DRAFT ENVIRONMENTAL IMPACT REPORT

FOR THE

SAN ANSELMO GENERAL PLAN 2045 UPDATE

(SCH # 2025100912)

JULY 2026

Prepared for:

Town of San Anselmo
Planning Department
525 San Anselmo Avenue
San Anselmo, CA 94960

Prepared by:

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El Dorado Hills, CA 95762

D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm

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Appendix B: Air Quality and Greenhouse Gas Emissions (GHG) Data

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Appendix D: Noise Data

Appendix E: Transportation Data

ES-1. PURPOSE

This Draft Environmental Impact Report (Draft EIR) was prepared in accordance with and in fulfillment of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. As described in CEQA Guidelines Section 15121(a), an EIR is a public information document that assesses the potentially significant environmental impacts of a project. CEQA requires that an EIR be prepared by the agency with primary responsibility over the approval of a project (the lead agency). The Town of San Anselmo (Town) is the lead agency for the proposed Town of San Anselmo General Plan 2045 Update (General Plan 2045 or proposed project) EIR. Public agencies are charged with the duty to consider and minimize environmental impacts of proposed development where feasible and have the obligation to balance economic, environmental, and social factors.

This Draft EIR has been prepared according to CEQA requirements to evaluate the potential environmental impacts associated with the implementation of the General Plan 2045. This Draft EIR also discusses alternatives to the General Plan 2045 and identifies proposed goals, policies, and actions that would offset, minimize, or otherwise avoid potentially significant environmental impacts. This Draft EIR is intended to provide decision-makers and the public with information that enables consideration of the environmental consequences of the General Plan 2045, and has been prepared in accordance with CEQA (California Public Resources Code [PRC] § 21000 *et seq.*) and the CEQA Guidelines (California Code of Regulations [CCR] Title 14, Division 6, Chapter 3).

ES-2. PROJECT LOCATION

The Town of San Anselmo is an incorporated municipality in Marin County, California. The town is bordered by San Rafael to the east, Fairfax and unincorporated Marin County to the west, Ross to the south, and unincorporated Marin County to the north. San Anselmo is located approximately 20 miles north of San Francisco, as shown on **Figure ES-1**. The town is situated in a series of small valleys created by streams bordered by moderate to steep hillside slopes and ridge tops. The Planning Area has an average elevation of approximately 194 feet above mean sea level, with the elevation varying across the town due to its hilly terrain, and drains primarily to the Ross Valley Watershed. San Anselmo is at the juncture of major arterials leading from the San Francisco Bay Area to western Marin County. The town is accessible by road from Sir Francis Drake Boulevard, which connects Highway 101 to the town and continues west through San Anselmo from Ross to Fairfax, and from Red Hill Avenue, which becomes 4th Street in San Rafael and provides another connection between San Anselmo and Highway 101.

In addition to the lands within the town boundaries, State law requires that a municipality adopt a General Plan that addresses "any land outside its boundaries which in the planning agency's judgment bears relation to its planning (California Government Code §65300)." The Town's Planning Area is the extent of the area addressed by the General Plan. The Town's Planning Area is defined as all lands within the town limits and San Anselmo Sphere of Influence (SOI), as shown on **Figure ES-2.**

ES-3. INTRODUCTION

The Town of San Anselmo, as the lead agency, determined that the proposed General Plan 2045 is a "project" within the definition of CEQA. CEQA requires the preparation of an environmental impact report (EIR) prior to approving any project, which may have a significant impact on the environment. For the purposes of CEQA, the term "project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]).

The EIR contains a description of the General Plan 2045, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. This EIR identifies issues determined to have no impact or a less than significant impact, and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the Notice of Preparation (NOP) were considered in preparing the analysis in this EIR.

ES-4. PROJECT OBJECTIVES

California Environmental Quality Act (CEQA) Guidelines Section 15124(b) requires that an EIR project description include a statement of the objectives from an applicant intended to be achieved by the project. The objectives describe the purpose of the project and are intended to assist the lead agency in developing a reasonable range of alternatives for consideration in the EIR, and to assist the decision makers in assessing the feasibility of mitigation measures and alternatives. The San Anselmo General Plan 2045 addresses issues of concern identified through the visioning and community outreach efforts. The objectives of the General Plan 2045 are listed below.

1. Maintain and enhance San Anselmo's character by preserving its scenic beauty, open space, and natural resources while ensuring new development complements the historic qualities of the built environment.
2. Foster a sense of community and belonging for town residents by providing equitable access to public services, recreation opportunities, and social engagement.
3. Enhance the town's economic vitality by fostering a variety of businesses, encouraging sustainable economic practices, and ensuring that economic growth is inclusive, responsive to the changing needs of the community, and in alignment with the Town's environmental and social goals.
4. Manage the location, type, and amount of growth to ensure the safety and well-being of all residents through high-quality public services, resilient infrastructure, improved safety and noise regulation, and robust emergency preparedness and response plans.
5. Prioritize multi-modal transportation options and improvements that eliminate greenhouse gas emissions, such as zero-emission vehicles, public transit, cycling, and pedestrian-friendly infrastructure, while improving vehicular circulation, promoting safety, ensuring accessibility, and improving traffic flow.

6. Promote a wide range of housing options that are affordable at all income levels, accessible, sustainable, meet the needs of existing residents, and welcomes a diverse spectrum of future residents.
7. Ensure consistency with State, regional, and local regulatory requirements, including housing, climate, and environmental mandates.
8. Improve community resilience to climate change and natural hazards, including wildfire, flooding, and extreme weather.
9. Protect and enhance environmental resources, including air and water quality, biological resources, and urban forest.
10. Promote efficient land use and infill development patterns that support sustainability and reduce greenhouse gas emissions.

ES-5. PROJECT DESCRIPTION

The Town was incorporated in April 1907. The Town of San Anselmo last comprehensively adopted its General Plan in 1975, with more recent targeted updates to the Land Use, Circulation, and Open Space Elements in 1988. In November 2023, the Town issued a request for proposals (RFP) inviting bids from qualified consulting firms to assist the Town in the preparation of a comprehensive update to the General Plan.

The process to update the San Anselmo General Plan began in May 2024 and is scheduled to be completed with the adoption of the San Anselmo General Plan 2045 Update (General Plan 2045 or proposed project) by the Town Council in 2026. The San Anselmo General Plan 2045 was developed with extensive community input.

The General Plan 2045 is the policy document that serves as the Town's General Plan. The General Plan 2045 is supported by a number of reports and documents that informed its development, established conditions in the town, and evaluated the effects of the General Plan. Supporting documents prepared as part of the General Plan 2045 effort included the Vision and Guiding Principles Report, Economic Development Analysis Report, Existing Conditions Reports, and General Plan 2045 (Policy Document).

DESCRIPTION OF PROPOSED GENERAL PLAN 2045 PROJECT

The San Anselmo General Plan 2045 will include a comprehensive set of goals, policies, and actions, as well as a revised Land Use Map (see **Figure ES-3**). The definitions of goals, policies, and actions are listed below:

- A goal is a description of the general desired result that the Town seeks to create through the implementation of the General Plan.
- A policy is a specific statement that guides decision-making as the Town works to achieve its goals. Once adopted, policies represent statements of Town regulations. The General Plan's policies set out the standards that will be used by Town staff, the Planning Commission, and the Town Council in their review of land development projects, resource protection activities, infrastructure improvements, and other Town

actions. Policies are on-going and don't necessarily require specific action on behalf of the Town.

- An implementation measure is an action, procedure, technique, or specific program to be undertaken by the Town to help achieve a specified goal or implement an adopted policy. The Town must take additional steps to implement each action in the General Plan. An action is something that can and will be completed.

A General Plan covers a wide range of social, economic, infrastructure, and natural resource issues. The San Anselmo General Plan 2045 will include goals, policies, and actions to address the State-mandated topics and will continue to have components that address optional topics, including growth management, urban design, downtown, economic vitality, youth and recreation, and public facilities.

Land Use & Community Design Element

The Land Use & Community Design Element establishes the framework for the goals, policies, and actions that will shape the physical form of San Anselmo. The Land Use & Community Design Element addresses growth management, diverse land uses, community design, downtown, commercial corridors, historic preservation, residential neighborhoods, arts and culture, and governance and inclusion. The Land Use & Community Design Element guides the intensity and distribution of land uses and identifies areas of the Town where change will be encouraged and those areas where the existing land use patterns will be maintained and enhanced.

The Land Use & Community Design Element also establishes the land use designations, including the allowed uses, intensities, and densities of development, established by the Land Use Map, shown in Figure ES-3.

Table ES-1 lists each land use designation and provides the density and FAR requirements for each designation, including any modifications associated with each.

TABLE ES-1: SAN ANSELMO GENERAL PLAN 2045 LAND USE DESIGNATIONS

GENERAL PLAN LAND USE DESIGNATION OR OVERLAY	PROPOSED SAN ANSELMO GENERAL PLAN 2045 MAXIMUM DENSITY[1] / FAR
Residential Designations	
Very Low Density Residential	1 du/acre
Single-Family Residential-Conservation	1 du/acre
Single-Family Residential	1-6 units/acre
Medium Density Residential	6-12 units/acre
High Density Residential	13-30 units/acre[2]
Downtown Mixed Residential	6-30 units/acre[2] 2.0 FAR
Mixed Use, Commercial, and Office Designations	
Central Commercial	13-30 units/acre 2.0 FAR
General Commercial	13-30 units/acre[2]

GENERAL PLAN LAND USE DESIGNATION OR OVERLAY	PROPOSED SAN ANSELMO GENERAL PLAN 2045 MAXIMUM DENSITY[1] / FAR
	2.0 FAR
Limited Commercial	13-20 units/acre 1.0 FAR (1.25 for mixed use projects with 8-10 units)
Neighborhood Commercial	13-20 units/acre 1.0 FAR (1.25 for mixed use projects with 8-10 units)
Public, Quasi-Public, Recreation, and Other Designations	
Parks	Density/FAR: Not applicable
Open Space	Density/FAR: Not applicable
Public Facilities	40 units/acre proposed (see Action LU-B.4.a) FAR: Not applicable

NOTES:

1: RESIDENTIAL DENSITIES ARE IN UNITS PER GROSS ACRE. THE TERM 'GROSS ACRE' AS USED IN THE GENERAL PLAN REFERS TO ALL THE LAND WITHIN THE PROPERTY LINES OF A GIVEN PARCEL OR ALL THE LAND WITHIN THE BOUNDARY LINE OF A GIVEN DEVELOPMENT PROPOSED. THE ONLY LAND TO BE EXCLUDED IN THE CALCULATION OF GROSS ACREAGE IS ANY LAND WITHIN AN ESTABLISHED PUBLIC RIGHT-OF-WAY OR ADOPTED PLAN LINE.

2: RESIDENTIAL DENSITIES UP TO 40 UNITS PER ACRE MAY BE ALLOWED FOR PROPERTIES SUBJECT TO THE AFFORDABLE HOUSING OVERLAY DISTRICT IN THE ZONING MAP.

SOURCE: TOWN OF SAN ANSELMO, 2025

Table ES-2 shows the total acreages for each land use designation shown on the proposed Land Use Map.

TABLE ES-2: SAN ANSELMO GENERAL PLAN 2045 LAND USE DESIGNATIONS BY ACREAGE

LAND USE DESIGNATION	ACRES
Residential Designations	
Very Low Density Residential	206
Single-Family Residential-Conservation	24
Single-Family Residential	813
Medium Density Residential	15
High Density Residential	43
Downtown Mixed Residential	67
Mixed Use, Commercial, and Office Designations	
Central Commercial	8
General Commercial	35
Limited Commercial	5
Neighborhood Commercial	2

LAND USE DESIGNATION	ACRES
Public, Quasi-Public, Recreation, and Other Designations	
Parks	10
Open Space	170
Public Facilities	60
Right-of-Way / Not Designated	2
Sphere of Influence	
Not Designated	1,749
Total	**3,211**

SOURCE: MARIN COUNTY GIS/ASSESSOR DATA, 2024; TOWN OF SAN ANSELMO, 2025; DE NOVO PLANNING GROUP, 2025

Open Space & Conservation Element

The Open Space & Conservation Element addresses the protection and acquisition of open space for scenic beauty, resource protection, safety, climate change resilience, and public access and the conservation of natural resources, including wildlife and habitat protection, streams and riparian corridors, trees, air quality, and tribal cultural resources.

Sustainability, Climate Change, & Resiliency Element

The Sustainability, Climate Change, & Resiliency Element addresses improving community resilience, enhancing climate change preparedness and adaptation, and increasing local sustainability, and reducing carbon footprints.

Economic Vitality Element

The Economic Vitality Element addresses the policy approach to sustain and grow the town's economy, preserve and enhance the town's built environment and image, support community-oriented cultural, educational, and entertainment events, and maintain the commercial hubs as the center of town activity.

Housing Element

The Housing Element, as adopted in 2023, will continue to provide local housing programs to meet the fair share of existing and future housing needs for all income groups, preserve and maintain housing, and affirmatively further fair housing.

Circulation Element

The Circulation Element addresses the Town's long-term transportation system, primarily through policies and standards to encourage complete streets, adequate capacity, and linkages to further an integrated multi-modal transportation system, including walking, cycling, and transit access, and parking.

Parks, Recreation, & Public Facilities Element

The Parks, Recreation, & Public Facilities Element addresses the provision of parks and recreational facilities, recreational services and programs, public facilities and infrastructure, and library services.

Safety Element

The Safety Element addresses natural and human-caused hazards that can adversely impact public safety, establishing goals, policies, and actions to address disaster preparedness and response, seismic and geologic hazards, landslides, flooding, wildland and urban fires, and weather-related hazards.

Noise Element

The Noise Element addresses exposure of existing and future community members to noise sources, including transportation-related noise, source-point noise, and intermittent noise.

GENERAL PLAN BUILDOUT ANALYSIS

The EIR evaluates the theoretical development that could occur within the Planning Area at the densities and intensities allowable under the proposed General Plan. While no specific development projects are proposed as part of the General Plan Update, the General Plan would provide the policy framework under which future growth could occur, including the development of new businesses, expansion of existing businesses, and new residential uses consistent with the Land Use Designations (Table 2.0-2) and Draft Land Use Map (Figure ES-3). **Table ES-3** summarizes the theoretical development potential under the proposed San Anselmo General Plan 2045. The theoretical buildout assumes development of vacant and underutilized parcels at the maximum density or intensity permitted under the General Plan, including realistic development of residentially-designated sites identified in the existing Housing Element. Residential development on sites identified in the Housing Element is limited to the realistic capacity specified in the Housing Element.[1]

The buildout analysis is a planning-level analytical tool prepared for purposes of this Program EIR. Consistent with CEQA's requirement to evaluate the reasonably foreseeable environmental consequences of implementing the General Plan, the analysis assumes a conservative theoretical buildout based on the maximum development potential permitted under the proposed land use designations, while accounting for known development constraints and realistic assumptions where applicable (including Housing Element site capacity assumptions). This analytical scenario does not represent a forecast of future development, nor does it imply that all properties will redevelop or that development will occur within the General Plan planning horizon. Actual future development will occur incrementally over time and will depend upon numerous factors beyond the Town's control, including economic conditions, property owner decisions, infrastructure capacity, financing, and future regulatory requirements.

[1] Town of San Anselmo, 2023. 2023-2031 Housing Element, December 12, 2023. Pp. 141-152.

The actual amount of development that will occur throughout the planning horizon of the General Plan, which is approximately 20 years, is based on many factors outside of the Town's control. Actual future development would depend on future real estate and labor market conditions and costs, property owner preferences and decisions, site-specific constraints, evolving State and federal regulations, and other factors. New development and growth are largely dictated by existing development conditions, market conditions, and land turnover rates. Very few communities actually develop to the full potential allowed in their respective general plans during the planning horizon. For purposes of environmental review under CEQA, the buildout analysis represents a conservative analytical scenario that evaluates the maximum reasonably foreseeable development that could occur under the proposed General Plan 2045. The buildout analysis is intended to provide a comprehensive assessment of the potential environmental effects associated with implementation of the General Plan and should not be interpreted as a prediction or forecast of the amount, timing, or location of future development, which will depend on market conditions, property owner decisions, infrastructure availability, financing, regulatory requirements, and other factors.

The General Plan does not designate land within the Town's Sphere of Influence for development. Implementation of the General Plan would not result in any changes to land use designations outside of the Town boundary but within the Sphere of Influence. Any development that occurs within the SOI but outside of the Town boundary would be subject to the Marin County General Plan. Any future projects proposed within the SOI and seeking annexation to the Town of San Anselmo would be subject to their own environmental review and growth analysis. The EIR's cumulative analysis considers potential cumulative growth within both the Town of San Anselmo and within its SOI.

As shown in Table ES-3, theoretical full buildout conditions under the General Plan would be anticipated to result in 2,279 new residential units accommodating an additional 5,356 residents and an addition of approximately 752,133 square feet of non-residential uses.

