

SAN RAFAEL BICYCLE AND PEDESTRIAN PLAN

City of San Rafael
San Rafael, CA

Initial Study/Negative Declaration

Lead Agency:

City of San Rafael
Department of Public Works
111 Morphew Street
San Rafael, CA 94901

Contact: Lauren Davini
Traffic Engineer

May 4, 2018

TABLE OF CONTENTS

ENVIRONMENTAL CHECKLIST	4
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED	7
DETERMINATION	7
EVALUATION OF ENVIRONMENTAL IMPACTS.....	8
I. AESTHETICS	8
II. AGRICULTURE AND FOREST RESOURCES	10
III. AIR QUALITY	12
IV. BIOLOGICAL RESOURCES	14
V. CULTURAL RESOURCES	17
VI. GEOLOGY AND SOILS	18
VII. GREENHOUSE GAS EMISSIONS	21
VIII. HAZARDS AND HAZARDOUS MATERIALS	22
IX. HYDROLOGY AND WATER QUALITY	25
X. LAND USE AND PLANNING	30
XI. MINERAL RESOURCES	31
XII. NOISE	32
XIII. POPULATION AND HOUSING	34
XIV. PUBLIC SERVICES	36
XV. RECREATION	37
XVI. TRANSPORTATION/TRAFFIC	38
XVII. UTILITIES AND SERVICE SYSTEMS	41
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	43
SOURCE REFERENCES.....	45
DETERMINATION FOR PROJECT	46



SAN RAFAEL
THE CITY WITH A MISSION

DATE: May 4, 2018
TO: Public Agencies, Organizations and Interested Parties
FROM: Bill Guerin, Public Works Director
SUBJECT: **NOTICE OF PUBLIC REVIEW AND INTENT TO ADOPT A NEGATIVE DECLARATION**

Pursuant to the State of California Public Resources Code and the “Guidelines for Implementation of the California Environmental Quality Act of 1970” as amended to date, this is to advise you that the Department of Public Works of the City of San Rafael has prepared an Initial Study on the following project:

Project Name:

San Rafael Bicycle and Pedestrian Master Plan, 2018 Update

Location:

Various locations within the City of San Rafael, Marin County, California

Project Description:

In 2002, the City of San Rafael adopted a Bicycle and Pedestrian Master Plan in accordance with the requirements of the California Bicycle Transportation Act (BTA). In order to remain eligible for grants, the Plan must be updated every five years. The San Rafael Bicycle and Pedestrian Master Plan, 2018 Update is a policy document that would allow the City of San Rafael to continue to meet the requirements of the California Bicycle Transportation Act as described in Section 891.2 of the Streets and Highway Code. All projects and actions proposed in the plan would require separate approval and/or allocation of funds by the San Rafael City Council before implementation. The plan contains goals, objectives and policy actions to guide the City in the construction, upgrades and maintenance of the Citywide bicycle and pedestrian infrastructure system.

Environmental Issues:

The Initial Study prepared for the proposed San Rafael Bicycle/Pedestrian Master Plan 2011 Update did not identify any environmental issues and therefore, would not result in a significant effect on the environment. Adoption of a Negative Declaration is recommended.

A twenty-day (20-day) public review period shall commence on **Wednesday May 9, 2018**. Written comments must be sent to the City of San Rafael, Department of Public Works, 111 Morphew Street, San Rafael CA 94901 **by May 29, 2018**. The City of San Rafael Planning Commission will hold a public hearing on the Initial Study/Negative Declaration and project merits on **Monday, June 18, 2018, 7:00 PM in the San Rafael City Council Chambers at City Hall** (1400 Fifth Avenue, City Hall Council Chambers, San Rafael, California 94901). **Correspondence and comments can be delivered to Lauren Davini, Traffic Engineer, phone: (415) 485-3361, email: lauren.davini@cityofsanrafael.org.**

ENVIRONMENTAL CHECKLIST

- 1. Project Title** San Rafael Bicycle and Pedestrian Master Plan, 2018 Update
- 2. Lead Agency Name & Address** City of San Rafael
Department of Public Works
111 Morphew Street
San Rafael, California 94901
- 3. Contact Person & Phone Number** Lauren Davini, P.E., Traffic Engineer
(415) 485-3361
Email: lauren.davini@cityofsanrafael.org
- 4. Project Location** Various proposed project sites and locations throughout the City of San Rafael, Marin County, California
- 5. Project Sponsor's Name & Address**
Project Sponsor
City of San Rafael
Department of Public Works
111 Morphew Street
San Rafael, California 94901

Sponsor's Representative
Bill Guerin, Public Works Director
111 Morphew Street
San Rafael, California 94901
- 6. General Plan Designation** City-wide. Projects could be located anywhere within the City of San Rafael that are consistent with this Master Plan and the San Rafael General Plan 2020.
- 7. Zoning** Not applicable
- 8. Description of Project**

In 2011, the City of San Rafael adopted a Negative Declaration and adopted the San Rafael Bicycle/Pedestrian Master Plan in accordance with the requirements of the California Bicycle Transportation Act (BTA). In order to remain eligible for grants, the plan must be updated every five years. The City of San Rafael Bicycle and Pedestrian Master Plan, 2018 Update is a policy document that would allow the City of San Rafael to continue to meet the requirements of the California Bicycle Transportation Act as described in Section 891.2 of the Streets and Highway Code. All projects and actions proposed in the plan would require separate approval(s) and/or when allocation of funds by the San Rafael City Council before implementation.

The San Rafael Bicycle and Pedestrian Master Plan, 2018 Update contains goals, objectives and policy actions to guide the City in the construction, upgrade and maintenance of the citywide bicycle and pedestrian infrastructure system. The goals set the long-term vision and serve as the foundation of the plan. The goals include:

Goal 1: Coordination

Build on existing and ongoing planning efforts to identify changing needs at the local and regional levels, including Complete Street, environmental, and transit projects.

Goal 2: Connectivity

Develop bicycle and pedestrian networks that connect residents and visitors to major activity and shopping centers, existing and planned transit, and schools. Work to close gaps between existing facilities.

Goal 3: Safety

Identify and prioritize bicycle- and pedestrian-related safety improvements.

Goal 4: Universal Design

Promote design standards and support facilities that encourage bicycling and walking among people of all ages and abilities, including children, seniors, families, and people with limited mobility. Work to match project designs to the residents they are intended to serve.

