Code. Website: https://library.municode.com/ca/corte_madera/codes/code_of_ordinances?nodeId=TIT15BUCO; viewed on February 25, 2019.

APPENDIX A

MITIGATION MEASURES TO BE INCORPORATED INTO THE PROJECT

Mitigation Measure AIR-1: During any construction-period ground disturbance, the Town of Corte Madera shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by the Bay Area Air Quality Management District (BAAQMD) and listed below would reduce the air quality impacts associated with grading and new construction to a less-than-significant level. The contractor shall implement the following best management practices (BMPs) that are required of all projects:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage indicating this requirement shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. A publicly visible sign shall be posted listing the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD phone number shall also be visible to ensure compliance with applicable regulations.
9. An independent construction monitor hired by the Town of Corte Madera shall conduct periodic site inspections, but in no event fewer than four total inspections during the course of construction to ensure that these mitigation measures are implemented and shall issue a report to the Town documenting the inspection results. Reports indicating non-compliance with construction mitigation measures shall be cause to issue a stop work order until such time as compliance is achieved.

The combination of the above measures would reduce the potential impact from construction dust and the possibility that the project would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment to a less-than-significant level. (LTS)

Mitigation Measure BIO-1: The project shall comply with the provision of Chapter 15.50 of the Corte Madera Municipal Code regarding proposed tree removal and requirements for adequate protection of trees to be preserved and replacement tree plantings. Of particular concern are the native coast live oak trees of regulated size along the south side of the Wornum Drive right-of-way at the north edge of the parking lot for the California Department of Vehicles office on Tamal Vista Boulevard. A certified arborist shall be responsible for defining appropriate tree avoidance and protection measures to ensure that trees to be preserved are not damaged during construction. These measures may include slightly elevating any proposed improvements to the bicycle/pedestrian pathway along the south side of Wornum Drive to minimize disturbance to the tree root zones along the south side of the pathway. The certified arborist shall be present during construction when tree root systems may be affected to provide appropriate treatment. Any trees that are regulated under the Tree Protection Ordinance and are to be removed shall be replaced at a minimum 1:1 ratio with 15-gallon-sized plantings, or as determined by the Town of Corte Madera based on size of replacement plantings and survivability criteria. This measure would reduce the potential impact due to tree removal to a less-than-significant level. (LTS)