TABLE ES-3: SAN ANSELMO GENERAL PLAN NEW DEVELOPMENT POTENTIAL

LAND USE DESIGNATION	DWELLING UNITS	POPULATION[1]	NON-RESIDENTIAL SQUARE FEET
Residential Designations			
Very Low Density Residential	43	101	0
Single-Family Residential-Conservation	2	5	0
Single-Family Residential	452	1,062	0
Medium Density Residential	41	96	0
High Density Residential	248	583	0
Downtown Mixed Residential	351	825	0
Mixed Use, Commercial, and Office Designations			
Central Commercial	43	101	90,103
General Commercial	488	1,147	634,566
Limited Commercial	82	193	17,536

LAND USE DESIGNATION	DWELLING UNITS	POPULATION[1]	NON-RESIDENTIAL SQUARE FEET
Neighborhood Commercial	7	16	9,928
Public, Quasi-Public, Recreation, and Other Designations			
Parks	0	0	0
Open Space	0	0	0
Public Facilities	203	477	0
Subtotal			
Subtotal	***1,960***	***4,606***	***752,133***
Accessory Dwelling Units (Townwide)	319	750	
Total	**2,279**	**5,356**	**752,133**

NOTE:

1 2.35 PERSONS PER HOUSEHOLD, CALIFORNIA DEPARTMENT OF FINANCE, 2025

SOURCE: MARIN COUNTY GIS/ASSESSOR DATA, 2024; TOWN OF SAN ANSELMO, 2025; DE NOVO PLANNING GROUP, 2025

ES-6. SIGNIFICANT AND UNAVOIDABLE ADVERSE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The environmental effects of the General Plan 2045 on various aspects of the environment are discussed in detail in Chapter 3, Environmental Impacts, Setting, and Mitigation Measures. The analysis contained in Chapter 3 did not identify any project-specific or cumulative impacts that could not be avoided if the General Plan 2045 is approved as proposed.

ES-7. SUMMARY OF ALTERNATIVES TO THE GENERAL PLAN 2045

ALTERNATIVE 1: NO PROJECT

Under Alternative 1, the Town would not adopt the General Plan 2045. The existing Town of San Anselmo General Plan would continue to be implemented and no changes to the General Plan, including the Land Use Map, Circulation Diagram, goals, policies, or actions would occur. Changes to address land use, housing, mobility, sustainability and climate resilience, open space and conservation, safety, economic vitality, recreation, public facilities, and diversity, equity, inclusion, and belonging would not be implemented. Subsequent projects, such as amending the Municipal Code (including the zoning map), would not occur.

ALTERNATIVE 2: RESERVE OVERLAY INTENSIFICATION

Alternative 2 would increase density in Reserve Areas along major transportation corridors in San Anselmo where future increases in residential density and additional development incentives could be considered to encourage new housing. Reserve Areas provide a framework for accommodating

growth in a planned and orderly manner while ensuring that infrastructure, public services, and community design standards are maintained. This Alternative would also further the purpose of General Plan 2045 Policy LU-A.6: Reserve Areas: Consider increases in density and modified development standards or incentives in areas designated as Reserve Areas … to address future housing needs and help meet the Town's future Regional Housing Needs Allocations, if necessary.

ALTERNATIVE 3: RESERVE OVERLAY HOUSING ELEMENT

Alternative 3 would apply a Reserve Overlay calibrated to the Town's adopted Housing Element, directing modest additional housing capacity to areas already served by infrastructure and services while preserving open space, hillsides, and environmentally sensitive areas. Like Alternative 2, this alternative would further the purpose of General Plan 2045 Policy LU-A.6 by accommodating growth in a planned and orderly manner.

ES-8. AREAS OF CONTROVERSY

Pursuant to CEQA Guidelines Section 15123(b), a summary section must address areas of controversy known to the lead agency, including issues raised by agencies and the public, and it must also address issues to be resolved, including the choice among alternatives and whether or how to mitigate significant effects.

In accordance with CEQA Guidelines Section 15082, the Town of San Anselmo circulated a Notice of Preparation (NOP) of an EIR for the General Plan 2045 on October 20, 2025, to trustee and responsible agencies, the State Clearinghouse (SCH), and the public. The 30-day public review period for the NOP then ended on November 19, 2025. A scoping meeting was held on November 13, 2025, which was attended by members of the public. The NOP and all comment letters received on the NOP are presented in Appendix A.

The NOP identified potential for significant impacts on the environment related to the following topical areas:

- Aesthetics and Visual Resources
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Energy
- Geology, Soils, and Seismicity
- Greenhouse Gases and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use, Planning and Population/Housing
- Noise
- Public Services and Recreation
- Transportation and Circulation
- Utilities and Service Systems
- Wildfire

The NOP also identified certain topical areas where the General Plan 2045 would have no impact because the resources are not present in the Planning Area. There is no designated forest or timber land in the Town and Planning Area. Therefore, the General Plan 2045 would have no impact related to forestry resources. There are no known mineral resources of value and there are no known locally important mineral resource recovery sites in the Town and Planning Area. Therefore, the General

Plan 2045 would have no impact related to mineral resources. The Town and Planning Area are not located within an airport land use plan nor within two miles of a public airport or public use airport. Therefore, the General Plan 2045 would have no impact related to airport-associated hazards or exposure to excessive noise levels related to airport use. These topics are not discussed further in the EIR.

DISAGREEMENT AMONG EXPERTS

This Draft EIR contains substantial evidence to support all conclusions presented herein. It is possible that there will be disagreement among various parties regarding these conclusions, although the Town of San Anselmo is not aware of any disputed conclusions at the time of this writing. Both the CEQA Guidelines and case law clearly provide standards for treating disagreement among experts. Where evidence and opinions conflict on an issue concerning the environment, and the lead agency knows of these controversies in advance, the EIR must acknowledge the controversies, summarize conflicting opinions of the experts, and include sufficient information to allow the public and decision makers to make an informed judgment about environmental consequences of the General Plan 2045.

POTENTIALLY CONTROVERSIAL ISSUES

It is also possible that evidence will be presented during the 45-day statutory Draft EIR public review period that may create disagreement. Decision makers would consider this evidence during the public hearing process.

In rendering a decision on a project where there is disagreement among experts, decision makers are not obligated to select the most environmentally preferable viewpoint. Decision makers are vested with the ability to choose whatever viewpoint is preferable and need not resolve a dispute among experts. In their proceedings, decision makers must consider comments received concerning adequacy of the Draft EIR and address any objections raised in these comments. However, decision makers are not obligated to follow any directives, recommendations, or suggestions presented in comments on the Draft EIR, and can certify the Final EIR without needing to resolve disagreements among experts.

ES-9. PUBLIC REVIEW OF THE DRAFT EIR

Upon completion of the Draft EIR for the General Plan 2045, the Town of San Anselmo filed a Notice of Completion (NOC) with the State Clearinghouse (SCH) of the Governor's Office of Land Use and Climate Innovation to begin the public review period (PRC Section 21161) on July 24, 2026.

Concurrent with the NOC, the Town provided a public Notice of Availability (NOA) for the Draft EIR, and invited comment from the general public, agencies, organizations, and other interested parties, consistent with CEQA requirements. The NOA was filed with the State Clearinghouse (SCH# 2025100912). The Draft EIR is available for public review from July 24, 2026 through September 8, 2026.

Upon completion of the public review period, written responses to all significant environmental issues raised will be prepared and made available for review by the commenting agencies at least 10 days prior to the public hearing before the San Anselmo Town Council, at which the certification of the Final EIR will be considered. Comments received and the responses to comments will be included as part of the record for consideration by decision makers for the General Plan 2045.

Table ES-4 provides a summary of the General Plan 2045's impacts, mitigation measures if any, and level of significance.

TABLE ES-4: PROJECT IMPACTS AND IMPACT CONCLUSIONS

IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
3.1 AESTHETICS AND VISUAL RESOURCES			
Impact 3.1-1: General Plan implementation would not have a substantial adverse effect on a scenic vista	Less than Significant	None Required	Less than Significant
Impact 3.1-2: General Plan implementation would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway	Less than Significant	None Required	Less than Significant
Impact 3.1-3: General Plan implementation would not, in a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings	Less than Significant	None Required	Less than Significant
Impact 3.1-4: General Plan implementation could result in the creation of new sources of nighttime lighting and daytime glare	Less than Significant	None Required	Less than Significant
Impact 3.1-5: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts to aesthetics and scenic resources	Less than Significant	None Required	Less than Significant
3.2 AGRICULTURAL AND FOREST RESOURCES			
Impact 3.2-1: General Plan implementation would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use	Less than Significant	None Required	Less than Significant
Impact 3.2-2: General Plan implementation would not result in conflicts with existing zoning for agricultural use, or a Williamson Act contract	Less than Significant	None Required	Less than Significant

IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Impact 3.2-3: General Plan implementation would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use	Less than Significant	None Required	Less than Significant
Impact 3.2-4: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts to agricultural or forestry resources.	Less than Significant	None Required	Less than Significant
3.3 AIR QUALITY			
Impact 3.3-1: General Plan 2045 implementation would not conflict with or obstruct implementation of the applicable air quality plan	Less than Significant	None Required	Less than Significant
Impact 3.3-2: General Plan 2045 implementation could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard	Less than Significant	None Required	Less than Significant
Impact 3.3-3: General Plan 2045 implementation would expose sensitive receptors to substantial pollutant concentrations	Less than Significant	None Required	Less than Significant
Impact 3.3-4: General Plan 2045 implementation would not result in other emissions (such as those leading to odors adversely affecting a substantial number of people)	Less than Significant	None Required	Less than Significant
Impact 3.3-5: General Plan 2045 implementation, in combination with other cumulative development, would result in adverse impacts on air quality.	Less than Significant	None Required	Less than Significant

IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
3.4 BIOLOGICAL RESOURCES			
Impact 3.4-1: General Plan implementation could 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 Wildlife or U.S. Fish and Wildlife Service	Less than Significant	None Required	Less than Significant
Impact 3.4-2: General Plan implementation could 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 Wildlife or U.S. Fish and Wildlife Service	Less than Significant	None Required	Less than Significant
Impact 3.4-3: General Plan implementation could have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means	Less than Significant	None Required	Less than Significant
Impact 3.4-4: General Plan implementation would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	Less than Significant	None Required	Less than Significant
Impact 3.4-5: The General Plan would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	Less than Significant	None Required	Less than Significant
Impact 3.4-6: General Plan implementation would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan	Less than Significant	None Required	Less than Significant

IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Impact 3.4-7: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts to biological resources.	Less than Significant	None Required	Less than Significant
3.5 CULTURAL AND TRIBAL CULTURAL RESOURCES			
Impact 3.5-1: General Plan implementation could cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5	Less than Significant	None Required	Less than Significant
Impact 3.5-2: General Plan implementation could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5	Less than Significant	None Required	Less than Significant
Impact 3.5-3: Implementation of the General Plan could lead to the disturbance of any human remains	Less than Significant	None Required	Less than Significant
Impact 3.5-4: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or a resource determined by the lead agency	Less than Significant	None Required	Less than Significant
Impact 3.5-5: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts to cultural or tribal cultural resources.	Less than Significant	None Required	Less than Significant
3.6 ENERGY			
Impact 3.6-1: Project implementation would not result in the wasteful, inefficient, or unnecessary consumption of energy resources.	Less than Significant	None Required	Less than Significant.

IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Impact 3.6-2: General Plan implementation would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency	Less than Significant	None Required	Less than Significant
Impact 3.6-3: General Plan implementation, in combination with cumulative development, would not result in the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a state or local plan for renewable energy or energy efficiency	Less than Significant	None Required	Less than Significant
3.7 GEOLOGY, SOILS, AND SEISMICITY			
Impact 3.7-1: General Plan implementation has the potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides.	Less than Significant	None Required	Less than Significant
Impact 3.7-2: General Plan implementation has the potential to result in substantial soil erosion or the loss of topsoil.	Less than Significant	None Required	Less than Significant
Impact 3.7-3: General Plan implementation has the potential to result in development 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.	Less than Significant	None Required	Less than Significant
Impact 3.7-4: General Plan implementation has the potential to result in development on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property	Less than Significant	None Required	Less than Significant

IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Impact 3.7-5: General Plan implementation does not have the potential to have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.	Less than Significant	None Required	Less than Significant
Impact 3.7-6: General Plan implementation has the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Less than Significant	None Required	Less than Significant
Impact 3.7-7: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts to geology, soils, or seismicity.	Less than Significant	None Required	Less than Significant
3.8 GREENHOUSE GASES AND CLIMATE CHANGE			
Impact 3.8-1: Project implementation could generate greenhouse gas emissions that could have a significant impact on the environment and could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases	Less than Significant	None Required	Less than Significant
3.9 HAZARDS AND HAZARDOUS MATERIALS			
Impact 3.9-1: General Plan 2045 implementation has the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	Less than Significant	None Required	Less than Significant
Impact 3.9-2: General Plan 2045 implementation has the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school	Less than Significant	None Required	Less than Significant

IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Impact 3.9-3: General Plan 2045 implementation has the potential to have projects located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5	Less than Significant	None Required	Less than Significant
Impact 3.9-4: General Plan 2045 implementation is not located within an airport land use plan, two miles of a public airport or public use airport, and would not result in a safety hazard for people residing or working in the project area	Less than Significant	None Required	Less than Significant
Impact 3.9-5: General Plan 2045 implementation has the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	Less than Significant	None Required	Less than Significant
Impact 3.9-6: General Plan 2045 implementation has the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires	Less than Significant	None Required	Less than Significant
Impact 3.9-7: General Plan 2045 implementation, in combination with other cumulative development, would not result in adverse impacts to hazards and hazardous materials.	Less than Significant	None Required	Less than Significant
3.10 HYDROLOGY AND WATER QUALITY			
Impact 3.10-1: General Plan 2045 implementation would not violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality or obstruct implementation of a water quality control plan	Less than Significant	None Required	Less than Significant
Impact 3.10-2: General Plan implementation would not result in the depletion of groundwater supplies or interfere substantially with groundwater recharge or conflict with a groundwater management plan.	Less than Significant	None Required	Less than Significant

IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Impact 3.10-3: General Plan implementation would not alter the existing drainage pattern in a manner which would result in substantial erosion, siltation, flooding, impeded flows, or polluted runoff	Less than Significant	None Required	Less than Significant
Impact 3.10-4: General Plan implementation would not release pollutants due to project inundation by flood hazard, tsunami, or seiche	Less than Significant	None Required	Less than Significant
Impact 3.10-5: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts to hydrology and water quality.	Less than Significant	None Required	Less than Significant
3.11 LAND USE, PLANNING AND POPULATION/HOUSING			
Impact 3.11-1: General Plan 2045 implementation would not physically divide an established community	Less than Significant	None Required	Less than Significant
Impact 3.11-2: General Plan 2045 implementation would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect	Less than Significant	None Required	Less than Significant
Impact 3.11-3: General Plan 2045 implementation would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)	Less than Significant	None Required	Less than Significant
Impact 3.11-4: General Plan 2045 implementation would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere	Less than Significant	None Required	Less than Significant
Impact 3.11-5: General Plan 2045 implementation, in combination with other cumulative development, would not result in adverse impacts to land use, population, or housing.	Less than Significant	None Required	Less than Significant

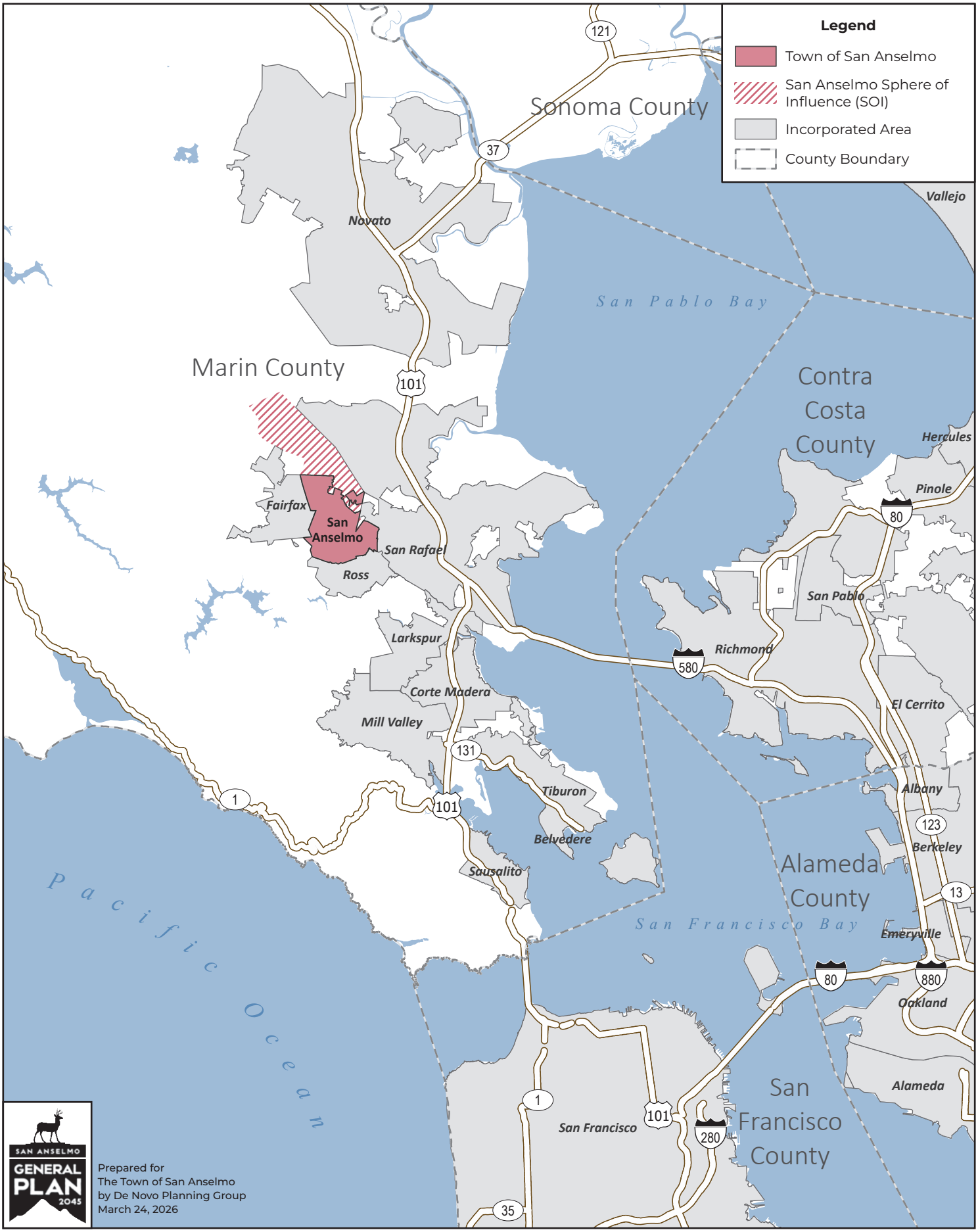
IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
3.12 NOISE			
Impact 3.12-1: General Plan implementation could result in exposure to significant traffic noise sources	Less than Significant	None Required	Less than Significant
Impact 3.12-2: Implementation of the General Plan could result in the generation of excessive stationary noise sources	Less than Significant	None Required	Less than Significant
Impact 3.12-3: General Plan implementation may result in an increase in construction noise sources	Less than Significant	None Required	Less than Significant
Impact 3.12-4: General Plan implementation may result in construction vibration	Less than Significant	None Required	Less than Significant
Impact 3.12-5: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts related to noise	Less than Significant	None Required	Less than Significant
3.13 PUBLIC SERVICES AND RECREATION			
Impact 3.13-1: General Plan implementation could result in adverse physical impacts on the environment associated with the need for new fire protection facilities or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts and the provision of public services	Less than Significant	None Required	Less than Significant
Impact 3.13-2: General Plan implementation could result in adverse physical impacts on the environment associated with the need for new police protection facilities or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts and the provision of public services	Less than Significant	None Required	Less than Significant

IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Impact 3.13-3: General Plan implementation could result in adverse physical impacts on the environment associated with the need for new school facilities or the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts and the provision of public services	Less than Significant	None Required	Less than Significant
Impact 3.13-4: General Plan implementation could result in adverse physical impacts on the environment associated with the need for new park facilities or the need for new or physically altered park facilities, the construction of which could cause significant environmental impacts and the provision of public services	Less than Significant	None Required	Less than Significant
Impact 3.13-5: General Plan implementation could result in adverse physical impacts on the environment associated with the need for other public facilities or the need for new or physically facilities, the construction of which could cause significant environmental impacts and the provision of public services	Less than Significant	None Required	Less than Significant
Impact 3.13-6: General Plan implementation may result in adverse physical impacts associated with the deterioration of existing parks and recreation facilities or the construction of new parks and recreation facilities	Less than Significant	None Required	Less than Significant
Impact 3.13-7: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts to public services and recreation.	Less than Significant	None Required	Less than Significant

IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
3.14 TRANSPORTATION AND CIRCULATION			
Impact 3.14-1: General Plan 2045 implementation would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)	Less than Significant	None Required	Less than Significant
Impact 3.14-2: General Plan 2045 implementation would not conflict with a program, plan, policy, or ordinance addressing the circulation system, including transit, bicycle, and pedestrian facilities	Less than Significant	None Required	Less than Significant
Impact 3.14-3: General Plan 2045 implementation would not increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	Less than Significant	None Required	Less than Significant
Impact 3.14-4: General Plan 2045 implementation would not result in inadequate emergency access	Less than Significant	None Required	Less than Significant
Impact 3.14-5: General Plan 2045 implementation, in combination with other cumulative development, would not have an adverse impact on transportation and circulation	Less than Significant	None Required	Less than Significant
3.15 UTILITIES AND SERVICE SYSTEMS			
Impact 3.15-1: General Plan implementation would not result in insufficient water supplies available to serve the Town and reasonably foreseeable future development during normal, dry, and multiple-dry years.	Less than Significant	None Required	Less than Significant
Impact 3.15-2: General Plan implementation may require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	Less than Significant	None Required	Less than Significant

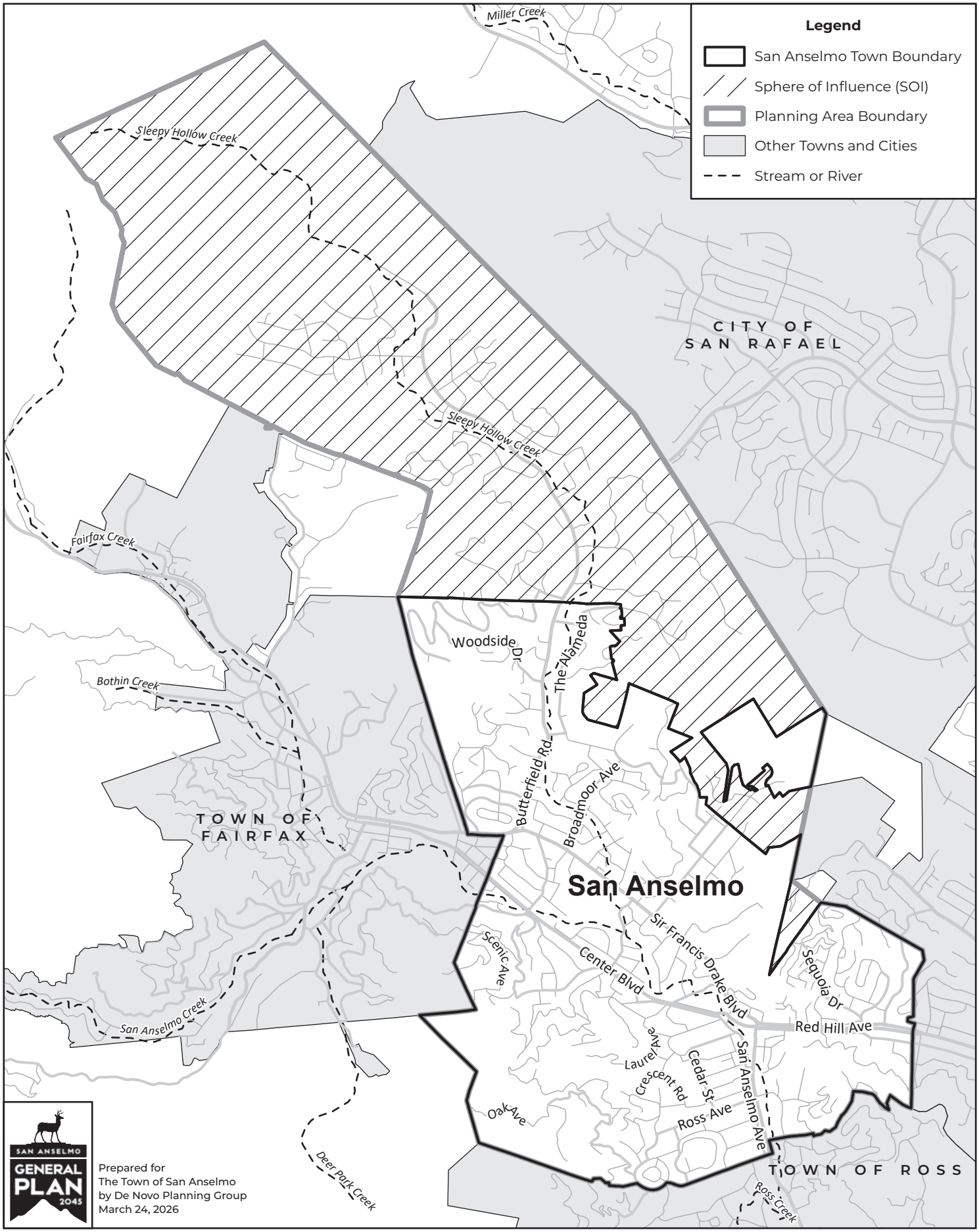
IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Impact 3.15-3: General Plan implementation has the potential to result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments	Less than Significant	None Required	Less than Significant
Impact 3.15-4: General Plan implementation may require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects	Less than Significant	None Required	Less than Significant
Impact 3.15-5: General Plan implementation may require or result in the relocation or construction of new or expanded storm water drainage facilities, the construction or relocation of which could cause significant environmental effects	Less than Significant	None Required	Less than Significant
Impact 3.15-6: General Plan implementation would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, and would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals	Less than Significant	None Required	Less than Significant
Impact 3.15-7: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts to utilities and service systems.	Less than Significant	None Required	Less than Significant
3.16 WILDFIRE			
Impact 3.16-1: Implementation of the General Plan 2045 would not substantially impair an adopted emergency response plan or emergency evacuation plan.	Less than Significant	None Required	Less than Significant

IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Impact 3.16-2: General Plan implementation would not, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.	Less than Significant	None Required	Less than Significant
Impact 3.16-3: General Plan implementation would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.	Less than Significant	None Required	Less than Significant
Impact 3.16-4: General Plan implementation would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.	Less than Significant	None Required	Less than Significant
Impact 3.16-5: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts to wildfire.	Less than Significant	None Required	Less than Significant



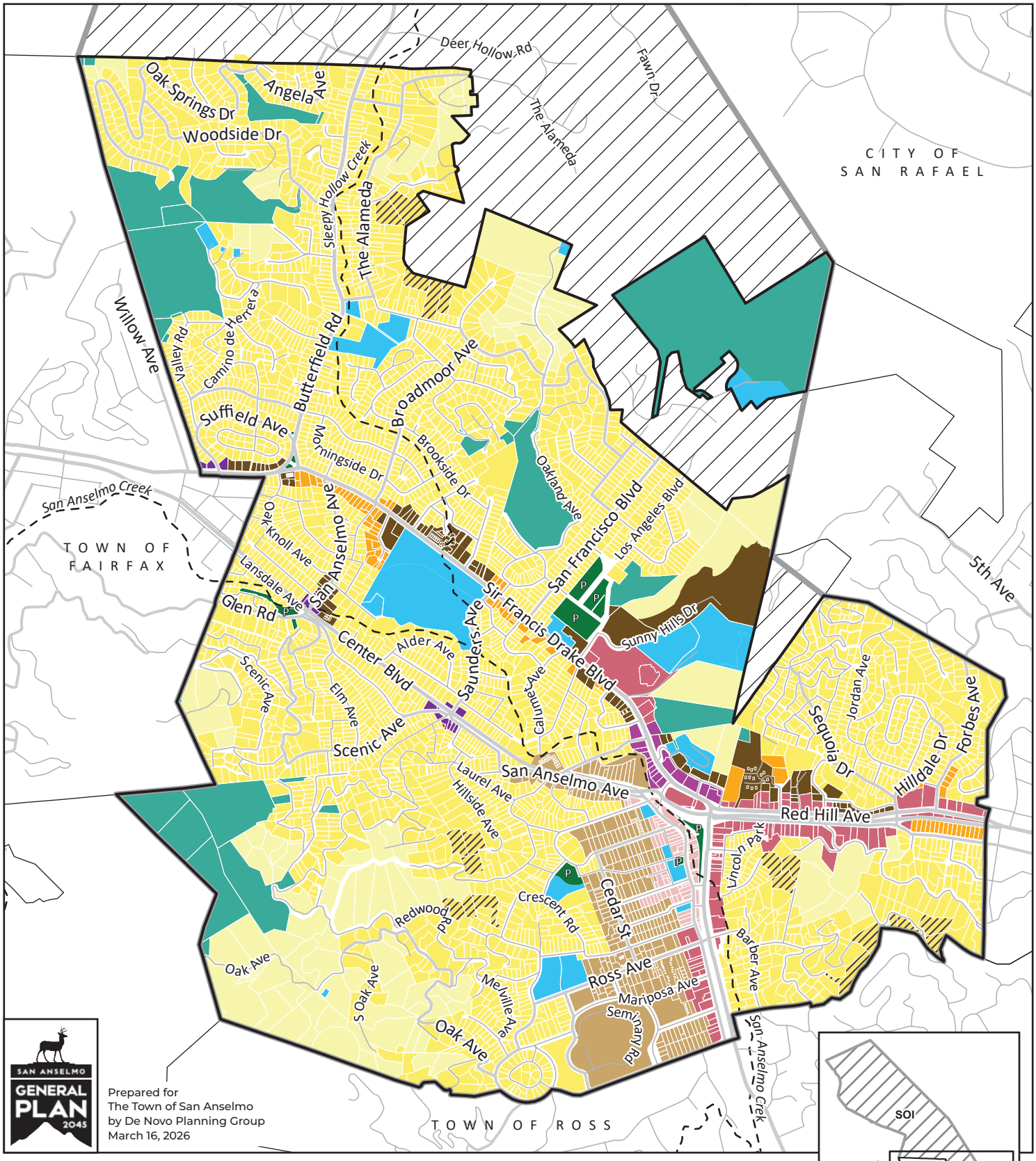
Sources: California State Geoportal; USGS Transportation Dataset.

FIGURE ES-1.
REGIONAL SETTING



Sources: Marin County GIS; Marin County LAFCo; USGS National Hydrography Dataset.

FIGURE ES-2.
TOWN LIMITS AND PLANNING AREA



Sources: Town of San Anselmo; Marin County GIS; Marin County LAFCo; USGS NHD.

FIGURE ES-3.

GENERAL PLAN LAND USE MAP

1.1 INTRODUCTION

In 2024, the Town of San Anselmo (Town) began a multi-year process to update the Town's General Plan. State law requires every city, town, and county in California to prepare and maintain a planning document called a general plan. A general plan is a "constitution" or "blueprint" for the future physical development of a county or city. As part of the San Anselmo General Plan 2045 Update process, a General Plan Existing Conditions Report was prepared to establish a baseline of existing conditions in the town.

The proposed General Plan 2045 Update includes a framework of goals, policies, and actions that will guide the community toward its common vision. The General Plan 2045 Update is supported with a variety of maps, including a Land Use Map and Circulation Diagram.

GENERAL PLAN 2045 UPDATE

The San Anselmo General Plan 2045 Update (General Plan 2045 or proposed project) is the overarching policy document that guides land use, housing, transportation, open space, public safety, community services, and other policy decisions throughout San Anselmo. The General Plan includes the seven elements mandated by State law, to the extent that they are relevant locally, including: Circulation, Conservation, Housing, Land Use, Noise, Open Space, and Safety. The Town may also address other topics of interest; this General Plan includes elements related to Economic Development; Community Services and Facilities; Cultural, Tribal, and Historic Resources; and Sustainability and Climate Change. The General Plan sets out the goals, policies, and actions in each of these areas, serves as a policy guide for how the Town will make key planning decisions in the future, and guides how the Town will interact with Marin County, surrounding cities, and other local, regional, State, and Federal agencies.

The General Plan contains the goals and policies that will guide future decisions within the Town and its Sphere of Influence (SOI). It also identifies implementation programs, in the form of actions, that will ensure the goals and policies in the General Plan are carried out. As part of the General Plan 2045, the Town and the consultant team prepared several supporting documents that serve as the building blocks for the General Plan and analyze the environmental impacts associated with implementing the General Plan. Outreach efforts and supporting documents associated with the General Plan 2045 are summarized in Chapter 2.0, Project Description.

GENERAL PLAN ENVIRONMENTAL IMPACT REPORT

An EIR responds to the requirements of the California Environmental Quality Act (CEQA) as set forth in Sections 15126, 15175, and 15176 of the CEQA Guidelines. The Planning Commission and Town Council will use the EIR during the General Plan 2045 process in order to understand the potential environmental implications associated with implementing the General Plan. This EIR was prepared concurrently with the General Plan policy document in order to facilitate the development of a General Plan that is largely self-mitigating. In other words, as environmental impacts associated with the new General Plan, including the Land Use Map, were identified; policies and actions were

incorporated into the General Plan policy document in order to reduce or avoid potential environmental impacts.

1.2 PURPOSE OF THE EIR

The Town of San Anselmo, as lead agency, determined that the San Anselmo General Plan 2045 is a "project" within the meaning of CEQA. CEQA requires the preparation of an EIR prior to approving any project that may have a significant impact on the environment. For the purposes of CEQA, the term "project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]).

This Draft EIR has been prepared according to CEQA requirements to evaluate the potential environmental impacts associated with the implementation of the General Plan 2045. A copy of the Public Draft General Plan is located on the San Anselmo General Plan 2045 website, at www.sananselmogp2045.org/. The Draft EIR also discusses alternatives to the General Plan and methods to offset, minimize, or otherwise avoid potentially significant environmental impacts. This Draft EIR has been prepared in accordance with CEQA, California Resources Code Section 21000 et seq.; and the Guidelines for the California Environmental Quality Act (California Code of Regulations, Title 14, Chapter 3).

An EIR must disclose the expected direct and indirect environmental impacts associated with a project, including impacts that cannot be avoided, growth-inducing effects, impacts found not to be significant, and significant cumulative impacts, as well as identify mitigation measures and alternatives to the proposed project that could reduce or avoid its adverse environmental impacts. CEQA requires government agencies to consider and, where feasible, minimize significant environmental impacts of proposed development.

1.3 TYPE OF EIR

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a Program EIR pursuant to CEQA Guidelines Section 15168. Section 15168 states:

“A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

1) Geographically;
2) As logical parts in the chain of contemplated actions;
3) In connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program; or
4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.”