Goal 5: Programs

Support bicycling and walking by providing educational and encouragement programs.

The Plan's strategies identify specific subject areas where effort is required. In summary, the strategies are:

- A. Conduct regular progress reports and updates of the plan
- B. Implement the proposed bicycle and pathway network, as well as proposed crossing, lighting, and traffic calming
- C. Actively identify locations with potential safety concerns based on roadway geometry and identify proven safety countermeasures to address concerns
- D. Maintain bicycle and pedestrian facilities
- E. Support Safe Routes to Schools programming and task forces

The Plan's proposed objectives would help with the review of the Plan implementation and guide day to day decision making in order to reach the Goals set forth in the updated plan. Objectives are identified for each strategy; they are not site specific, nor do they involve identified construction activities. Examples of objectives include:

- A. Develop and complete progress report of bike and pedestrian master plan on a bi-annual basis
- B. Complete feasibility study of bicycle parking at SMART stations, create a citywide inventory of bicycle parking facilities, and implement 25% of the proposed short-turn bicycle parking downtown
- C. Adopt "Vision Zero" policy of eliminating all bicycle- and pedestrian-involved severe injuries and fatalities
- D. Develop bicycle use satisfaction survey instrument; collect baseline survey responses
- E. Maintain or increase school participation; increase average SR2S "report card" score of participating schools to 70 out of 100

The proposed projects begin on page 33. The proposed bicycle facilities were based on the following established routes: North/South Greenway, Northern Bikeway, Cross Marin Bikeway Plus, Commercial Connector, and Bridge Connector. The North/South Greenway generally follows the SMART right of way, the Northern Bikeway is a network of on-street bikeways splitting off from the North/South Greenway, the Cross Marin Bikeway Plus is an east-west bikeway that would connect San Rafael to places west, the Commercial Connector is a detour from the Cross Marin Bikeway Plus that would go through Downtown San Rafael, and the Bridge Connector aims to connect bicyclists and pedestrians Downtown to the Richmond Bridge. The proposed projects were divided into seven geographic groups to help simplify the list for prioritization. The groups are as follows: Civic Center, North Safe Routes to School, West End, Central San Rafael, Point San Pedro Road, Canal, and San Quentin.

In addition to these bicycle infrastructure projects, the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update includes countywide gap closure and safety projects which are consistent with San Rafael community priorities. Some of these projects will require partnering with other agencies to implement and all will require moderate to extensive planning, design work and public comment and input. These projects include:

- A. Interchange and Intersection Improvements Projects
- B. Multi-use Pathway
- C. Regional Connection Projects
 - a. Bicycle Access across the Richmond Bridge
 - b. San Francisco Bay Trail
- D. Signals, Lighting Improvements and Upgrades

9. Surrounding land uses and setting

City-wide. Projects could be located anywhere within the City of San Rafael and in any General Plan land use or setting.

10. Other public agencies whose approval is required [e.g. permits, financial approval, or participation agreements]

- Bay Area Metro
- Bay Area Air Quality Management District (BAAQMD)
- California Department of Transportation (Caltrans)
- Congestion Management Agency (CMA)
- Golden Gate Bridge, Highway and Transportation District
- County of Marin
- Transportation Authority of Marin (TAM)

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"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Finding 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 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 legal 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.

Lauren Davini
Traffic Engineer

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

Evaluation of the Project environmental impacts is prepared as follows:

A brief explanation is provided for all answers except for “No Impact” answers that are adequately supported by the information sources cited in the parantheses following each question below. Answers take into account the whole action involved, including off-site, on-site, cumulative, project-level, direct and indirect, construction and operational impacts. A “No Impact” answer is adequately supported by referenced information sources that show the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone; the project involves a minor zoning text amendments that would not lead to or allow new construction, grading or other physical alterations to the environment). A “No Impact” answer is explained where it is based on project-specific factor as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project specific screening analysis).

A “Potentially Significant Impact” is appropriate where there is substantial evidence that an effect may be significant. A final determination of one or more Potentially Significant Impacts shall require preparation of an EIR.

A Negative Declaration or Negative Declaration shall be prepared for the project if it results in a less than significant impact determination based on the analysis, discussion, source reference materials and/or mitigation measures identified herein (to minimize impacts or reduce impacts from a “Potentially Significant” level). Any mitigation measures shall be described and briefly explain how they reduce the effect to a less than significant level.

Mitigation measures or discussion from earlier analysis may be used where, pursuant to tiering, program EIR or other CEQA process, an effect has been adequately analyzed in an earlier environmental document. Section 15063(c)(3)(D). In this case, the Initial Study below includes a brief discussion of the earlier analysis used, impacts that were previously addressed, and mitigation measures that were incorporated or refined. Supporting information sources are attached and cited in the discussion below.

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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I. AESTHETICS

Would the project:

a. *Have a substantial adverse effect on a scenic vista?*

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which by definition are not site specific and therefore would have no impact on scenic vistas.

The projects that are Class II, Class III, or Class IV bicycle facilities are proposed for existing streets that already contain traffic signals, signs, lane striping, crosswalk striping, traffic markings, curb markings, etc. Possible

<i>Potentially Significant Impact</i>	<i>Less-Than-Significant With Mitigation Incorporation</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
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intrusions into scenic vistas would consist of signs, signposts and traffic signals. Signs, such as those used to alert drivers of pedestrian crossings, would generally be mounted on a seven foot high, 2.5” diameter pipe or 4” by 4” wooden post. Traffic signals, if installed, would typically be standard Caltrans approved three or four lens fixtures and would include standard “walk” and “flashing don’t walk” lighted fixtures. Vehicle signal heads are mounted at a minimum height of fifteen feet and a maximum height of twenty-six feet and pedestrian signal heads are mounted at a minimum height of seven feet and a maximum height of ten feet. Although the signs, posts and signal heads would be visible, they are small and not large enough to obstruct a scenic vista.

The remaining projects are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would have no adverse effects on a scenic vista at this time.

(Sources: 1, 2, 9)

b. *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

Discussion:

As noted above, a significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would have no impact on scenic resources.

Installation of any of the proposed system improvements in the near future would consist of minor excavations to install signs, traffic signals, curb, gutter, sidewalk and curb ramps. All work would be confined to existing rights-of-way which have been previously excavated to build the existing roadway system. For this reason, there would be no scenic resources within the areas of actual construction and there would be no impact to trees, rock outcroppings or historic buildings.