The program-level analysis considers the broad environmental effects of the proposed project. This EIR will be used to evaluate subsequent projects and activities under the proposed project. This EIR is intended to provide the information and environmental analysis necessary to assist public agency decisionmakers in considering approval of the proposed project, but not to the level of detail to consider approval of subsequent development projects that may occur after adoption of the General Plan.

Additional environmental review under CEQA may be required for subsequent projects and would be generally based on the subsequent project's consistency with the General Plan and the analysis in this EIR, as required under CEQA. It may be determined that some future projects or infrastructure improvements may be exempt from environmental review. When individual subsequent projects or activities under the General Plan are proposed, the lead agency that would approve and/or implement the individual project will examine the projects or activities to determine whether their effects were adequately analyzed in this program EIR (CEQA Guidelines Section 15168). If the projects or activities would have no effects beyond those disclosed in this EIR, no further CEQA compliance would be required.

1.4 INTENDED USES OF THE EIR

The Town of San Anselmo, as the lead agency, has prepared this EIR to provide the public and responsible and trustee agencies with an objective analysis of the potential environmental impacts resulting from adoption of the General Plan 2045 and subsequent implementation of projects consistent with the General Plan. The environmental review process enables interested parties to evaluate the proposed project in terms of its environmental consequences, to examine and recommend methods to eliminate or reduce potential adverse impacts, and to consider a reasonable range of alternatives to the project. While CEQA requires that consideration be given to avoiding adverse environmental effects, the lead agency must balance adverse environmental effects against other public objectives, including the economic and social benefits of a project, in determining whether a project should be approved.

This EIR will be used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with the General Plan. Subsequent actions that may be associated with the General Plan are identified in Chapter 2.0, Project Description. This EIR may also be used by other agencies within Marin County.

1.5 KNOWN RESPONSIBLE AND TRUSTEE AGENCIES

The term "Responsible Agency" includes all public agencies other than the Lead Agency that have discretionary approval power over the project or an aspect of the project (CEQA Guidelines Section 15381). For the purpose of CEQA, a "Trustee" agency has jurisdiction by law over natural resources that are held in trust for the people of the State of California (CEQA Guidelines Section 15386). While no Responsible Agencies or Trustee Agencies are responsible for approvals associated with adoption of the San Anselmo General Plan 2045, implementation of future projects within San Anselmo may require permits and approvals from such agencies, which may include the following:

- California Department of Fish and Wildlife (CDFW);
- Bay Area Air Quality Management District (BAAD);
- California Department of Transportation (Caltrans);
- California Department of Toxic Substances Control (DTSC);
- Regional Water Quality Control Board (RWQCB);
- U.S. Army Corps of Engineers (USACE);
- U.S. Environmental Protection Agency (USEPA);
- U.S. Fish and Wildlife Service (USFWS);
- Metropolitan Transportation Commission (MTC);
- California Department of Resources, Recycling, and Recovery (Cal Recycle);
- California Office of Historic Preservation (OHP);
- California Department of Conservation (DOC);
- Marin Water; and
- Ross Valley Sanitary District.

1.6 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR has involved, or will involve, the following general procedural steps:

NOTICE OF PREPARATION

The Town of San Anselmo circulated a Notice of Preparation (NOP) of an EIR for the proposed project on October 20, 2025, to trustee and responsible agencies, the State Clearinghouse, and the public. A scoping meeting was held on November 13, 2025, in person at Town Hall and via a web-based video meeting. No public or agency comments on the NOP related to the EIR analysis were presented or submitted during the scoping meeting. However, during the 30-day public review period for the NOP, which ended on November 19, 2025, three written comment letters were received on the NOP. A summary of the NOP comments is provided later in this chapter. The NOP and all comments received on the NOP are presented in Appendix A.

DRAFT EIR

This document constitutes the Draft EIR. The Draft EIR contains a description of the project, description of the environmental setting, identification of the project's direct and indirect impacts on the environment and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. This Draft EIR identifies issues determined to have no impact or a less-than-significant impact and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the NOP were considered in preparing the analysis in this EIR. Upon completion of the Draft EIR, the Town of San Anselmo will file the Notice of Completion (NOC) with the State Clearinghouse of the Governor's Office of Land Use and Climate Innovation to begin the public review period.

PUBLIC NOTICE/PUBLIC REVIEW

Concurrent with the NOC, the Town of San Anselmo will provide a public notice of availability for the Draft EIR, and invite comment from the general public, agencies, organizations, and other interested parties. Consistent with CEQA requirements, the review period for this Draft EIR is forty-five (45) days. Public comment on the Draft EIR will be accepted in written form. All comments or questions regarding the Draft EIR should be addressed to:

Heidi Scoble
Town of San Anselmo
Planning Department
525 San Anselmo Avenue
San Anselmo, CA 94960
E-mail: generalplanupdate@sananselmo.gov

RESPONSE TO COMMENTS/FINAL EIR

Following the public review period, a Final EIR will be prepared. The Final EIR will respond to written comments received during the public review period.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The San Anselmo Town Council will review and consider the Final EIR. If the Town finds that the Final EIR is "adequate and complete," the Town Council may certify the Final EIR in accordance with CEQA. As set forth by CEQA Guidelines Section 15151, the standards of adequacy require an EIR to provide a sufficient degree of analysis to allow decisions to be made regarding the proposed project that intelligently take account of environmental consequences.

Upon review and consideration of the Final EIR, the Town Council may take action to approve, revise, or deny the project. If the EIR determines that the project would result in significant adverse impacts to the environment that cannot be mitigated to less than significant levels, the Town Council would be required to adopt a statement of overriding considerations as well as written findings in accordance with State CEQA Guidelines Sections 15091 and 15093. If there are no significant and unavoidable impacts, a statement of overriding considerations would not be required. If additional mitigation measures are required (beyond the General Plan policies and actions that reduce potentially significant impacts, as identified throughout this EIR), a Mitigation Monitoring and Reporting Program (MMRP) would also be adopted in accordance with Public Resources Code Section 21081.6(a) and CEQA Guidelines Section 15097 for mitigation measures that have been incorporated into or imposed upon the project to reduce or avoid significant effects on the environment. The MMRP would be designed to ensure that these measures are carried out during project implementation, in a manner that is consistent with the EIR. If there are no mitigation measures required, then an MMRP would not be needed and would not be prepared.

1.7 ORGANIZATION AND SCOPE

Sections 15122 through 15132 of the State CEQA Guidelines identify the content requirements for Draft and Final EIRs. An EIR must include a description of the environmental setting, an environmental impact analysis, mitigation measures for any significant impacts, alternatives, significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. The EIR reviews environmental and planning documentation developed for the project, environmental and planning documentation prepared for recent projects located within Town of San Anselmo, and responses to the Notice of Preparation (NOP).

This Draft EIR is organized in the following manner:

EXECUTIVE SUMMARY

The Executive Summary summarizes the characteristics of the proposed project, known areas of controversy and issues to be resolved, and provides a concise summary matrix of the project's environmental impacts and possible mitigation measures. This chapter identifies alternatives that reduce or avoid at least one significant environmental effect of the proposed project.

CHAPTER 1.0 – INTRODUCTION

Chapter 1.0 briefly describes the proposed project, the purpose of the environmental evaluation, identifies the lead, trustee, and responsible agencies, summarizes the process associated with preparation and certification of an EIR, identifies the scope and organization of the Draft EIR, and summarizes comments received on the NOP.

CHAPTER 2.0 – PROJECT DESCRIPTION

Chapter 2.0 provides a detailed description of the proposed project, including the location, intended objectives, background information, the physical and technical characteristics, including the decisions subject to CEQA, subsequent projects and activities, and a list of related agency action requirements.

CHAPTER 3.0 – ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Chapter 3.0 contains an analysis of environmental topic areas as identified below. Each subchapter addressing a topical area is organized as follows:

Environmental Setting. A description of the existing environment as it pertains to the topical area.

Regulatory Setting. A description of the regulatory environment that may be applicable to the project.

Impacts and Mitigation Measures. Identification of the thresholds of significance by which impacts are determined, a description of project-related impacts associated with the environmental topic, identification of appropriate mitigation measures, and a conclusion as to the significance of each impact.

The following environmental topics are addressed in this section:

Aesthetics and Visual Resources
Agricultural and Forest Resources
Air Quality
Biological Resources
Cultural and Tribal Cultural Resources
Energy
Geology, Soils, and Seismicity
Greenhouse Gas Emissions and Climate Change
Hazards and Hazardous Materials
Hydrology and Water Quality
Land Use and Planning/Population and Housing
Mineral Resources
Noise
Public Services and Recreation
Transportation
Utilities and Service Systems
Wildfire

CHAPTER 4.0 – OTHER CEQA-REQUIRED TOPICS

Chapter 4.0 evaluates and describes the following CEQA required topics: impacts considered less-than-significant, significant and irreversible impacts, growth-inducing effects, cumulative, and significant and unavoidable environmental effects.

CHAPTER 5.0 – ALTERNATIVES

Chapter 5.0 provides a comparative analysis between the merits of the proposed project and the selected alternatives. State CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the project and avoid and/or lessen any significant environmental effects of the project.

CHAPTER 6.0 – REPORT PREPARERS

Chapter 6.0 lists all authors and agencies that assisted in the preparation of the Draft EIR, by name, title, and company or agency affiliation.

APPENDICES

This section includes all notices and other procedural documents pertinent to the Draft EIR, as well as technical material prepared to support the analysis.

1.8 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

The Town received three comment letters on the NOP. Copies of these letters are provided in Appendix A of this Draft EIR and the comments are summarized below.

- Native American Heritage Commission, Matthew Lin, Cultural Resource Analyst, October 21, 2025: Recommended consultation with Native American tribes that are traditionally and culturally affiliated with the geographic area. Also provided a procedural overview of SB 18 and AB 52.
- California Department of Fish and Wildlife, Erin Chappell, Regional Manager, Bay Delta Region, November 13, 2025: Identified CDFW's role as a Trustee Agency and as a Responsible Agency. Also provided guidance on relevant regulatory requirements, recommended methods for the analysis of project impacts on biological resources, and suggested potential mitigation measures for limiting or avoiding potential impacts.
- Richard Berkson, November 17, 2025: Recommended that the EIR evaluate potential effects to unincorporated areas immediately adjacent to the town. Further requested consideration of potential new development in the Town's SOI area.

California Government Code Section 65300 et seq. requires all counties and cities to prepare and maintain a general plan for the long-term growth, development, and management of the land within the jurisdiction's planning boundaries. The general plan acts as a "constitution" for development and is the jurisdiction's lead legal document in relation to growth, development, and resource management issues. Development regulations (e.g., zoning and subdivision standards) are required by law to be consistent with the general plan.

General plans must address a broad range of topics, including, at a minimum, the following mandatory elements: land use, circulation, housing, conservation, open space, noise, and safety. General plans must also address the topics of environmental justice and climate adaptation and resiliency planning, either as separate elements or as part of other required elements. At the discretion of each jurisdiction, the general plan may combine these elements and may add optional elements relevant to the physical features of the jurisdiction.

The California Government Code also requires that a general plan be comprehensive, internally consistent, and plan for the long term. The general plan should be clearly written, easy to administer, and available to all those concerned with the community's development.

State planning and zoning law (California Government Code Section 65000 et seq.) establishes that zoning ordinances are required to be consistent with the general plan and any applicable specific plans, area plans, master plans, and other related planning documents. When amendments to the general plan are made, corresponding changes in the zoning ordinance may be required within a reasonable time to ensure consistency between the revised land use designations in the general plan (if any) and the permitted uses or development standards of the zoning ordinance (Government Code Section 65860, subd. [c]).

2.0.1 BACKGROUND AND OVERVIEW

GENERAL PLAN UPDATE PROCESS

The Town was incorporated in April 1907. The Town of San Anselmo last comprehensively adopted its General Plan in 1975, with more recent targeted updates to the Land Use, Circulation, and Open Space Elements in 1988. In November 2023, the Town issued a request for proposals (RFP) inviting bids from qualified consulting firms to assist the Town in the preparation of a comprehensive update to the General Plan.

The process to update the San Anselmo General Plan began in May 2024 and is scheduled to be completed with the adoption of the San Anselmo General Plan 2045 Update (General Plan 2045 or proposed project) by the Town Council in 2026. The San Anselmo General Plan 2045 was developed with extensive community input.

COMMUNITY OUTREACH

The Town actively sought out input from the community regarding community priorities, sustainability, economic development, community design, traffic and circulation, noise, parks, and open space. Public outreach was conducted through multiple channels and in several forums

including pop-up events, stakeholder meetings, online surveys, Town commission meetings, public workshops, General Plan Advisory Committee (GPAC) meetings, and Planning Commission meetings.

Outreach Objectives

The community outreach process sought to meaningfully engage the public and stakeholders. The General Plan update process was a community-wide effort to ensure that San Anselmo retains its distinctive sense of community while accommodating growth and encouraging positive change. It was a two-year planning process used to help define the community's shared values and explore a vision for the future. It was a public process, one that sought to engage the community as the General Plan was drafted and refined. To that end, the Town conducted a series of outreach events designed to:

- Gather meaningful input and feedback from the community at-large;
- Engage and empower community members in the visioning and planning process for their community;
- Provide an open and transparent process;
- Achieve broad demographic and geographic representation from community members and other stakeholders;
- Achieve an end product that has community support and ownership because community members feel that their voice has been heard;
- Develop easily understood informational materials that are culturally appropriate;
- Engage the community in a planning process that results in sustainable and implementable recommendations after the new general plan is adopted; and
- Involve stakeholders and the general public at key points with interactive participation that ranges from one-on-one activities to large scale community meetings and activities.

Outreach Events

A community outreach and public participation activities occurring prior to publication of this Draft EIR are summarized in **Table 2.0-1** and described below.

TABLE 2.0-1: COMMUNITY ENGAGEMENT EVENTS SUMMARY

DATE	*EVENT*	*TOPIC*
November 14, 2023	Town Council Meeting	Initiate General Plan Update (GPU)
April 23, 2024	Town Council Meeting	Authorize Contract for GPU
June 11, 2024	Town Council Meeting	Establishing General Plan Advisory Committee (GPAC)
May 22, 2024	Open Space Committee Meeting	Visioning and Issue Identification
June 5, 2024	Stakeholder Meeting with Local Schools and Churches	Visioning and Issue Identification
June 5, 2024	Stakeholder Meeting with Age-Friendly Living Advocates	Visioning and Issue Identification
June 7, 2024	Stakeholder Meeting with Youth and Families	Visioning and Issue Identification

DATE	*EVENT*	*TOPIC*
June 10, 2024	Stakeholder Meeting with Adjacent Jurisdictions	Visioning and Issue Identification
June 10, 2024	Stakeholder Meeting with Special Districts	Visioning and Issue Identification
June 11, 2024	Economic Development Committee Meeting	Visioning and Issue Identification
June 11, 2024	Stakeholder Meeting with Transportation Providers and Advocates	Visioning and Issue Identification
June 18, 2024	Parks & Recreation Commission Meeting	Visioning and Issue Identification
June 24, 2024	Climate Action Commission Meeting	Visioning and Issue Identification
July 2, 2024 through September 9, 2024	Town-Wide Survey	Setting Priorities Survey
July 12, 2024	Pop-Up Event at Live on the Avenue	Visioning and Issue Identification
July 17, 2024	Historical Commission Meeting	Visioning and Issue Identification
August 3, 2024	Pop-Up Event at Live on the Avenue	Visioning and Issue Identification
August 7, 2024	Bicycle & Pedestrian Advisory Committee Meeting	Visioning and Issue Identification
August 8, 2024	General Plan Advisory Committee Meeting	Visioning and Issue Identification
August 20, 2024	Racial Equity Committee Meeting	Visioning and Issue Identification
August 20, 2024	Economic Development Stakeholder Meeting #1	Visioning and Issue Identification
August 20, 2024	Economic Development Stakeholder Meeting #2	Visioning and Issue Identification
August 27, 2024	Economic Development Stakeholder Meeting #3	Visioning and Issue Identification
August 27, 2024	Economic Development Stakeholder Meeting #4	Visioning and Issue Identification
August 27, 2024	Economic Development Stakeholder Meeting #5	Visioning and Issue Identification
August 29, 2024	Economic Development Stakeholder Meeting #6	Visioning and Issue Identification
August 29, 2024	Economic Development Stakeholder Meeting #7	Visioning and Issue Identification
September 4, 2024	Economic Development Stakeholder Meeting #8	Visioning and Issue Identification
September 4, 2024	Economic Development Stakeholder Meeting #9	Visioning and Issue Identification
September 4, 2024	Economic Development Stakeholder Meeting #10	Visioning and Issue Identification