The remaining projects are conceptual in nature. These projects would be subject to future environmental review if and when site specific proposals are developed and have no impact on scenic resources at this time.

(Sources: 1, 2)

c. *Substantially degrade the existing visual character or quality of the site and its surroundings?*

Discussion:

The proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update would have no impact on the existing visual character of the surrounding areas as a significant portion relates to policy guidelines which are not site specific and therefore would not degrade the existing visual character or quality of the site or surrounding areas.

The physical changes to the environment that would result from any of the improvements completed in the near future would be minor, consisting primarily of the installation of signs, striping, markings and sidewalk in order to designate bicycle lanes and crosswalks and other bicycle and pedestrian circulation enhancements. These

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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changes are consistent with similar improvements to the existing street environment of San Rafael. Therefore, the system improvements would not substantially change the existing visual character of the area.

The remaining projects are conceptual in nature. These projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on the visual character of potential project sites at this time.

(Sources: 1, 2)

- d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Discussion:

The San Rafael Bicycle and Pedestrian Master Plan, 2018 Update does not propose improvements that would create new sources of light or glare. Therefore no impact on day or nighttime views would result from its adoption.

The projects that may be built in the near future are proposed for existing streets that already contain traffic signals, signs, lane striping, crosswalk striping, traffic markings, curb markings, etc. The proposed projects include the addition of pedestrian signal heads to existing traffic signals which would be a new, however, insignificant source of light. The lenses of these signals are designed to minimize or completely eliminate glare and the signal light is focused on the roadway, thus avoiding adverse impacts. Relocation of existing traffic signal heads may be required, however, no new installations are proposed.

The remaining projects are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, not create light or glare at this time.

(Sources: 1, 2)

II. AGRICULTURE AND FOREST RESOURCES

Would the project: {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 a 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 measurement methodology provided in Forest

	<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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Protocols adopted by the California Air Resource Board.

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 non-agricultural use?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

There are no agricultural resources in the proposed project area.

(Sources: 1, 3)

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"/>
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Discussion:

There are no agricultural resources in the proposed project area.

(Sources: 1, 3)

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 511104(g))*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

There is no forest land in the proposed project area.

(Sources: 1, 3)

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"/>
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Discussion:

There is no forest land in the proposed project area.

(Sources: 1, 3)

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*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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*Potentially
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*Less-Than-
Significant With
Mitigation
Incorporation*

*Less-Than-
Significant
Impact*

*No
Impact*

conversion of forest land to non-forest use?

Discussion:

There are no agricultural resources or forest lands in the proposed project area.

(Sources: 1, 3)

III. AIR QUALITY

Would the project:

a. *Conflict with or obstruct implementation of the applicable air quality plan?*

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would have no impact on air quality.

The proposed projects described in the San Rafael Bicycle and Pedestrian Master Plan, 2018 Update would promote the use of bicycling and walking which would potentially reduce the reliance on vehicles and the number of vehicle miles traveled within the City. This in turn would tend to reduce the amount of air pollution caused by internal combustion engine emissions. Minor amounts of air pollution would be generated during the construction of the various proposed improvements, but would not result in a significant environmental impact (see discussion in section III.b of this document). Furthermore, the San Rafael Bicycle and Pedestrian Master Plan, 2018 Update does not propose any projects that would directly or indirectly generate any pollution after construction.

(Sources: 1, 2, 5)

b. *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would have no impact on air quality. The plan is consistent with the San Rafael General Plan 2020, which is consistent with the San Francisco Bay Air Plan (Bay Area Air Quality Management District).

The projects that could be built in the near future are proposed for existing streets that already contain traffic signals, signs, lane striping, crosswalk striping, traffic markings, curb markings, etc. Implementation of the proposed projects would result in minor pollution due to construction activities such as excavating holes for the installation of signposts, curb, gutter, and sidewalk and painting stripes for bicycle lanes. These activities would be insignificant due to the small scale and short duration of construction and because of the prevailing weather patterns that tend to disperse pollutants.

The remaining projects are conceptual in nature and would be subject to future environmental review if and when site specific proposals are developed. Therefore, there would be no impact on air quality at this time.

(Sources: 1, 2, 5)

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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c. *Result in a cumulatively considerable net increase any criteria pollutant for which the project region is non – attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would have no impact on air quality. The plan is consistent with the San Rafael General Plan 2020, which is consistent with the San Francisco Bay Air Plan (Bay Area Air Quality Management District).

The projects that could be built in the near future would not obstruct implementation of any air quality plan nor would they substantially contribute to existing or projected air quality violations. For the five years between 2013 and 2017 there have been three days where the California PM10 standard was exceeded at the San Rafael Air Quality Monitoring Station. There were no ozone, nitrogen dioxide or carbon monoxide recorded during this time period in excess of the California Standard and the proposed projects do not involve the exclusive and focused production of any criteria pollutant over a sustained period of time. When implemented, the proposed projects are designed to reduce reliance upon motor vehicles. To the extent such reduction is achieved, the projects would potentially reduce air pollution emissions.

The remaining projects are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and do not result in any increase in air pollution at this time.

(Sources: 1, 2, 5, 11)

d. *Expose sensitive receptors to substantial pollutant concentrations?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would have no impact on air quality.

The projects that could be built in the near future are proposed for existing streets that already contain traffic signals, signs, lane striping, crosswalk striping, traffic markings, curb markings, etc. The most sensitive receptors in the area are likely to be very young or elderly individuals. The construction phase of the proposed projects would be of limited duration and would not produce concentrated or sustained emissions that would follow pathways of direct exposure to these populations. With the natural ventilations prevalent in the area, odors would not affect people associated with the business and residential land uses around the proposed project locations. Once construction is complete, no odors or other pollution would be generated.

The remaining projects are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and do not result in any additional air pollution at this time.

(Sources: 1, 2, 5)

	<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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e. Create objectionable odors affecting a substantial number of people?

Discussion:

The proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update would not create objectionable odors because a significant portion of the plan relates to policy guidelines which are not site specific.

In the unlikely event that objectionable odors are produced during the construction phase of the proposed projects, the natural ventilation prevalent in the area would reduce the number of people affected and the associated long term effects. These impacts will be reviewed on a project by project basis. Once construction is complete, no odors or other pollution would be generated.

(Sources: 1, 2, 5)

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?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would have no impact on candidate, sensitive or special status species.

The San Rafael Bicycle and Pedestrian Master Plan, 2018 Update’s projects would not result in any construction or other human activities in habitat areas. All construction would be within the developed areas of existing rights-of-way, which do not contain habitat for special status species.

(Sources: 1, 2)

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 US Fish and Wildlife Service?

Discussion:

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would have no impact on any riparian habitat or other sensitive natural community.

The proposed projects would not result in any construction or other human activity within habitat areas. All construction would be within the developed areas of existing rights-of-way, which do not contain riparian habitat.

(Sources: 1, 2)

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which by definition are not site specific and therefore would have no impact on federally protected wetlands.

The proposed projects described in the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update would not result in any construction or other human activity in federally protected wetlands. All construction would be within developed areas of existing rights-of-way assuring that there is no hydrological interruption.

(Sources: 1, 2, 3)

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 type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan 2018 Update relates to policy guidelines which are not site specific and therefore would not impact any fish or wildlife species.

The projects that could be built in the near future are proposed for existing streets that already contain traffic signals, signs, lane striping, crosswalk striping, traffic markings, curb markings, etc. These projects would not result in the alteration of any wildlife corridors or affect the movement of any fish or wildlife species. All construction would be located within developed areas of existing rights-of-way assuring that there is no interruption to fish or wildlife species, which, with the possible exception of quadrupeds such as deer, skunks, raccoons, etc., tend not to use the developed, urban rights-of-way for movement. The anticipated increase in bicycle and pedestrian activity in the rights-of-way, after installation of the proposed projects, are unlikely to affect these species, which are already acclimated to human activity.

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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The remaining projects are conceptual in nature. As such, they would be subject to future environmental review if and when site specific proposals are developed. Therefore, these projects would not interfere substantially with the movement of any native resident or migratory fish or wildlife species at this time.

(Sources: 1, 2, 3)

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not conflict with local policies or ordinances protecting biological resources. Further, development within the existing urban rights-of-way would not impact existing tree resources.

The projects that would be built in the near future are proposed for existing streets that already contain traffic signals, signs, lane striping, crosswalk striping, curb, gutter, sidewalk traffic markings, curb markings, etc. Addition of signing and striping to delineate bicycle and pedestrian routes would not result in any physical changes that would conflict with local environmental protection policies and/or ordinances.

Specific improvements for the remaining projects have not been designed and therefore it is not possible to fully evaluate whether the projects would conflict with local environmental protection ordinances. However, each of these ordinances, consisting chiefly of Section 11.12 of the San Rafael Municipal Code and various provisions of the Zoning Ordinance would include public review procedures to assure compliance.

(Sources: 1, 2, 3, 4, 10)

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"/>
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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and would not conflict with any adopted conservation plans.

The projects that could be built in the near future are proposed for existing streets that already contain traffic signals, signs, lane striping, crosswalk striping, traffic markings, curb markings, etc. Signing and striping to designated bicycle and pedestrian routes therefore would not result in any physical changes that would conflict with any conservation plans.

The remainder of the projects are conceptual in nature and would be subject to future environmental review if and when site specific proposals are developed. Therefore, these projects would have no impact on any adopted conservation plan at this time.

(Sources: 1, 2, 3)

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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V. CULTURAL RESOURCES

Would the project:

- a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not cause a substantial adverse change in the significance of any historical resources.

The proposed improvements that could be completed in the near future would occur within existing, developed rights-of-way. There are no known historic resources, as defined in §15064.5, within any of the rights-of-way that may be improved as part of the San Rafael Bicycle and Pedestrian Master Plan, 2018 Update.

The remainder of the projects are conceptual in nature and would be subject to future environmental review if and when site specific proposals are developed. Therefore, these projects have no impact on any historical resource at this time.

(Sources: 1, 2, 3, 16)

- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not impact any archaeological resources.

The system improvements that could be completed in the near future would occur within existing rights-of-way and no improvements would require additional large scale excavation. Furthermore, the areas within the rights-of-way have already been disturbed as a result of the original construction of the roads and other improvements. The previous construction activity would likely have reduced or eliminated the significance of archaeological resources if they were encountered. The City of San Rafael implements specific adopted archeological resource measures in the event resources are encountered during grading.

The remainder of the projects are conceptual in nature. These projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no adverse change in the significance of an archaeological resource at this time.

(Sources: 1, 2, 3, 16)

- c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not impact a unique paleontological resource, site or unique geologic feature.

There are no known paleontological resources in the proposed project areas. The proposed projects are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on any paleontological resource, site, or unique geologic feature at this time.

(Sources: 1, 2, 3, 16)

- d. *Disturb any human remains, including those interred outside of formal cemeteries?*

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not disturb any human remains.

The system improvements that could be completed in the near future would occur within existing rights-of-way and not require additional excavation. Furthermore, the areas within the rights-of-way have already been disturbed as a result of the original construction of the roads and other improvements. This construction activity would likely have reduced or eliminated the significance of human remains, most likely to be associated with Native American archeological resources, if they were encountered.

The remainder of the projects are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, not disturb any human remains at this time.

(Sources: 1, 2, 3, 16)

VI. GEOLOGY AND SOILS

Would the project:

- a. *Expose people or structures to 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.*

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not expose people or structures to potential adverse effects involving the rupture of a known earthquake fault.

None of the projects that could be built in the near future are located within an Alquist-Priolo zone. Although the general area is subject to ground shaking due to the close proximity of the San Andreas Fault, the various projects would not significantly increase the exposure of people to ground shaking, ground failure, liquefaction or landslides. The proposed projects would not directly increase risk in that such improvements as painted bicycle lanes, traffic signs, curb, gutter, sidewalk and bicycle racks are not hazardous to people in an earthquake or other geologic event. There could be increased exposure of people to the risk of injury from an earthquake or other geologic event in that the planned improvements may bring additional people into the area; however, this indirect impact is determined to be less than significant as the system improvements will occur within the existing rights-of-way that are currently subject to moderate to heavy use by the public. The increased usage that may result from improvements to the bicycle and pedestrian circulation system would be a minor percentage increase and is therefore deemed not significant.

The remaining projects are conceptual in nature and would be subject to future environmental review if and when site specific proposals are developed. Therefore, these projects would have no geologic impact at this time.

(Sources: 1, 2, 3, 6)

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| ii) <i>Strong seismic ground shaking?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

See response to Section VI.a.i above.