DATE	*EVENT*	*TOPIC*
September 6, 2024	Pop-Up Event at Live on the Avenue	Visioning and Issue Identification
September 12, 2024	General Plan Advisory Committee Meeting	Community Feedback and Vision Statement/Guiding Principles
September 18, 2024	Open Space Committee Meeting	Review of Example Open Space Goals, Policies, and Actions
September 27, 2024	Pop-Up Event at Live on the Avenue	Climate Change, Sustainability, and Resiliency
September 27, 2024 through November 29, 2024	Town-Wide Survey	Sustainability Survey
October 7, 2024	Planning Commission Meeting	Visioning and Issue Identification
October 10, 2024	Public Workshop on Zoom	Climate Change, Sustainability, and Resiliency
October 17, 2024	Infrastructure and Fiscal Monitoring Committee Meeting	Visioning and Issue Identification
October 22, 2024	Town Council Meeting	Visioning and Issue Identification
October 29, 2024	Racial Equity Committee Meeting	Review Example Diversity, Equity, Inclusion, and Belonging Goals, Policies, and Actions
November 20, 2024	Open Space Committee Meeting	Review Example Open Space Goals, Policies, and Actions
December 11, 2024	Pop-Up Event at Imagination Park	Commercial Districts: Economic Development and Community Design
December 12, 2024	General Plan Advisory Committee Meeting	Climate Change, Sustainability, and Resiliency
December 11, 2024 through February 5, 2025	Town-Wide Survey	Commercial Districts Survey
January 9, 2025	General Plan Advisory Committee Meeting	Review and Discuss Residential Hillside Land Use and Zoning Conflicts
January 23, 2025	Public Workshop at Town Hall	Commercial Districts: Economic Development and Community Design
February 13, 2025	General Plan Advisory Committee Meeting	Informational Update: Adopted Housing Element
February 13, 2025 through March 7, 2025	Town-Wide Survey	Circulation and Noise Survey
February 24, 2025	Climate Action Commission Meeting	Review Draft Goals, Policies, and Actions on Climate Change, Sustainability, and Resiliency
February 26, 2025	Public Workshop on Zoom	Circulation and Noise
March 7, 2025 through April 30, 2025	Town-Wide Survey	Community Programming, Parks, & Open Space Survey
March 8, 2025	Pop-Up Event at Softball Opening Day	Community Programming, Parks, and Open Spaces

DATE	*EVENT*	*TOPIC*
March 11, 2025	Economic Development Committee Meeting	Review Draft Goals, Policies, and Actions on Economic Development & Commercial Districts' Community Design
March 19, 2025	Open Space Committee Meeting	Community Programming, Parks, and Open Spaces
April 2, 2025	Open House at Robson-Harrington House	Community Programming, Parks, and Open Spaces
April 10, 2025	General Plan Advisory Committee Meeting	Commercial Districts: Economic Development + Community Design
April 15, 2025	Parks and Recreation Commission Meeting	Review Draft Goals, Policies, and Actions on Parks and Recreation
April 17, 2025	Bicycle & Pedestrian Advisory Committee Meeting	Review Draft Goals, Policies, and Actions on Circulation
April 19, 2025	Pop-Up Event at Wade Thomas Elementary School's Earth Day Fair	Community Programming, Parks, and Open Spaces
May 5, 2025	Planning Commission Meeting	Draft Land Use and Community Design Policies
May 8, 2025	General Plan Advisory Committee Meeting	Circulation and Noise
May 21, 2025	Open Space Committee Meeting	Review Draft Goals, Policies, and Actions on Open Space
June 12, 2025	General Plan Advisory Committee Meeting	Community Programming, Parks, and Open Spaces
July 10, 2025	General Plan Advisory Committee Meeting	Land Use Alternatives & Policies
August 11, 2025	GPAC Subcommittee	Community Programming, Parks, and Open Spaces
August 18, 2025	Planning Commission Meeting	Draft Land Use Map
September 11, 2025	General Plan Advisory Committee Meeting	Review of Draft Goals, Policies, and Actions
September 23, 2025	Town Council Meeting	Draft Land Use Map
October 6, 2025	Planning Commission Meeting	Review of Draft Goals, Policies, and Actions
Total	69 events	

SOURCE: TOWN OF SAN ANSELMO, 2025; DE NOVO PLANNING GROUP, 2025

Surveys and Workshops

The General Plan process began with a series of stakeholder interviews and a "Setting Priorities" survey to identify special characteristics about the town, key issues to address, and potential areas for change or improvement. Residents said they prized San Anselmo's natural environment and access to open space, downtown, lifestyle and community life, and location. The town's safety and security, parks and public gathering spaces, local businesses, and walkability and bikeability were

also noted. Key issues facing the town included: business viability, bike and pedestrian infrastructure, housing affordability, flooding, diversity, traffic, wildfire risk, and climate change.

A series of community workshops and an open house were held between October 2024 and April 2025. Workshops focused on specific topics of the General Plan as follows:

- Sustainability, Climate Change, and Resiliency
- Commercial Districts
- Circulation and Noise
- Community Programming, Recreation, Parks, Open Space and Conservation

Online and paper surveys were provided before and after each workshop to engage community members who could not participate during the scheduled event or who did attend but wanted to provide additional input.

GENERAL PLAN ADVISORY COMMITTEE

The General Plan update process was guided by a 15-member General Plan Advisory Committee (GPAC) that was appointed by the Town Council to provide input, feedback, and recommendations to the Town Council, Planning Commission, Town staff, and the consultant team. The GPAC included two Town Council members, two Planning Commissioners, and one representative each from the Climate Action Commission, Bicycle and Pedestrian Advisory Committee, Economic Development Committee, Open Space Committee, Parks and Recreation Commission, and Racial Equity Committee. Five at-large community members, including one high school student, were also appointed to the GPAC. The GPAC met 12 times over a period of three years.

COMMITTEES AND COMMISSIONS

The Town's committees and commissions, including the Climate Action Commission, Bicycle and Pedestrian Advisory Committee, Economic Development Committee, Historical Commission, Infrastructure and Fiscal Monitoring Committee, Open Space Committee, Parks and Recreation Commission, and Racial Equity Committee, provided initial input on issues to address in the General Plan, reviewed draft General Plan policies and actions related to their area of expertise, and provided recommendations.

GENERAL PLAN SUPPORTING DOCUMENTS

The General Plan 2045 is the policy document that serves as the Town's General Plan. The General Plan 2045 is supported by a number of reports and documents that informed its development, established conditions in the town, and evaluated the effects of the General Plan. Supporting documents prepared as part of the General Plan 2045 effort are listed below.

Vision and Guiding Principles Report

The Town, in collaboration with the public, developed an overarching vision for the town: "The Town of San Anselmo envisions a future where natural beauty, community well-being, and sustainable progress harmoniously coexist. We respectfully acknowledge that San Anselmo resides on the

ancestral lands of the Coast Miwok, and we honor their enduring connection to this land. Our town seeks to honor its heritage, scenic beauty, and sense of community and belonging while embracing innovation, inclusivity, climate action, sustainability, economic vitality, and fiscal responsibility. Together, we will strive to create a safe, welcoming, and vibrant community for all people, where the values of social equity, environmental stewardship, and community connection are fundamental."

Based on that vision, the Town developed 11 guiding principles to help shape the goals, policies, and actions that will constitute the General Plan. Those guiding principles are:

1. **Environmental Stewardship:** Protect and enhance our open spaces, wildlife habitats, and biological diversity through thoughtful land use and environmental policies, and support public access to open space and scenic vistas in ways that minimize environmental impact and preserve natural resources.

2. **Climate Action, Resilience, and Sustainability:** Lead in eliminating greenhouse gas emissions, mitigating and adapting to climate change, and building a resilient community that can withstand environmental challenges, prioritizing support for our most vulnerable populations. Embrace sustainable practices in all aspects of town life.

3. **Architectural and Scenic Beauty:** Maintain and complement the diverse and historic qualities of the built environment, and preserve and enhance the scenic beauty of San Anselmo.

4. **Economic Vitality:** Support a thriving local economy that strengthens Town revenues by fostering a variety of businesses, encouraging sustainable economic practices, and ensuring that economic growth is inclusive, responsive to the changing needs of the community, and in alignment with our environmental and social goals. Encourage businesses in the town's commercial hubs and downtown to foster vibrancy and contribute to attractive gateways to San Anselmo.

5. **Housing:** Promote a wide range of housing options that are affordable at all income levels, accessible, and sustainable while protecting the town's natural resources and respecting its charming architecture. Encourage housing that meets the needs of existing residents and welcomes a diverse spectrum of future residents.

6. **A Community of Belonging:** Foster an inclusive, welcoming, and socially connected community where people of all ages, backgrounds, and abilities have a sense of belonging, equitable access, and opportunities to thrive. Emphasize community engagement, connections, and volunteerism to enhance the social fabric of the town.

7. **Social Equity and Diversity:** Commit to promoting social equity, respect, and understanding in all community interactions. Actively promote diversity and inclusiveness as fundamental values that strengthen the town, to the extent consistent with federal and State law. Honor the history and enduring presence of the Coast Miwok.

8. **Healthy Community:** Offer and improve access to our parks, recreation programs, facilities, and events which provide affordable opportunities for active living, personal enrichment, education, and social connection to all members of the community.
9. **Sustainable Transportation:** Prioritize multi-modal transportation options and improvements that eliminate greenhouse gas emissions, such as zero-emission vehicles, public transit, cycling, and pedestrian-friendly infrastructure. Improve and promote safety, accessibility, and traffic flow.
10. **Safety and Preparedness:** Ensure the safety and well-being of all residents through high-quality public services, resilient infrastructure, improved safety and noise regulation, and robust emergency preparedness and response plans.
11. **Excellence in Governance:** Provide high-quality public facilities and infrastructure and fiscally responsible, innovative, transparent, and responsive local government services to ensure the health, safety, and welfare of the community. Communicate with and engage all members of the community to align leadership with the diverse needs and values of San Anselmo's residents.

Economic Development Analysis Report

The Economic Development Analysis Report was prepared in December 2024 and describes existing economic development conditions, including patterns in sectoral employment, business activity, retail sales, and the commercial and industrial real estate markets and addresses projected employment growth and the associated potential demand for new workspace during the buildout of the General Plan.

Existing Conditions Reports

The Existing Conditions Reports establish a baseline of existing conditions in the planning area for the General Plan 2045 process. Specifically, the report identifies development patterns, demographic and housing trends, circulation and transportation patterns and resources, community services and facilities, natural resources, and environmental constraints, and identifies the regulatory environment for each topic. The Existing Conditions Report is principally a technical document that comprises a substantial amount of data. To make this information more accessible to all readers, the report incorporates numerous maps and graphics. The report serves as a resource for the Town Council, the Planning Commission, members of the public, Town staff, and the consultant team through the General Plan 2045 process. This facilitates all parties' informed participation in the process, ensuring that the updated General Plan addresses San Anselmo's unique circumstances at the time it was prepared. The Existing Conditions Report also serves to inform users of this General Plan 2045 of the conditions and issues in the town that are addressed by the General Plan.

General Plan 2045 (Policy Document)

The General Plan 2045 establishes the Town's goals, policies, and strategies and addresses the State-mandated element, including land use, environmental justice, circulation, housing, open space,

conservation, noise, and safety, and optional elements addressing locally relevant topics (community design, sustainability, climate change, resilience, community facilities, recreation, growth management, urban design, Downtown, and economic development). The General Plan sets out the goals, policies, and action items in each of these areas and serves as a policy guide for how the Town will make key planning decisions in the future. It also identifies how the Town will interact with Marin County, adjacent and nearby cities and communities, and other local, regional, State, and Federal agencies on shared development-related decisions and actions.

2.0.2 PROJECT LOCATION

REGIONAL SETTING

The Town of San Anselmo is an incorporated municipality in Marin County, California. The town is bordered by San Rafael to the east, Fairfax and unincorporated Marin County to the west, Ross to the south, and unincorporated Marin County to the north. San Anselmo is located approximately 20 miles north of San Francisco, as shown on **Figure 2.0-1**. The town is situated in a series of small valleys created by streams bordered by moderate to steep hillside slopes and ridge tops. The Planning Area has an average elevation of approximately 194 feet above mean sea level, with the elevation varying across the town due to its hilly terrain, and drains primarily to the Ross Valley Watershed. San Anselmo is at the juncture of major arterials leading from the San Francisco Bay Area to western Marin County. The town is accessible by road from Sir Francis Drake Boulevard, which connects Highway 101 to the town and continues west through San Anselmo from Ross to Fairfax, and from Red Hill Avenue, which becomes 4th Street in San Rafael and provides another connection between San Anselmo and Highway 101.

ENVIRONMENTAL IMPACT REPORT PLANNING AREA

In addition to the lands within the town boundaries, State law requires that a municipality adopt a General Plan that addresses "any land outside its boundaries which in the planning agency's judgment bears relation to its planning (California Government Code §65300)." The Town's Planning Area is the extent of the area addressed by the General Plan. The Town's Planning Area is defined as all lands within the town limits and San Anselmo Sphere of Influence (SOI), as shown on **Figure 2.0-2.**

2.0.3 PROJECT OBJECTIVES

The San Anselmo General Plan 2045 addresses issues of concern identified through the visioning and community outreach efforts. The objectives of the General Plan 2045 are listed below.

1. Maintain and enhance San Anselmo's character by preserving its scenic beauty, open space, and natural resources while ensuring new development complements the historic qualities of the built environment.
2. Foster a sense of community and belonging for town residents by providing equitable access to public services, recreation opportunities, and social engagement.
3. Enhance the town's economic vitality by fostering a variety of businesses, encouraging sustainable economic practices, and ensuring that economic growth is inclusive, responsive

to the changing needs of the community, and in alignment with the Town's environmental and social goals.

4. Manage the location, type, and amount of growth to ensure the safety and well-being of all residents through high-quality public services, resilient infrastructure, improved safety and noise regulation, and robust emergency preparedness and response plans.
5. Prioritize multi-modal transportation options and improvements that eliminate greenhouse gas emissions, such as zero-emission vehicles, public transit, cycling, and pedestrian-friendly infrastructure, while improving vehicular circulation, promoting safety, ensuring accessibility, and improving traffic flow.
6. Promote a wide range of housing options that are affordable at all income levels, accessible, sustainable, meet the needs of existing residents, and welcomes a diverse spectrum of future residents.
7. Ensure consistency with State, regional, and local regulatory requirements, including housing, climate, and environmental mandates.
8. Improve community resilience to climate change and natural hazards, including wildfire, flooding, and extreme weather.
9. Protect and enhance environmental resources, including air and water quality, biological resources, and urban forest.
10. Promote efficient land use and infill development patterns that support sustainability and reduce greenhouse gas emissions.

2.0.4 DESCRIPTION OF PROPOSED GENERAL PLAN 2045 PROJECT

State law requires every California city and county – including incorporated towns such as the Town of San Anselmo – to adopt a comprehensive, long-term General Plan to guide the physical development of its planning area. As outlined in Government Code Section 65302, a General Plan must address the required elements: land use, circulation, housing, conservation, open space, noise, and safety, as well as environmental justice and climate adaptation, to the extent that these issues are applicable within San Anselmo's planning area. The Town may also include additional elements that relate to its physical development and community priorities. The level of detail and specificity within each General Plan element is determined by local conditions, community character, and the unique circumstances of the Town of San Anselmo.

Upon adoption, the General Plan 2045 will replace the Town's existing General Plan. The Town of San Anselmo last comprehensively adopted its General Plan in 1975, with more recent targeted updates to the Land Use, Circulation, and Open Space Elements in 1988. Since that time, the Town and the Bay Area have grown and changed. New social and environmental issues have emerged, new laws affecting General Plans have been passed, and new planning strategies and practices have been developed. This General Plan Update looks ahead to the future, addressing current issues and emerging trends and setting the community vision for the next 20 years. The General Plan Update also brings the General Plan into compliance with new laws related to climate change, complete streets, fire hazards, and more.

The Town updated its Housing Element in 2023, which addresses the Town's Regional Housing Needs Allocation and the 2023-2031 planning period, in a process separate from the General Plan Update. The Safety Element was also revised in 2023 to address regulatory requirements.

The Town will implement the General Plan by requiring development, infrastructure improvements, and other projects to be consistent with its policies and by implementing the actions included in the General Plan, including subsequent project-level environmental review, as required under CEQA.

This environmental impact report analyzes potential impacts to the environment associated with implementation and buildout of the proposed General Plan, which includes future development projects, infrastructure improvements, and the implementation of policies and actions included in the proposed General Plan.

GENERAL PLAN CONTENTS

The San Anselmo General Plan 2045 will include a comprehensive set of goals, policies, and actions, as well as a revised Land Use Map (see **Figure 2.0-3**). The definitions of goals, policies, and actions are listed below:

- A goal is a description of the general desired result that the Town seeks to create through the implementation of the General Plan.
- A policy is a specific statement that guides decision-making as the Town works to achieve its goals. Once adopted, policies represent statements of Town regulations. The General Plan's policies set out the standards that will be used by Town staff, the Planning Commission, and the Town Council in their review of land development projects, resource protection activities, infrastructure improvements, and other Town actions. Policies are on-going and don't necessarily require specific action on behalf of the Town.
- An implementation measure is an action, procedure, technique, or specific program to be undertaken by the Town to help achieve a specified goal or implement an adopted policy. The Town must take additional steps to implement each action in the General Plan. An action is something that can and will be completed.

A General Plan covers a wide range of social, economic, infrastructure, and natural resource issues. The San Anselmo General Plan 2045 will include goals, policies, and actions to address the State-mandated topics and will continue to have components that address optional topics, including growth management, urban design, downtown, economic vitality, youth and recreation, and public facilities.

Land Use & Community Design Element

The Land Use & Community Design Element establishes the framework for the goals, policies, and actions that will shape the physical form of San Anselmo. The Land Use & Community Design Element addresses growth management, diverse land uses, community design, downtown, commercial corridors, historic preservation, residential neighborhoods, arts and culture, and governance and inclusion. The Land Use & Community Design Element guides the intensity and

distribution of land uses and identifies areas of the Town where change will be encouraged and those areas where the existing land use patterns will be maintained and enhanced.