(Sources: 1, 2, 3, 6)

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| iii) <i>Seismic related ground failure, including liquefaction?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

See response to Section VI.a.i above.

(Sources: 1, 2, 3, 6)

- | | | | | |
|------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| iv) <i>Landslides?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

See response to Section VI.a.i above.

(Sources: 1, 2, 3, 6)

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. <i>Result in substantial soil erosion or the loss</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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of topsoil?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not result in substantial soil erosion or the loss of topsoil.

The amount of excavation required for the projects that could be built in the near term would be minimal. Any potential impact would be fully mitigated by application of all applicable regulations including the Uniform Building Code and Marin County Stormwater Pollution Prevention Program (MCSTOPPP) regulations.

The remainder of the proposed projects are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no soil related impact at this time.

(Sources: 1, 2, 7, 12)

- 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"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would have no impact on soil stability.

The proposed system improvements that could be built in the near future would be located within existing rights-of-way. These areas have already been improved to accommodate streets and other public facilities, including mitigation for unstable solids conditions. For this reason, the proposed system improvements would not be subject to landslide, lateral spreading, subsidence, liquefaction or collapse.

The remainder of the projects are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on soil stability at this time.

(Sources: 1, 2, 3)

- d. *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would have no impact on expansive soil.

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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The proposed system improvements that could be built in the near future would be located within existing developed rights-of-way. These areas have been improved to accommodate streets and other public facilities, including mitigation for expansive soil conditions. For this reason, the proposed system improvements will not be subject to risks associated with expansive soils.

The remainder of the projects are conceptual in nature. These projects have the potential to be located at locations where settlement of the soils may occur. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on expansive soil at this time.

(Sources: 1, 2, 13)

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would have no impact on septic tanks or wastewater disposal systems.

The proposed system improvements that could be built in the near future would not involve the use of alternative wastewater disposal systems. The remainder of the projects are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on septic tanks or alternative wastewater disposal systems at this time.

(Sources: 1, 2, 3)

VII. GREENHOUSE GAS EMISSIONS

Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not generate greenhouse gas emissions.

The proposed improvements will not generate greenhouse gas emissions following installation. Furthermore, after construction, it is anticipated that the proposed projects will create a mode shift from vehicle trips to pedestrian and bicycle trips, thereby reducing the amount of greenhouse gas emissions generated in the City as a whole. The implementation of the plan would ultimately reduce greenhouse gas emission impacts, which would be consistent with the City’s adopted Climate Change Action Plan (CCAP).

Minor amounts of greenhouse gas emissions could be generated by the vehicles during construction; however, by applying standard construction practices, the amount generated will be minimized and this impact is considered to be minimal.

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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(Sources: 1, 2, 3, 15)

b. *Conflict with an applicable plan, policy or regulation for the purpose of reducing the emissions of greenhouse gases?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not generate greenhouse gas emissions.

The proposed improvements are anticipated to encourage bicycle and pedestrian use and reduce the dependency on vehicles. This mode shift is in direct affiliation with all applicable plans, policies and regulations adopted for the purpose of reducing the emissions of greenhouse gases. The implementation of the plan would ultimately reduce greenhouse gas emission impacts, which would be consistent with the City’s adopted Climate Change Action Plan (CCAP).

Minor amounts of greenhouse gas emissions could be generated by the vehicles during construction; however, by applying standard construction practices, the amount generated will be minimized and this impact is considered to be minimal.

(Sources: 1, 2, 3, 15)

VIII. 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"/>
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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not create a significant hazard to the public or the environment through the routing transport, use or disposal of hazardous materials.

Minor amounts of hazardous materials, such as yellow thermoplastic and paint, could be removed or installed during the construction phase of the proposed improvements. Following routine construction practices and Cal-OSHA regulations would reduce the risk of exposure to a less-than-significant level. The City requires these regulations to be followed on all construction projects located with the public right-of-way. No hazardous materials would be involved during the operational phases of any of the proposed improvement projects.

Projects are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, not involve the transport, use or disposal of hazardous materials at this time.

(Sources: 1, 2, 14)

b. *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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involving the release of hazardous materials into the environment?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not create a significant hazard to the public or the environment through the accidental release of hazardous materials into the environment.

The bicycle and pedestrian projects will not involve hazardous materials in their operational phases. As indicated in section VIII.a of this document, minor amounts of hazardous materials could be involved during construction, but their use would be effectively mitigated through the application of standard construction practices and Cal-OSHA regulations.

The projects listed in this document are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, not involve the use of hazardous materials at this time.

(Sources: 1, 2, 14)

- 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not result in the exposure of an existing or proposed school to hazardous materials.

The proposed bicycle and pedestrian projects will not generate hazardous emissions. Minor amounts of hazardous materials could be involved during construction, but their use would be effectively mitigated through the application of standard construction practices and Cal-OSHA regulations; to be determined on a location by location basis.

The projects listed in this document are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, not involve the use of hazardous materials or emit hazardous emissions at this time.

(Sources: 1, 2, 14)

- 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"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not be located on a site which is included on a list of hazardous materials sites.

The majority of the projects are proposed for existing streets that already contain traffic signals, signs, lane striping, crosswalk striping, traffic markings, curb markings, etc. None of the proposed project sites are located on a known hazardous materials site and would, therefore, not create a significant hazard to the public or environment.

The projects listed in this document are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, not create a significant hazard to the public or the environment at this time.

(Sources: 1, 2, 3)

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 for people residing or working in the project area?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would pose no safety hazard for people residing within two miles of a public/public use airport.

The proposed projects are not located within an airport land use plan and are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on people residing or working within two miles of a public/public use airport at this time.

(Sources: 1, 2, 3)

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would pose no safety hazard for people residing or working within the vicinity of a private airstrip.

None of the proposed near term projects are located within the vicinity of a private airstrip.

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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The projects listed in this document are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on people residing or working within two miles of a public/public use airport at this time.

(Sources: 1, 2, 3)

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not interfere with an adopted emergency response plan or emergency evacuation plan.

The majority of the proposed projects would consist primarily of signing and striping improvements to delineate bicycle lanes and pedestrian street crossings. These improvements are proposed for existing rights-of-way and would not create any physical barriers to the movement of emergency vehicles or other interference with the emergency response plans of the City of San Rafael or the County of Marin.

The remainder of the projects listed in this document are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on an adopted emergency response or emergency evacuation plan at this time.

(Sources: 1, 2, 3)

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not expose people or structures to risks associated with wildland fires.

The majority of the proposed improvements would be constructed within existing rights-of-way and would not increase the exposure of people or structures to the risk of wildland fires.

The remainder of the projects are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, not expose people or structures to risks associated with wildland fires at this time.

(Sources: 1, 2, 3)

IX. HYDROLOGY AND WATER QUALITY

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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Would the project:

a. *Violate any water quality standards or waste discharge requirements?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not violate any water quality standards or waste discharge requirements.

None of the proposed bicycle or pedestrian circulation improvements would involve the discharge of wastewater.

The projects listed in this document are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on water quality standards or waste discharge requirements at this time.

(Sources: 1, 2, 3)

b. *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would have no impact on groundwater supplies or interfere with groundwater recharge.

The majority of the proposed projects are proposed for existing developed rights-of-way. None of the projects would significantly increase the amount of impermeable surfaces nor would they draw from existing groundwater supplies.

The remainder of the projects are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on groundwater supplies or groundwater recharge at this time.

(Sources: 1, 2, 3)

c. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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site?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not alter existing drainage pattern.

The majority of the proposed improvements would be confined to developed areas of existing rights-of-way which are currently paved and therefore would not alter existing drainage patterns. During construction, which could include minor excavation, standard erosion control techniques such as siltation fences and hay bales would be used to prevent erosion and siltation. Projects would conform to Marin County Stormwater Pollution Prevention Program (MCSTOPPP) regulations.

The remainder of the projects are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on existing drainage patterns at this time.

(Sources: 1, 2, 3, 12)

d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not alter existing drainage patterns.

The proposed improvements do not require alterations to any stream or river. Drainage patterns will not be altered as explained in section IX.c above. None of the proposed improvement projects would significantly increase the amount of impermeable surface area or alter topography in such a way as to increase the rate or amount of runoff.

The projects listed in this document are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on existing drainage patterns at this time.

(Sources: 1, 2, 3)

e. 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?

Discussion:

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not impact the capacity of existing or planned stormwater drainage systems.

The projects that could be built in the near future would not increase the amount of runoff as they would not significantly increase the amount of impermeable surfaces in the project areas (see sections IX.c and IX.d above). It follows that demand on the stormwater drainage system will not change. Bicycle and pedestrian improvements would not generate pollution and therefore would not result in an increase in polluted runoff.

The remainder of the projects listed in this document are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on runoff water at this time.

(Sources: 1, 2, 3)

f. Otherwise substantially degrade water quality?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not impact water quality.

Minor amounts of debris and water runoff may be created during the construction of the projects. Any potential impacts to the surrounding water quality would be fully mitigated by application of all applicable regulations including the Uniform Building Code and Marin County Stormwater Pollution Prevention Program (MCSTOPPP) regulations.

The proposed projects are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on water quality at this time.

(Sources: 1, 2, 3, 12)

g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not impact on housing.

None of the proposed projects involve the construction of housing.

(Sources: 1, 2)

h. Place within a 100-year flood hazard area structures which would impede or redirect

Potentially
Significant
Impact

Less-Than-
Significant With
Mitigation
Incorporation

Less-Than-
Significant
Impact

No
Impact

flood flows?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would have no impact on flood flows.

The improvements that could be completed in the near future will consist of bicycle lanes, crosswalks, signs and other small structures that by their nature are not physical barriers to flood flows.

The remainder of the projects are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on flood flows at this time.

(Sources: 1, 2, 3)

- i. *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would pose no risk of flooding.

Portions of the proposed bicycle facilities and pedestrian circulation routes are in flood areas. In many cases, pedestrians and cyclists are already using these routes. The increased usage that may result from these projects is not considered high enough to raise the impact to a significant level. Also, the risks are avoidable in that alternate routes are available, and flooded areas are marked and blocked by safety personnel during emergencies to reduce risk of injury. There are no dams or levees within the vicinity of the project area that could pose a significant risk.

The projects listed in this document are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no flood-related impact at this time.

(Sources: 1, 2, 3)

- j. *Inundation by seiche, tsunami, or mudflow?*

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would pose no risk of inundation by seiche, tsunami or mudflow.

None of the proposed project areas are subject to tsunamis or seiches although mudflows could occur in some areas. The potential damage to bicycle lanes and similar proposed system improvements would not be significant

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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relative to the cost of repair. Potential risk to pedestrians and bicyclists is judged to be less than significant as the existing risk is low, the projects will not change the conditions that could cause these events, and the increase usage factor will not be large enough to raise the risk to a significant level.

The projects listed in this document are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on potential inundation from seiche, tsunami or mudflow at this time.

(Sources: 1, 2, 3)

X. LAND USE AND PLANNING

Would the project:

a. *Physically divide an established community?*

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not divide an established community.

Improved bicycle and pedestrian circulation resulting from the proposed projects would reduce physical divisions within the community.

(Sources: 1, 2, 3)

b. *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not conflict with land use plans, policies or regulations adopted for the purpose of avoiding or mitigating and environmental effect.

The City’s staff has reviewed the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update and determined it is consistent with the Circulation element of the San Rafael General Plan which states that a key recommendation is to “expand bicycle and pedestrian networks, and improve connections between the different modes” of transportation. In particular, the proposed projects and policy recommendations would promote the following San Rafael General Plan 2020 policies:

- Policy C-4: “Design of roadways should be safe and convenient for...bicycles and pedestrians.”
 - Policy C-4b: “Support alternative transportation modes to better meet user needs and minimize conflicts between competing modes.”

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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- Policy C-20: “Provide convenient and safe connections and support for bus, rail, shuttle, bicycle and pedestrian users...using transit services”.
- Policy C-23: “Identify opportunities to improve pedestrian, bicycle and transit connections between San Rafael neighborhoods and between San Rafael and adjacent communities.”
- Policy C-24: “Seek opportunities to increase connectivity between San Rafael neighborhoods and activity Centers.”
- Policy C-26: “Make bicycling and walking an integral part of daily life in San Rafael.”
- Policy C-27: “Promote walking as the transportation mode of choice for short trips.”
 - Policy C-27e: “Consider new projects and programs to increase pedestrian safety.”
 - Policy C-27f: “Continue efforts to improve access for those with disabilities.”

(Sources: 1, 2, 3)

c. *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not conflict with an applicable habitat conservation or natural community conservation plan.