The Land Use & Community Design Element also establishes the land use designations, including the allowed uses, intensities, and densities of development, established by the Land Use Map, shown in Figure 2.0-3.

Table 2.0-2 lists each land use designation and provides the density and FAR requirements for each designation, including any modifications associated with each.

TABLE 2.0-2: SAN ANSELMO GENERAL PLAN 2045 LAND USE DESIGNATIONS

GENERAL PLAN LAND USE DESIGNATION OR OVERLAY	*PROPOSED SAN ANSELMO GENERAL PLAN 2045 MAXIMUM DENSITY[1] / FAR*
Residential Designations	
Very Low Density Residential	1 du/acre
Single-Family Residential-Conservation	1 du/acre
Single-Family Residential	1-6 units/acre
Medium Density Residential	6-12 units/acre
High Density Residential	13-30 units/acre[2]
Downtown Mixed Residential	6-30 units/acre[2] 2.0 FAR
Mixed Use, Commercial, and Office Designations	
Central Commercial	13-30 units/acre 2.0 FAR
General Commercial	13-30 units/acre[2] 2.0 FAR
Limited Commercial	13-20 units/acre 1.0 FAR (1.25 for mixed use projects with 8-10 units)
Neighborhood Commercial	13-20 units/acre 1.0 FAR (1.25 for mixed use projects with 8-10 units)
Public, Quasi-Public, Recreation, and Other Designations	
Parks	Density/FAR: Not applicable
Open Space	Density/FAR: Not applicable
Public Facilities	40 units/acre proposed (see Action LU-B.4.a) FAR: Not applicable

NOTES:

1: RESIDENTIAL DENSITIES ARE IN UNITS PER GROSS ACRE. THE TERM 'GROSS ACRE' AS USED IN THE GENERAL PLAN REFERS TO ALL THE LAND WITHIN THE PROPERTY LINES OF A GIVEN PARCEL OR ALL THE LAND WITHIN THE BOUNDARY LINE OF A GIVEN DEVELOPMENT PROPOSED. THE ONLY LAND TO BE EXCLUDED IN THE CALCULATION OF GROSS ACREAGE IS ANY LAND WITHIN AN ESTABLISHED PUBLIC RIGHT-OF-WAY OR ADOPTED PLAN LINE.

2: RESIDENTIAL DENSITIES UP TO 40 UNITS PER ACRE MAY BE ALLOWED FOR PROPERTIES SUBJECT TO THE AFFORDABLE HOUSING OVERLAY DISTRICT IN THE ZONING MAP.

SOURCE: TOWN OF SAN ANSELMO, 2025

Table 2.0-3 shows the total acreages for each land use designation shown on the proposed Land Use Map.

TABLE 2.0-3: SAN ANSELMO GENERAL PLAN 2045 LAND USE DESIGNATIONS BY ACREAGE

LAND USE DESIGNATION	*ACRES*
Residential Designations	
Very Low Density Residential	206
Single-Family Residential-Conservation	24
Single-Family Residential	813
Medium Density Residential	15
High Density Residential	43
Downtown Mixed Residential	67
Mixed Use, Commercial, and Office Designations	
Central Commercial	8
General Commercial	35
Limited Commercial	5
Neighborhood Commercial	2
Public, Quasi-Public, Recreation, and Other Designations	
Parks	10
Open Space	170
Public Facilities	60
Right-of-Way / Not Designated	2
Sphere of Influence	
Not Designated	1,749
Total	**3,211**

SOURCE: MARIN COUNTY GIS/ASSESSOR DATA, 2024; TOWN OF SAN ANSELMO, 2025; DE NOVO PLANNING GROUP, 2025

Open Space & Conservation Element

The Open Space & Conservation Element addresses the protection and acquisition of open space for scenic beauty, resource protection, safety, climate change resilience, and public access and the conservation of natural resources, including wildlife and habitat protection, streams and riparian corridors, trees, air quality, and tribal cultural resources.

Sustainability, Climate Change, & Resiliency Element

The Sustainability, Climate Change, & Resiliency Element addresses improving community resilience, enhancing climate change preparedness and adaptation, and increasing local sustainability, and reducing carbon footprints.

Economic Vitality Element

The Economic Vitality Element addresses the policy approach to sustain and grow the town's economy, preserve and enhance the town's built environment and image, support community-oriented cultural, educational, and entertainment events, and maintain the commercial hubs as the center of town activity.

Housing Element

The Housing Element, as adopted in 2023, will continue to provide local housing programs to meet the fair share of existing and future housing needs for all income groups, preserve and maintain housing, and affirmatively further fair housing.

Circulation Element

The Circulation Element addresses the Town's long-term transportation system, primarily through policies and standards to encourage complete streets, adequate capacity, and linkages to further an integrated multi-modal transportation system, including walking, cycling, and transit access, and parking.

Parks, Recreation, & Public Facilities Element

The Parks, Recreation, & Public Facilities Element addresses the provision of parks and recreational facilities, recreational services and programs, public facilities and infrastructure, and library services.

Safety Element

The Safety Element addresses natural and human-caused hazards that can adversely impact public safety, establishing goals, policies, and actions to address disaster preparedness and response, seismic and geologic hazards, landslides, flooding, wildland and urban fires, and weather-related hazards.

Noise Element

The Noise Element addresses exposure of existing and future community members to noise sources, including transportation-related noise, source-point noise, and intermittent noise.

2.0.5 GENERAL PLAN BUILDOUT ANALYSIS

The EIR evaluates the theoretical development that could occur within the Planning Area at the densities and intensities allowable under the proposed General Plan. While no specific development projects are proposed as part of the General Plan Update, the General Plan would provide the policy framework under which future growth could occur, including the development of new businesses, expansion of existing businesses, and new residential uses consistent with the Land Use Designations (Table 2.0-2) and Draft Land Use Map (Figure 2.0-3). **Table 2.0-4** summarizes the theoretical development potential under the proposed San Anselmo General Plan 2045. The theoretical buildout assumes development of vacant and underutilized parcels at the maximum density or intensity permitted under the General Plan, including realistic development of residentially-designated sites identified in the existing Housing Element. Residential development

on sites identified in the Housing Element is limited to the realistic capacity specified in the Housing Element.[1]

The buildout analysis is a planning-level analytical tool prepared for purposes of this Program EIR. Consistent with CEQA's requirement to evaluate the reasonably foreseeable environmental consequences of implementing the General Plan, the analysis assumes a conservative theoretical buildout based on the maximum development potential permitted under the proposed land use designations, while accounting for known development constraints and realistic assumptions where applicable (including Housing Element site capacity assumptions). This analytical scenario does not represent a forecast of future development, nor does it imply that all properties will redevelop or that development will occur within the General Plan planning horizon. Actual future development will occur incrementally over time and will depend upon numerous factors beyond the Town's control, including economic conditions, property owner decisions, infrastructure capacity, financing, and future regulatory requirements.

The actual amount of development that will occur throughout the planning horizon of the General Plan, which is approximately 20 years, is based on many factors outside of the Town's control. Actual future development would depend on future real estate and labor market conditions and costs, property owner preferences and decisions, site-specific constraints, evolving State and federal regulations, and other factors. New development and growth are largely dictated by existing development conditions, market conditions, and land turnover rates. Very few communities actually develop to the full potential allowed in their respective general plans during the planning horizon. For purposes of environmental review under CEQA, the buildout analysis represents a conservative analytical scenario that evaluates the maximum reasonably foreseeable development that could occur under the proposed General Plan 2045. The buildout analysis is intended to provide a comprehensive assessment of the potential environmental effects associated with implementation of the General Plan and should not be interpreted as a prediction or forecast of the amount, timing, or location of future development, which will depend on market conditions, property owner decisions, infrastructure availability, financing, regulatory requirements, and other factors.

The General Plan does not designate land within the Town's Sphere of Influence for development. Implementation of the General Plan would not result in any changes to land use designations outside of the Town boundary but within the Sphere of Influence. Any development that occurs within the SOI but outside of the Town boundary would be subject to the Marin County General Plan. Any future projects proposed within the SOI and seeking annexation to the Town of San Anselmo would be subject to their own environmental review and growth analysis. The EIR's cumulative analysis considers potential cumulative growth within both the Town of San Anselmo and within its SOI.

As shown in Table 2.0-4, theoretical full buildout conditions under the General Plan would be anticipated to result in 2,279 new residential units accommodating an additional 5,356 residents and an addition of approximately 752,133 square feet of non-residential uses.

[1] Town of San Anselmo, 2023. 2023-2031 Housing Element, December 12, 2023. Pp. 141-152.

TABLE 2.0-4: SAN ANSELMO GENERAL PLAN NEW DEVELOPMENT POTENTIAL

LAND USE DESIGNATION	*DWELLING UNITS*	*POPULATION*[1]	*NON-RESIDENTIAL SQUARE FEET*
Residential Designations			
Very Low Density Residential	43	101	0
Single-Family Residential-Conservation	2	5	0
Single-Family Residential	452	1,062	0
Medium Density Residential	41	96	0
High Density Residential	248	583	0
Downtown Mixed Residential	351	825	0
Mixed Use, Commercial, and Office Designations			
Central Commercial	43	101	90,103
General Commercial	488	1,147	634,566
Limited Commercial	82	193	17,536
Neighborhood Commercial	7	16	9,928
Public, Quasi-Public, Recreation, and Other Designations			
Parks	0	0	0
Open Space	0	0	0
Public Facilities	203	477	0
Subtotal			
Subtotal	***1,960***	***4,606***	***752,133***
Accessory Dwelling Units (Townwide)	319	750	
Total	**2,279**	**5,356**	**752,133**

NOTE:

1 2.35 PERSONS PER HOUSEHOLD, CALIFORNIA DEPARTMENT OF FINANCE, 2025

SOURCE: MARIN COUNTY GIS/ASSESSOR DATA, 2024; TOWN OF SAN ANSELMO, 2025; DE NOVO PLANNING GROUP, 2025

2.0.6 USES OF THE EIR AND REQUIRED AGENCY APPROVALS

This EIR may be used for the following direct and indirect approvals and permits associated with adoption and implementation of the proposed project.

TOWN OF SAN ANSELMO

San Anselmo is the lead agency for the proposed project. The General Plan 2045 will be presented to the Planning Commission for review and recommendation and to the Town Council for comment, review, and consideration for adoption. The Town Council has the sole discretionary authority to approve and adopt the San Anselmo General Plan 2045. In order to approve the proposed project, the Town Council would consider the following actions:

- Certification of the General Plan 2045 EIR;
- Adoption of required CEQA Findings;
- Adoption of a Mitigation Monitoring and Reporting Program; and
- Approval of the General Plan 2045.

SUBSEQUENT USE OF THE EIR

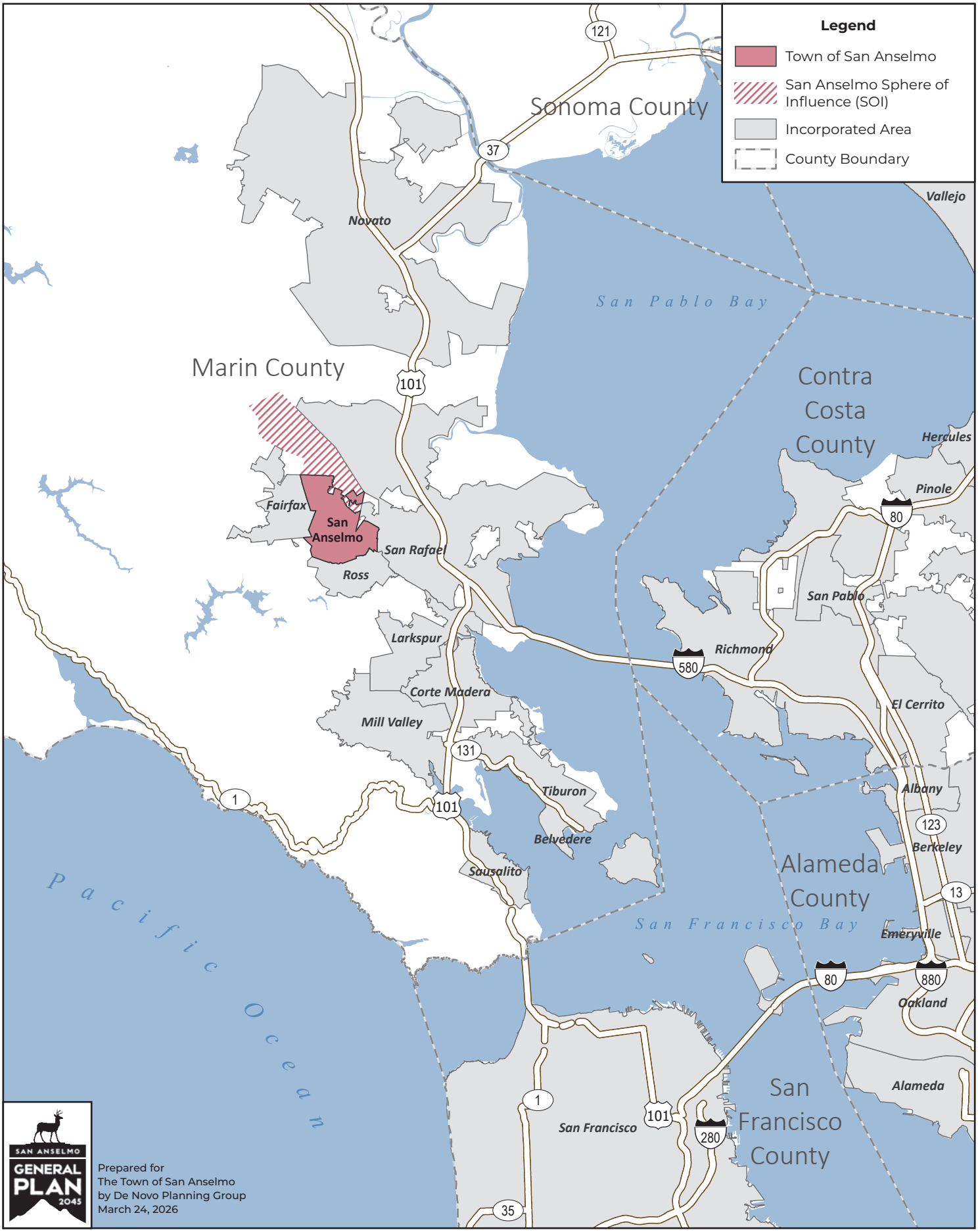
This EIR is a Program EIR prepared pursuant to CEQA Guidelines Section 15168. As such, it is an effective mechanism for environmental streamlining because it provides a program-level analysis that subsequent projects anticipated under the General Plan 2045 may tier from under CEQA. For purposes of analysis, this EIR is based on the maximum buildout allowed under the General Plan 2045 including land uses and development intensities. By establishing a comprehensive assessment of long-term buildout conditions and identifying applicable mitigation measures, the General Plan EIR enables future projects that are consistent with the General Plan's land use designations and policies to rely on this prior analysis, limiting additional review to project-specific impacts, if any, not previously addressed. It is intended that future projects consistent with the General Plan 2045's land use designations, intensities, and densities that do not result in new significant impacts not otherwise identified in this EIR, rely on the analysis in this EIR for CEQA compliance to the fullest extent allowed by law Anticipated subsequent actions and development activities that may benefit from this streamlined approach include infill and corridor-based housing; mixed use or commercial revitalization projects; public facility and infrastructure improvements; multimodal transportation enhancements; and parks and open space upgrades. Streamlining may also apply to a wide range of discretionary actions, such as the approval and funding of major projects and capital improvements; future Specific Plan, Planned Unit Development, or Master Plan approvals; revisions to the San Anselmo Municipal Code (Zoning Ordinance); development plan approvals including tentative subdivision maps, variances, conditional use permits, and other land use entitlements; approval of Development Agreements; property rezonings consistent with the General Plan 2045; permit issuances and other approvals necessary for public and private development projects; and approvals necessary for implementation of the General Plan 2045. Together, these mechanisms provide a predictable, efficient pathway for implementing the Town's long-term vision while maintaining compliance with CEQA.