The majority of the projects are proposed for existing streets that already contain traffic signals, signs, lane striping, crosswalk striping, traffic markings, curb markings, etc. The addition of signing and striping to designate bicycle and pedestrian routes would not result in any physical changes that would conflict with an existing habitat conservation plan or natural community conservation plan.

The remainder of the projects are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no conflict with an existing habitat conservation plan or natural community conservation plan at this time.

(Sources: 1, 2, 3)

XI. 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?*

Discussion:

Potentially Significant Impact

Less-Than-Significant With Mitigation Incorporation

Less-Than-Significant Impact

No Impact

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not result in the loss of availability of any known mineral resource.

None of the proposed projects would impact the availability of a known mineral resource.

(Sources: 1, 2, 3)

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?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not impact a locally-important mineral resource recovery site.

There is no delineated mineral site that would be impacted by the proposed projects as listed in the San Rafael Bicycle and Pedestrian Master Plan, 2018 Update.

(Sources: 1, 2, 3)

XII. NOISE

Would the project:

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not result in the generation of noise levels in excess of any adopted standards.

Persons using the proposed bicycle facilities and pedestrian paths would be exposed to the high ambient noise levels caused by motor vehicles. However, these elevated noise levels are permitted within the rights-of-way and are consistent with existing policy.

The projects listed in this document are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on noise levels at this time.

(Sources: 1, 2, 3)

b. Exposure of persons to or generation of

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excessive ground borne vibration or ground borne noise levels?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not result in the generation of excessive groundborne vibrations or noise levels.

The projects that could be built in the near future are proposed for existing developed rights-of-way. Jackhammers and other equipment could generate ground borne vibration during construction of the proposed improvements, however, this would be a one-time occurrence for each proposed project, would be short in duration, and limited to daytime weekday hours as permitted by the City. As the projects are implemented they will be required to comply with the City of San Rafael Noise Ordinance (Municipal Code Section 8.13)

The remainder of the projects listed in this document are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on ground borne vibrations or noise levels at this time.

(Sources: 1, 2, 17)

- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*
- | | | | |
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| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not result in a substantial permanent increase in ambient noise levels.

The majority of the projects are proposed for existing streets that already contain traffic signals, signs, lane striping, crosswalk striping, traffic markings, curb markings, etc. The noise generated by bicycle and pedestrian traffic will be insignificant and will be less than the background noise generated by motor vehicle traffic. The installation of audible pedestrian signals would increase to the ambient noise levels, however, these are not considered to be “substantial” as they create minimal sound levels and will be installed at selective locations.

The remainder of the projects listed in this document are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on ambient noise levels at this time.

(Sources: 1, 2)

- d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

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A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not result in a temporary or periodic increase in ambient noise levels.

The project that could be built in the near future are proposed for existing streets that already contain traffic signals, signs, lane striping, crosswalk striping, traffic markings, curb markings, etc. There could be noise impacts during construction when signs, striping, etc. are installed. These noise levels would occur only once per project and are therefore judged to be less than significant. As the projects are implemented they will be required to comply with the City of San Rafael Noise Ordinance (Municipal Code Section 8.13)

The remainder of the projects listed in this document are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no temporary or periodic increase in ambient noise levels at this time.

(Sources: 1, 2, 17)

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not expose people within two miles of a public/public use airport to excessive noise levels.

None of the proposed projects are located within an airport land use plan or within two miles of a public airport.

(Sources: 1, 2, 3)

- f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not expose people residing or working within the vicinity of a private airstrip to excessive noise levels.

None of the proposed projects are located within the vicinity of a private airstrip.

(Sources: 1, 2, 3)

XIII. POPULATION AND HOUSING

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Would the project:

a. *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not induce substantial population growth, either directly or indirectly.

None of the proposed projects involve or promote housing construction. The proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update proposes improvements to existing infrastructure rather than the construction of new roads. The development of nonmotorized facilities is not known to have an effect on growth. The improvement of bicycle and pedestrian facilities would tend to provide congestion relief for residents and employees and will create additional capacity within the transportation system, but is not expected to induce site specific or cumulative growth.

(Sources: 1, 2, 3)

b. *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not result in the displacement of existing housing.

The projects that could be built in the near future do not include any proposals to displace housing as all work will be confined within the existing rights-of-way.

The remainder of the projects listed in this document are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, not displace any housing at this time.

(Sources: 1, 2, 3)

c. *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not result in population displacement.

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The projects that could be built in the near future do not include any proposals to displace substantial numbers of people as all work will be performed within the existing rights-of-way.

The remainder of the projects listed in this document are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, not displace any population at this time.

(Sources: 1, 2, 3)

XIV. PUBLIC SERVICES

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:

a. Fire protection?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not result in any substantial adverse physical impacts on the provision of fire protection services.

The proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update proposes improvements to the publicly owned infrastructure, consisting mainly of bicycle lanes, crosswalks and signs, which are judged to be beneficial. These projects would not create the need for other supporting facilities to maintain acceptable service levels or other performance objectives.

(Sources: 1, 2)

b. Police protection?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not result in any substantial adverse physical impacts to the provision of police protection services.

Also, see previous discussion in section XIV.a of this document.

(Sources: 1, 2)

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c. *Schools?*

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not result in any substantial adverse physical impacts to the provision of school services.

Also, see previous discussion in section XIV.a of this document.
(Sources: 1, 2)

d. *Parks?*

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not result in any substantial adverse physical impacts to the provision of park services.

See previous discussion in section XIV.a of this document.
(Sources: 1, 2)

e. *Other public facilities?*

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which by definition are not site specific and therefore would not result in any substantial adverse physical impacts to the provision of services through other public services.

See previous discussion in section XIV.a of this document.
(Sources: 1, 2)

XV. RECREATION

Would the project:

a. *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?*

Discussion:

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not result in the increased use of existing neighborhood or regional parks or other recreational activities.

By providing additional access to, the proposed infrastructure improvements may increase park usage. This incremental change is not expected to be significant.

(Sources: 1, 2)

- b. *Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?*

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan 2018 Update relates to policy guidelines which are not site specific and therefore would not include construction of recreational facilities or require the construction/expansion of recreation facilities which would have an adverse environmental impact.

The proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update includes recommendations for bicycle parking in the downtown area. Bicycle parking can be installed with minimal or no impact to the physical environment.