OTHER GOVERNMENTAL AGENCY APPROVALS

Town approval of the proposed project would not require any actions or approvals by other public agencies. Subsequent projects and other actions to support implementation of the proposed project would require actions, including permits and approvals, by other public agencies that may include, but are not necessarily limited to:

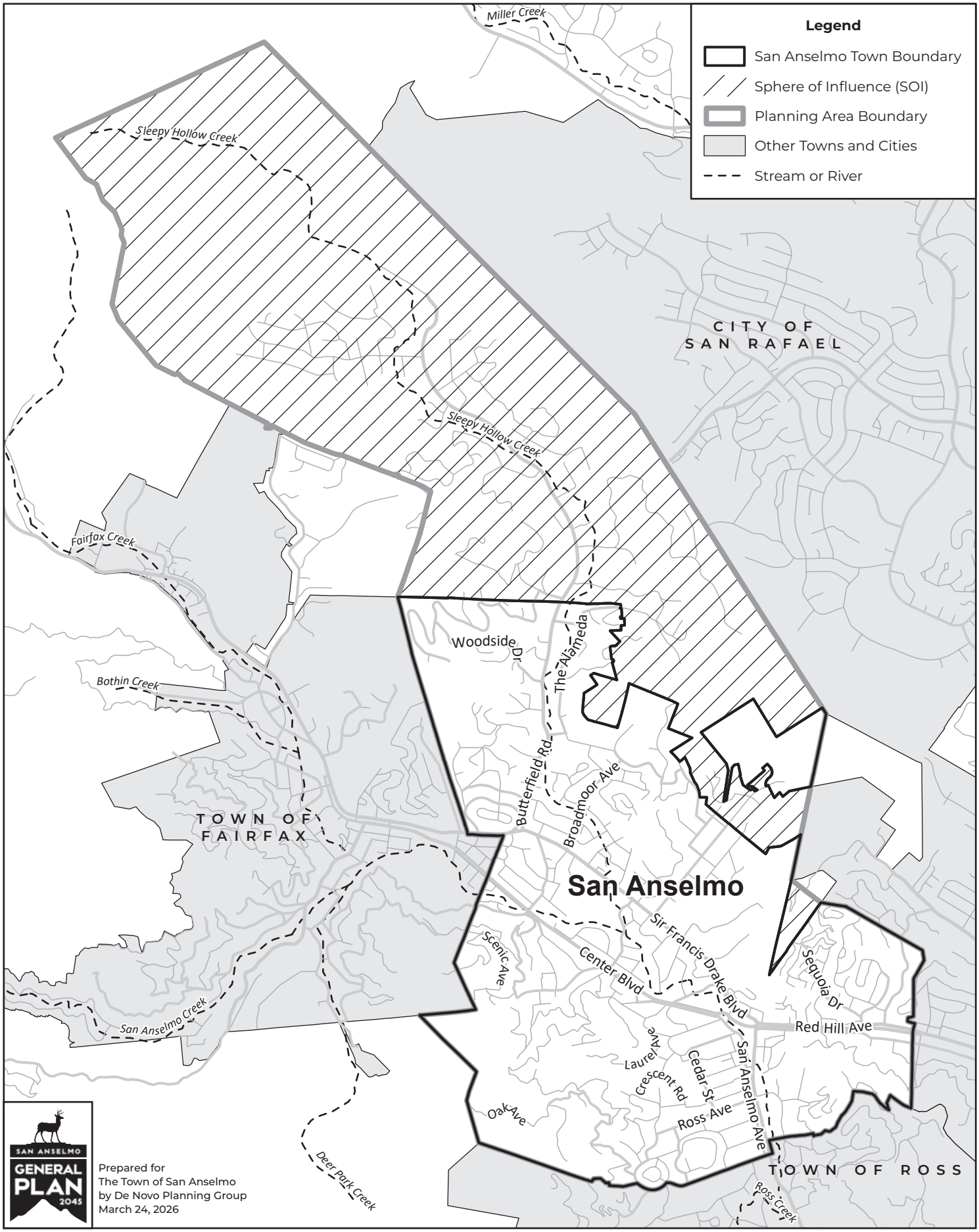
- California Department of Fish and Wildlife (CDFW);
- Bay Area Air Quality Management District (BAAD);
- California Department of Transportation (Caltrans);
- California Department of Toxic Substances Control (DTSC);
- Regional Water Quality Control Board (RWQCB);
- U.S. Army Corps of Engineers (USACE);

- U.S. Environmental Protection Agency (USEPA);
- U.S. Fish and Wildlife Service (USFWS);
- Metropolitan Transportation Commission (MTC);
- California Department of Resources, Recycling, and Recovery (Cal Recycle);
- California Office of Historic Preservation (OHP);
- California Department of Conservation (DOC);
- Marin Water; and
- Ross Valley Sanitary District.



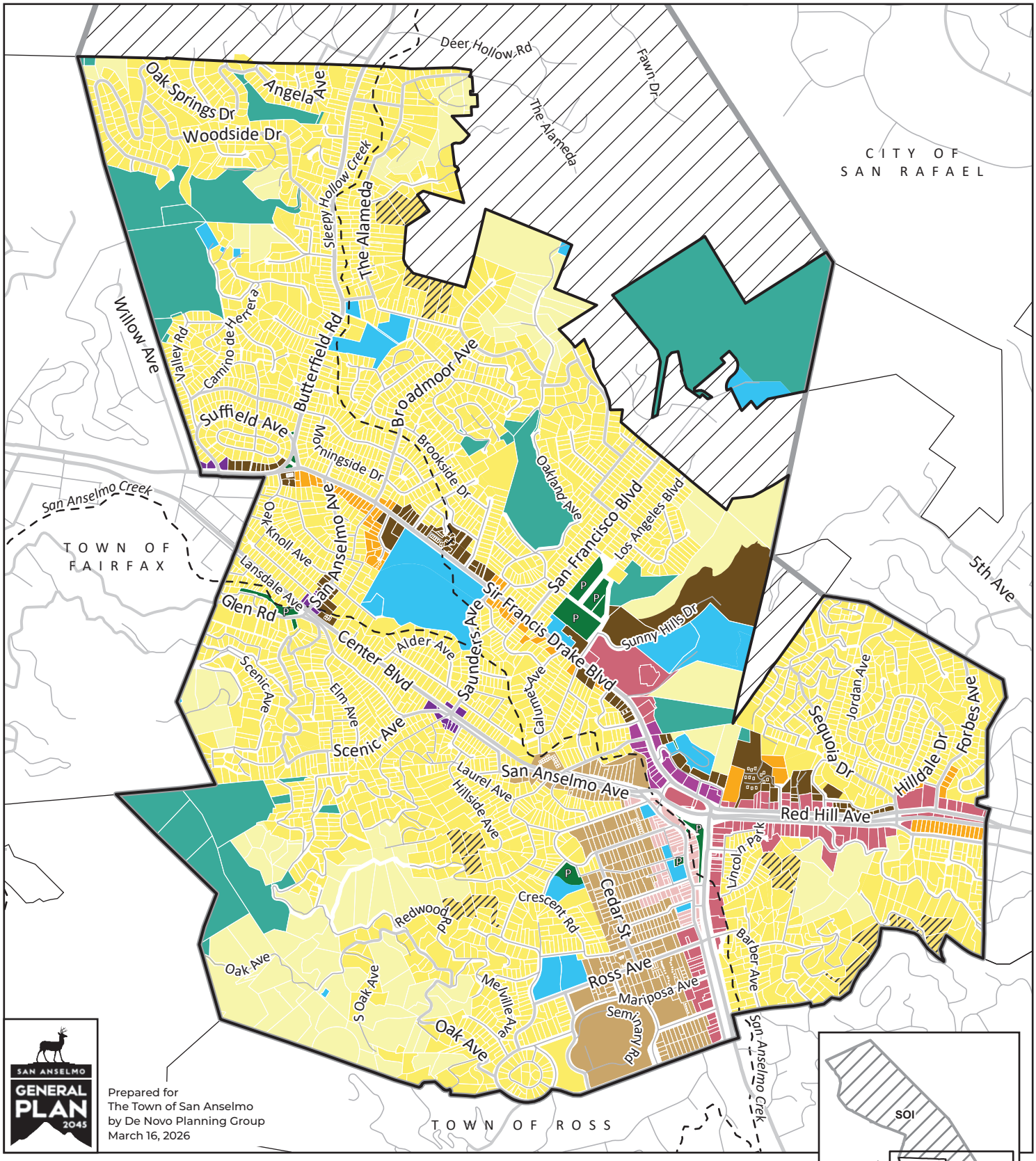
Sources: California State Geoportal; USGS Transportation Dataset.

FIGURE 2.0-1.
REGIONAL SETTING



Sources: Marin County GIS; Marin County LAFCo; USGS National Hydrography Dataset.

FIGURE 2.0-2.
TOWN LIMITS AND PLANNING AREA



Sources: Town of San Anselmo; Marin County GIS; Marin County LAFCo; USGS NHD.

FIGURE 2.0-3.

GENERAL PLAN LAND USE MAP

3.0.1 INTRODUCTION TO THE ANALYSIS

This draft environmental impact report (EIR) evaluates and documents the physical environmental effects that could result from implementing the proposed San Anselmo General Plan 2045 Update (General Plan 2045 or proposed project) in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 *et seq.)* and the CEQA Guidelines (California Code of Regulations Title 14, Section 15000 *et seq*.). Sections 3.1 through 3.16 of this EIR consider the regulatory background, existing conditions, and environmental impacts associated with implementation of the proposed project, as well as mitigation measures to reduce project-specific and cumulative environmental impacts and, where applicable, reduce impacts to a less-than-significant level. This EIR discusses the physical environmental effects that could result from implementation of the proposed project.

3.0.2 DEFINITIONS OF TERMS USED IN THE EIR

This EIR uses a number of terms that have specific meanings under CEQA. Among the most important of the terms used in the EIR are those that refer to the significance of environmental impacts. The following terms are used to describe the environmental effects of the proposed project:

- **Significance Criteria:** The criteria used by the Town of San Anselmo, as lead agency under CEQA, to determine whether the magnitude of an adverse, physical environmental impact would be significant. In determining the level of significance, the analysis recognizes that the proposed project must comply with relevant federal, state, regional, and/or local regulations and ordinances that are regularly enforced through building codes and standards and/or other means.
- **Significant Impact:** The impact conclusion reached if the project would result in a substantial adverse change in the physical conditions of the environment. Significant impacts are identified by the evaluation of project-related physical change compared to applicable significance criteria. A significant impact is defined as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."[1]
- **Less-than-Significant Impact:** The impact conclusion reached when the adverse physical environmental effect caused by the project would not exceed the applicable significance threshold or criterion.
- **Significant and Unavoidable Impact:** The impact conclusion reached when the project would result in a substantial adverse physical change in the environment that cannot be feasibly avoided or mitigated to a less-than-significant level, that is, to a magnitude below the applicable significance threshold or criterion.
- **Cumulative Impact:** Under CEQA, "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."[2] Like any other significant impact, a significant cumulative impact is one in which the

[1] CEQA Guidelines Section 15382.
[2] CEQA Guidelines Section 15355.

cumulative adverse physical environmental effect would exceed the applicable significance criterion and the project's contribution is "cumulatively considerable."[3] If the contribution of a project to a significant cumulative impact is less than considerable, the cumulative impact would be less than significant.

- **Mitigation Measure:** A feasible action that could be taken that would avoid or reduce the magnitude of a significant impact. Section 15370 of the CEQA Guidelines defines mitigation as:

  (a) Avoiding the impact altogether by not taking a certain action or parts of an action;

  (b) Minimizing impacts by limiting the degree of magnitude of the action and its implementation;

  (c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;

  (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and

  (e) Compensating for the impact by replacing or providing substitute resources or environments.

- **Feasible:** Under CEQA, "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."[4]

3.0.3 SECTION FORMAT

Chapter 3 is divided into technical sections (e.g., Section 3.1, Aesthetics) that present for each environmental resource issue area the physical environmental setting, regulatory setting, significance criteria, methodology and assumptions, and impacts on the environment. Where required, potentially feasible mitigation measures are identified to lessen or avoid significant impacts. Each section includes an analysis of project-specific and cumulative impacts for each issue area.

INTRODUCTION

Each technical environmental section begins with an introduction that briefly discusses the issues addressed in the section, identifies issues that may have been raised in Notice of Preparation scoping comments, and identifies major information sources.

ENVIRONMENTAL AND REGULATORY SETTING

Each section provides a description of the proposed project's environmental setting and the regulatory setting as it pertains to relevant environmental resource issues. The environmental setting provides a point of reference for assessing the environmental impacts of the proposed project and alternatives. The

[3] CEQA Guidelines Section 15130(a).
[4] CEQA Guidelines Section 15364.

environmental setting describes the conditions that exist before implementation of the project. This setting establishes the baseline against which the proposed project and alternatives are compared to assess the significance of environmental impacts.

The regulatory setting presents relevant information about federal, state, regional, and/or local laws, regulations, plans and policies that pertain to the environmental resources addressed in each section.

SIGNIFICANCE CRITERIA

Each section presents significance criteria against which the adverse physical environmental effects of the proposed project are compared to determine the significance of impacts. The significance criteria used for the proposed project were derived from Appendix G of the CEQA Guidelines and, where applicable, thresholds established by trustee and responsible agencies.

METHODOLOGY AND ASSUMPTIONS

Each section describes the analytical methods and key assumptions used to evaluate the effects of the proposed project.

IMPACTS AND MITIGATION MEASURES

The methodology description is followed by a presentation of the adverse physical environmental impacts of the proposed project, and, if impacts would be significant or potentially significant, potentially feasible mitigation measures that, if implemented, could avoid or reduce the magnitude of the significant impact. As required by CEQA Guidelines Section 15126.2(a), direct, indirect, short-term, long-term, on-site, and/or off-site impacts are analyzed, as appropriate, for each environmental impact.

Where enforcement of applicable laws, regulations, and standards exists and compliance can be reasonably anticipated, this EIR assumes that the proposed project would meet the requirements of applicable laws and other regulations. The impact and mitigation discussions in each section are organized based on impact statements, prefaced by a number in boldfaced type. An explanation of each impact is followed by an analysis of and conclusion regarding its significance, based on the stated significance criterion. The environmental analysis considers impacts that could be caused during both construction and operation of the proposed project.

Where the impact for the proposed project would be significant, it is followed by a presentation of potentially feasible mitigation measures. While this EIR includes information about potentially feasible mitigation measures, the San Anselmo Town Council would make the final determination of feasibility of such measures.

The magnitude of reduction of an impact and the potential effect of that reduction in magnitude on the significance of the impact is presented. Each impact discussion concludes with a statement that the impact, following implementation of the mitigation measure(s) and/or the continuation of existing policies and regulations, either would be reduced to a less-than-significant level or would remain significant and unavoidable.

An example of the format is shown below.

Impact 3.X-1: Impact statement.

A discussion of the potential impact of the General Plan 2045 on the resource is introduced in paragraph form. To identify impacts that may be site- or project element-specific, where appropriate, the discussion differentiates between construction-related effects and operational effects. A statement of the level of significance before application of any mitigation measures is provided in **bold**.

MITIGATION MEASURE(S)

If all impacts for the proposed project are determined to be less than significant, the text here states, "None required."

If one or more impacts are determined to be potentially significant, mitigation is listed here.

Mitigation Measure 3.X-1 *Recommended mitigation measure will be presented here and numbered to match the impact.*

Where appropriate, one or more potentially feasible mitigation measures are described.

SIGNIFICANCE AFTER MITIGATION

A statement of the degree to which the available mitigation measure(s) would reduce the significance of the impact is described here and included in **bold**. If no mitigation is required, this section will not be included.

CUMULATIVE IMPACTS

An analysis of cumulative impacts follows the evaluation of project-specific impacts and mitigation measures in each section. A cumulative impact is an impact that is created as a result of the combination of the project evaluated in the EIR in conjunction with other past, present, and reasonably foreseeable projects causing related impacts.[5] The cumulative impact analysis in this EIR evaluates the buildout of the proposed General Plan 2045, as well as other projects anticipated to be developed during buildout in the region. Other planning documents, such as Plan Bay Area 2050+, may be used, as appropriate.

The beginning of the cumulative impact analysis in each technical section includes a description of the cumulative analysis methodology and the geographic or temporal context in which the cumulative impact is analyzed (e.g., the Town of San Anselmo, the Bay Area Air Quality Management District, Marin County projections, other activity concurrent with project construction). In some instances, a project-specific impact may be less than significant, but when considered in conjunction with other cumulative projects or activities, may be significant or potentially significant. As noted above, where a cumulative impact would be significant when compared to existing or baseline conditions, the analysis must address whether the project's contribution to the significant cumulative impact is "considerable." If the contribution of the

[5] CEQA Guidelines Section 15355.

project is considerable, then the EIR must identify potentially feasible measures that could avoid or reduce the magnitude of the project's contribution to a less-than-considerable level. If the project's contribution is not considerable, the cumulative impact would be less than significant and no mitigation of the project's contribution is required.[6] The cumulative impacts analysis is formatted in the same manner as the project-specific impacts.

[6] CEQA Guidelines Section 15130(a)(3).

The town of San Anselmo possesses numerous scenic resources, and there are also many scenic resources within the unincorporated areas of Marin County. These resources enhance the quality of life for San Anselmo residents and provide for numerous outdoor recreational uses. Landscapes can be defined as a combination of four visual elements: landforms, water, vegetation, and man-made structures. Scenic resource quality is an assessment of the uniqueness or desirability of a visual element.

This section was prepared based on existing reports and literature for San Anselmo and the surrounding areas in Marin County. Additional sources of information included the California Department of Transportation's (Caltrans) Designated Scenic Route map for Marin County.

This section provides a background discussion of the scenic highways and corridors, and natural scenic resources such as waterfront areas, wildlife areas, and prominent visual features found in the San Anselmo Planning Area. This section is organized with an existing setting, regulatory setting, and impact analysis.

There were no comments received during the NOP comment period related to this environmental topic.

CONCEPTS AND TERMINOLOGY

The aesthetic value of an area is a measure of its visual character and quality, combined with the viewer response to the area. Scenic quality can best be described as the overall impression that an individual viewer retains after driving through, walking through, or flying over an area. Viewer response is a combination of viewer exposure and viewer sensitivity. Viewer exposure is a function of the number of viewers, number of views seen, distance of the viewers, and viewing duration. Viewer sensitivity relates to the extent of the public's concern for a particular viewshed. These terms and criteria are described in detail below.