(Sources: 1, 2)

XVI. TRANSPORTATION/TRAFFIC

Would the project:

- a. *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant component of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit)?*

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

The City’s staff has reviewed the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update and determined it is consistent with all applicable plans, ordinance and policies including the Circulation element of the San Rafael General Plan 2020 which states that a key recommendation is to “expand bicycle and pedestrian

<i>Potentially Significant Impact</i>	<i>Less-Than- Significant With Mitigation Incorporation</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
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networks, and improve connections between the different modes” of transportation. The proposed improvements in the project will also improve connectivity to mass transit for non-motorized travel.

Also refer to the discussion in section X.b.

(Sources: 1, 2, 3)

b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated road or highways.

By reducing motor vehicle trips, the proposed projects would have the beneficial impact of reducing traffic volume that could otherwise cause level of service standards to be exceeded.

(Sources: 1, 2)

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not result in a change in air traffic patterns.

The proposed projects do not involve any construction that would impact air traffic patterns.

(Sources: 1, 2)

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

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A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not increase hazards due to a design feature.

The proposed projects in the San Rafael Bicycle and Pedestrian Master Plan, 2018 Update would conform with accepted state and federal standards for the development of bicycle and pedestrian facilities, thereby insuring the safety of design improvements. Infrastructure improvements will improve safety beyond the existing level through appropriate separation of bicyclists and pedestrians from motorized traffic. The proposed projects are intended to rehabilitate the existing facilities that are not in conformance with the current accepted standards and to improve the safety and performance of such facilities. The San Rafael Bicycle and Pedestrian Master Plan, 2018 Update is expected to improve the conditions for both motorized and non-motorized users by eliminating traffic and safety hazards.

(Sources: 1, 2, 8)

e. Result in inadequate emergency access?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not result in inadequate emergency access.

The proposed projects are expected to reduce motor vehicle congestion, which would result in improved emergency response time.

The proposed projects are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, have no impact on emergency access by public safety agencies at this time.

(Sources: 1, 2)

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not conflict with adopted policies, plans or programs supporting alternative transportation.

All of the proposed projects in the San Rafael Bicycle and Pedestrian Master Plan, 2018 Update support, rather than conflict with, the use of alternative modes of transportation.

(Sources: 1, 2, 3)

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XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not impact local Regional Water Quality Control Board wastewater treatment requirements.

None of the projects proposed in the San Rafael Bicycle and Pedestrian Master Plan, 2018 Update would generate wastewater.

(Sources: 1, 2, 3)

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

See previous discussion in section XVII.a.

(Sources: 1, 2, 3)

c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities.

The projects proposed in the Bicycle and Pedestrian Master Plan, 2018 Update would not increase the amount of storm water runoff and therefore would not create the need for additional storm water facilities.

(Sources: 1, 2, 3)

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d. *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not impact existing water supplies or require new water resources.

None of the projects proposed in the Bicycle and Pedestrian Master Plan, 2018 Update would require water supplies.

(Sources: 1, 2, 3)

e. *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not impact existing wastewater treatment capacity.

None of the projects proposed in the San Rafael Bicycle and Pedestrian Master Plan, 2018 Update would generate wastewater requiring treatment.

(Sources: 1, 2, 3)

f. *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

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Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not require the disposal of solid waste.

The project area is served by the Redwood Landfill. The proposed pedestrian and bicycle circulation facilities will not generate significant quantities of solid waste.

(Sources: 1, 2, 3)

g. *Comply with federal, state, and local statutes*

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and regulations related to solid waste?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not impact solid waste disposal regulations.

The proposed circulation system improvements will comply with all applicable federal, state and local statutes and regulations relating to solid waste.

(Sources: 1, 2, 3)

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

a. *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not have the potential to degrade environmental quality.

The projects that could be built in the near future are proposed for existing streets that already contain traffic signals and signs, striping and markings, crosswalks, curb markings, etc. Signing and striping to designate bicycle and pedestrian routes would therefore not have any potential to degrade environmental quality.

The remainder of the projects are conceptual in nature. Such projects would be subject to future environmental review if and when site specific proposals are developed and would, therefore, does not have any potential to degrade environmental quality at this time.

(Sources: 1, 2, 3)

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,*

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the effects of other current projects, and the effects of probable future projects)?

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not individually or cumulatively impact the environment.

The proposed projects would not have individual or cumulative impact on the environment.

(Sources: 1, 2, 3)

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

Discussion:

A significant portion of the proposed San Rafael Bicycle and Pedestrian Master Plan, 2018 Update relates to policy guidelines which are not site specific and therefore would not have any adverse environmental effects to human beings, either directly or indirectly.

The proposed projects would not have any adverse environmental effects to human beings, either directly or indirectly.

(Sources: 1, 2, 3)

APPENDIX

SOURCE REFERENCES

The following is a list of references used in the preparation of this document. Unless attached herein, copies of all reference reports, memorandums and letters are on file with the City of San Rafael Department of Community Development. References to Publications prepared by Federal or State agencies may be found with the agency responsible for providing such information.

1. Staff Review
2. San Rafael Bicycle and Pedestrian Master Plan, 2018 Update
3. City of San Rafael General Plan 2020, adopted November 15, 2004; amended thereafter
4. City of San Rafael General Zoning Ordinance, City of San Rafael, May 1996; amended thereafter
5. Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines, revised December 1999
6. State Division of Mines and Geology; Alquist-Priolo Earthquake Fault Zoning Maps
7. California Building Code, 2016 Edition
8. Caltrans Highway Design Manual
9. California Manual on Uniform Traffic Control Devices
10. San Rafael Municipal Code
11. BAAQMD Bay Area Air Pollution Summaries (2013, 2014, 2015, 2016, 2017)
12. Marin County Stormwater Pollution Prevention Program (MCSTOPPP)
13. Uniform Building Code, 1997 Edition
14. California Code of Regulations, Title 8, Section 1532.1
15. San Rafael Climate Change Action Plan (CCAP); 2009
16. City adopted Archeological Resource Protection Procedures; 2001
17. San Rafael Municipal Code Noise Ordinance (Municipal Code Section 8.13)

DETERMINATION FOR PROJECT

On the basis of this Initial Study and Environmental Checklist I find that the proposed project would not have a Potentially Significant Effect on the environment. A Negative Declaration will be prepared.

Lauren G. Davini
Signature

May 4, 2018
Date

Lauren G. Davini
Printed Name

Traffic Engineer
Title

REPORT AUTHORS AND CONSULTANTS
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City of San Rafael, Department of Public Works