Visual Character. Natural and artificial landscape features contribute to the visual character of an area or view. Visual character is influenced by geologic, hydrologic, botanical, wildlife, recreational, and urban features. Urban features include those associated with landscape settlements and development, including roads, utilities, structures, earthworks, and the results of other human activities. The perception of visual character can vary significantly seasonally, even hourly, as weather, light, shadow, and elements that compose the viewshed change. The basic components used to describe visual character for most visual assessments are the elements of form, line, color, and texture of the landscape features. The appearance of the landscape is described in terms of the dominance of each of these components.

Visual Quality. Visual quality is evaluated using the well-established approach to visual analysis adopted by the Federal Highway Administration, employing the concepts of vividness, intactness, and unity, which are described below.

- Vividness is the visual power or memorability of landscape components as they combine in striking and distinctive visual patterns.

- Intactness is the visual integrity of the natural and human-built landscape and its freedom from encroaching elements; this factor can be present in well-kept urban and rural landscapes, and in natural settings.
- Unity is the visual coherence and compositional harmony of the landscape considered as a whole; it frequently attests to the careful design of individual components in the landscape.

Visual quality is evaluated based on the relative degree of vividness, intactness, and unity, as modified by visual sensitivity. High-quality views are highly vivid, relatively intact, and exhibit a high degree of visual unity. Low-quality views lack vividness, are not visually intact, and possess a low degree of visual unity.

Viewer Exposure and Sensitivity. The measure of the quality of a view must be tempered by the overall sensitivity of the viewer. Viewer sensitivity or concern is based on the visibility of resources in the landscape, proximity of viewers to the visual resource, elevation of viewers relative to the visual resource, frequency and duration of views, number of viewers, and type and expectations of individuals and viewer groups.

The importance of a view is related, in part, to the position of the viewer to the resource; therefore, visibility and visual dominance of landscape elements depend on their placement within the viewshed. A viewshed is defined as all of the surface area visible from a particular location (e.g., an overlook) or sequence of locations (e.g., a roadway or trail). To identify the importance of views of a resource, a viewshed must be broken into distance zones of foreground, middle ground, and background. Generally, the closer a resource is to the viewer, the more dominant it is and the greater its importance to the viewer. Although distance zones in a viewshed may vary between different geographic regions or types of terrain, the standard foreground zone is 0.25 to 0.5 mile from the viewer, the middle ground zone is from the foreground zone to three to five miles from the viewer, and the background zone is from the middle ground to infinity.

Visual sensitivity depends on the number and type of viewers and the frequency and duration of views. Visual sensitivity is also modified by viewer activity, awareness, and visual expectations in relation to the number of viewers and viewing duration. For example, visual sensitivity is generally higher for views seen by people who are driving for pleasure, people engaging in recreational activities such as hiking, biking, or camping, and homeowners. Sensitivity tends to be lower for views seen by people driving to and from work or as part of their work. Commuters and non-recreational travelers have generally fleeting views and tend to focus on commute traffic, not on surrounding scenery; therefore, they are generally considered to have low visual sensitivity. Residential viewers typically have extended viewing periods and are concerned about changes in the views from their homes; therefore, they are generally considered to have high visual sensitivity. Viewers using recreation trails and areas, scenic highways, and scenic overlooks are usually assessed as having high visual sensitivity.

Judgments of visual quality and viewer response must be made based on a regional frame of reference. The same landform or visual resource appearing in different geographic areas could have a different degree of visual quality and sensitivity in each setting. For example, a small hill may be a

significant visual element within a flat landscape but have very little significance in mountainous terrain.

Scenic Highway Corridor. The area outside of a highway right-of-way that is generally visible to persons traveling on the highway.

Scenic Highway/Scenic Route. A highway, road, drive, or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and human-made scenic resources and access or direct views to areas or scenes of exceptional beauty (including those of historic or cultural interest). The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. Until the mid-1980s, general plans in California were required to include a Scenic Highways Element.

View Corridor. A view corridor is a highway, road, trail, or other linear feature that offers travelers a vista of scenic areas within a city or county.

3.1.1 ENVIRONMENTAL SETTING

REGIONAL SCENIC RESOURCES

Visual resources are generally classified into two categories: scenic views and scenic resources. Scenic views are elements of the broader viewshed such as mountain ranges, valleys, and ridgelines. They are usually mid-ground or background elements of a viewshed that can be seen from a range of viewpoints, often along a roadway or other corridor. Scenic resources are specific features of a viewing area (or viewshed), such as trees, rock outcroppings, and historic buildings. They are specific features that act as the focal point of a viewshed and are usually foreground elements.

Aesthetically significant features occur in a diverse array of environments within the region, ranging in character from urban centers to rural agricultural lands to natural water bodies. Features of the built environment that may also have visual significance include individual or groups of structures that are distinctive due to their aesthetic, historical, social, or cultural significance or characteristics. Examples of the visually significant built environment may include bridges or overpasses, architecturally appealing buildings or groups of buildings, landscaped freeways, and a location where a historic event occurred.

SCENIC HIGHWAYS AND CORRIDORS

Scenic highways and corridors make major contributions to the quality of life enjoyed by the residents of a region. The development of community pride, the enhancement of property values, and the protection of aesthetically pleasing open spaces reflecting a preference for the local lifestyle are all ways in which scenic corridors are valuable to residents.

Scenic highways and corridors can also strengthen the tourist industry. For many visitors, highway corridors will provide their only experience of the region. Enhancement and protection of these corridors ensures that the tourist experience continues to be a positive one and, consequently, provides support for the tourist-related activities of the region's economy.

Scenic Highways: A scenic highway is generally defined by Caltrans as a public highway that traverses an area of outstanding scenic quality, containing striking views, flora, geology, or other unique natural attributes. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view.

Scenic Corridors: A scenic corridor is the view from the road that may include a distant panorama and/or the immediate roadside area. A scenic corridor encompasses the outstanding natural features and landscapes that are considered scenic. It is the visual quality of the man-made or natural environments within a scenic corridor that are responsible for its scenic value. Commonly, the physical limits of a scenic corridor are broken down into foreground views (zero to one quarter mile) and distant views (over one quarter mile). In addition to distinct foreground and distant views, the visual quality of a scenic corridor is defined by special features, which include:

- Focal points - prominent natural or man-made features which immediately catch the eye.
- Transition areas - locations where the visual environment changes dramatically.
- Gateways - locations which mark the entrance to a community or geographic area.

Many of the roadways throughout Marin County and within proximity to San Anselmo offer views of some of the county's most scenic resources. The entire stretch of State Route 1 and sections of U.S. 101 running through Marin County are eligible to be a State Scenic Highway.[1] The criteria for official designation and eligibility includes the scenic quality of the landscape, how much of the natural landscape can be seen by travelers, and the extent to which development intrudes upon the traveler's enjoyment of the view.

There are currently no designated State Scenic Highways or National Scenic Byways within the Planning Area. However, the Scenic Highways Element in San Anselmo identifies Red Hill Avenue, Sir Francis Drake Boulevard from the Ross line to the Fairfax town limits, and Center Boulevard from the Hub to the Fairfax town limits as locally designated scenic highways. The goals are focused on enhancing the visual appeal of these main thoroughfares, particularly at the entry points into the community. While there are no State highways eligible for State-designated scenic status in San Anselmo, the town aims to beautify these roads through landscaping, improved signage, lighting, and cohesive outdoor design elements. This initiative intends to create a distinct visual identity that signifies entry into and movement through the town's different neighborhoods.

RIDGELINES

Ridgelines are defined as a line formed along the highest points of a mountain ridge, or as an area of higher ground separating two adjacent streams or watersheds. Ridgelines are the most visually defining open space attribute in the Planning Area. Ridgelines also provide the greatest opportunity for community scenic value.

Figure 3.1-1 identifies significant ridgelines within the Planning Area. The protection of these ridgelines has been given the highest priority in the Open Space Element of the Town's General Plan.

[1] Caltrans. List of eligible and officially designated State Scenic Highways. October 2025.

Policies included in the General Plan aim to prevent development on the major ridgelines identified on the Open Space and Conservation Map in San Anselmo, as well as secondary ridges. Specific ridgelines include Bald Hill, Red Hill, Sunny Hills, Indian Rock, Camino de Herrera, and the perimeter ridgeline. Construction within the ridge zone shall be permitted only when the applicant has demonstrated to the satisfaction of the Town Engineer and Planning Commission that construction outside of the ridge zone would be detrimental with respect to soil and geologic conditions, vegetation removal, drainage, and such other factors as are determined to be pertinent.

OPEN SPACE AND OTHER SCENIC RESOURCES AREAS

Public parklands and open space land uses largely contribute to the visual environment of San Anselmo and Marin County. However, the community character of the built environment also plays a crucial role in defining the visual environment. While Mount Tamalpais State Park encompasses the most dominant natural landform in the county, other visually prominent ridgelines are designated within the Ridge and Upland Greenbelt areas. Restrictions are placed on development in these areas to protect the visual quality of the ridgelines, hills, and view corridors. In San Anselmo, the Ridge and Upland Greenbelt areas are primarily located along the major ridgelines and higher elevation zones within the town. These areas are specifically designated to preserve the natural beauty, ecological integrity, and scenic vistas of the region. Some of the ridgelines and upland areas that fall within these designated greenbelt zones include:

- **Bald Hill Ridgeline**: Extends from approximately 800 feet elevation in the town of Ross to about 400 feet elevation near the San Anselmo/Fairfax Boundary on the north.
- **Red Hill Ridgeline**: Runs roughly from east to west above the 300-foot elevation.
- **Sunny Hills Ridgeline**: Extends from Memorial Park on the west to the San Anselmo boundary on the east.
- **Indian Rock System of Ridgelines**: Located above elevation 300 feet, north of Sorich Park.
- **Camino de Herrera Ridgeline**: Extends from elevation 400 feet at the end of Camino de Herrera northward to the upper end of Woodside Drive at elevation 500.
- **Perimeter Ridgeline**: Extends from elevation 400 feet near the Fairfax/San Anselmo boundary northward along upper Oak Springs Drive to the northwest apex of the San Anselmo boundary, then northward, eastward, and southward around Sleepy Hollow to an end at elevation 500 feet in San Rafael east of the northeast boundary of Sorich Park.

These areas are defined and protected under San Anselmo's planning and zoning regulations to ensure they remain undeveloped or have limited development that is compatible with preserving their natural and scenic qualities.

Communities within Marin County, including San Anselmo, have traditionally strived to design compact villages, towns and cities that blend with the surrounding natural and agricultural landscapes. By encouraging residential development near city or town centers, walkable neighborhoods maintain a pedestrian-scale heritage, such as San Anselmo with its creekside areas, designed to promote public use with residential neighborhoods nearby. San Anselmo has a special visual character that benefits from attractive building design and layouts. County and local ordinances have protected nearby ridgeline and viewsheds. By regulating urban and low-density residential design standards, new structures, additions, lighting, signs, landscaping, infrastructure,

and other design elements can offer visual resources by complementing existing character and the surrounding natural environment and view corridors. When the scenic qualities of the built environment are protected, residents and visitors can enjoy a distinctive visual environment.

San Anselmo has a unique visual environment with an attractiveness and diversity of landscape that includes views of open space, hills and ridgelines, stands of various types of trees, and other natural features. The town of San Anselmo has nine open space areas, including Bald Hill-Adjacent Open Space, Faude Park, Halperin Park, Hawthorne Hills Open Space, Kite Hill, Oak Park, Red Hill Open Space, Sir Francis Drake Boulevard – Butterfield Road Landscape, and Sorich Ranch Park. As previously described, ridgelines are also described in the San Anselmo General Plan as the most visually defining open space attribute and greatest opportunity for community scenic value in the Planning Area. **Figure 3.1-2** shows parks, recreation, and open space lands within the Planning Area.

San Anselmo encompasses rolling hills with varying elevations, adorned predominantly with coastal oak woodlands and pockets of redwood forests. These vegetation types are indicative of the Mediterranean climate prevalent in the area, influencing the local biodiversity and ecosystem dynamics.

Trees and woodland areas are important natural resources which provide habitat for birds and shaded, protected areas for other animals, and help to stabilize hillsides. Trees and wooded areas also contribute to the visual character of the community. Trees and woodlands are valued by the town for their ecological importance, their visual enhancement of the community, and their contribution to residential privacy and quiet.

Furthermore, for the same reasons, streams and riparian habitat are an important scenic resource and are a critical component of high quality habitat. Woody vegetation provides shade that keeps water temperatures within tolerable ranges for aquatic organisms, stabilizes streambanks and floodplains, and provides protective cover for wildlife. They also offer unique areas to recreate and explore.

Figure 3.1-1 provides an overview of visual and scenic characteristics of the Planning Area, including Ridge and Upland Greenbelt Areas, San Anselmo General Plan designated ridgelines, locally designated scenic highways, freshwater ponds, and riverine features.

LIGHT AND GLARE

During the day, sunlight reflecting from structures is a primary source of glare, while nighttime light and glare can be divided into both stationary and mobile sources. Stationary sources of nighttime light include structure illumination, interior lighting, decorative landscape lighting, and streetlights. The principal mobile source of nighttime light and glare is vehicle headlamp illumination. This ambient light environment can be accentuated during periods of low clouds or fog.

The variety of urban land uses in the Planning Area are the main source of daytime and nighttime light and glare. They are typified by single and multi-family residences, commercial structures, industrial areas, vehicle headlights, and streetlights. These areas and their associated human activities (including vehicular traffic) characterize the existing light and glare environment present

during daytime and nighttime hours in the urbanized portions of the Planning Area. Areas to the west and south, outside of the town limits, near the fringes of the Planning Area, are characterized primarily by open space uses and lower intensity residential development, and generally have lower levels of ambient nighttime lighting and daytime glare.

Sources of glare in urbanized portions of the Planning Area come from light reflecting off surfaces, including glass and certain siding and paving materials, as well as metal roofing. The urbanized areas of San Anselmo contain sidewalks and paved parking areas which reflect street and vehicle lights. The existing light environment found in the project area is considered typical of suburban areas.

Sky glow is the effect created by light reflecting into the night sky. Sky glow is of particular concern in areas surrounding observatories, where darker night sky conditions are necessary, but is also of concern in more rural or natural areas where a darker night sky is either the norm or is important to wildlife. Due to the urban nature of the town limits, a number of existing light sources affect residential areas and illuminate the night sky. Isolating impacts of particular sources of light or glare is, therefore, not appropriate or feasible for the project.

3.1.2 REGULATORY SETTING

FEDERAL

There are no Federal regulations that apply to the proposed project related to visual resources in the study area.

STATE

California Department of Transportation – California Scenic Highway Program

California's Scenic Highway Program was created by the Legislature in 1963 to preserve and protect scenic highway corridors from change, which would diminish the aesthetic value of lands adjacent to highways. State laws governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code.

California Trails Act

This law requires every city and county to consider trail-oriented recreational uses and consider such demands in developing specific open space programs in their General Plan. Every city, county, and district must also consider the feasibility of integrating trail routes with appropriate segments of the State trail system.

California Building Standards Code

Title 24 of the California Building Standards Code serves as the basis for the design and construction of buildings in California. In addition to safety, sustainability, new technology and reliability, the

California Building Standards Code addresses light pollution and glare hazards through the establishment of maximum allowable backlight, up light, and glare (BUG) ratings.

LOCAL

Existing Town of San Anselmo General Plan

The following goals, policies, and actions are applicable to aesthetics and visual resources.

LAND USE ELEMENT

Objective 2: To preserve and enhance the unique natural and urban characteristics of the community while accommodating suitable new growth.

Policy 2.1. All land use decisions within the Town and the planning area will take into consideration the protection and preservation of the area's surrounding hillsides, ridges, water courses, and any unique natural habitats.

Policy 2.2. New development will be required to preserve some of the natural and cultural characteristics of their respective development sites.

Policy 2.3. Undeveloped and agricultural lands outside the urban service area boundary should be protected from urban expansion.

Objective 7: To protect and preserve those areas of unique natural and visual resources within the planning area (see Map 3 [of the General Plan]).

Policy 7.1. To limit or prohibit development in hazardous areas or areas of high resource value.

Policy 7.2. To prohibit or severely limit development along the Town's major and minor ridges and hilltops.

Policy 7.3. To preserve as open space land of aesthetic or recreational value.

Policy 7.4. Encourage open space corridors along easements and streams and provide public access where appropriate for bicycling, walking, and equestrians. (See Objective 4 of Open Space Element.)

Policy 7.5. Regulate construction on visible slopes to preserve the visual value of the hillside.

Policy 7.6. Continue to preserve open space and provide for the conservation of resources through innovative implementation including zoning, development controls (including grading, public and private acquisition, and incentives for private improvements which enhance the environment).

Objective 9: To regulate future development on hillside and ridge parcels so as to protect, maintain, and enhance the natural characteristics of the land which contribute to the open space qualities of the parcel.

Policy 9.2. No development including structures, roads, and public facilities shall be allowed on visible ridges and hillsides unless it has been demonstrated that development outside of these areas is not feasible for geologic, soils, or hydrologic reasons, or development would impact a unique natural habitat.

Policy 9.3. Should there be no other option but to allow development on a visible hillside or ridge, the Town may limit the size of development (i.e., square footage allowed within any structure), if such a limitation would reduce the visual impact of a development.

Policy 9.4. Development on hillside and ridge parcels shall be located so as to be screened by existing woodlands or by portions of the site where existing topography provides screening. Development within existing woodland may be allowed if tree removal is minimal.

Policy 9.6. New or existing roads serving hillside and ridge parcels shall remain rural in character and appearance.

Policy 9.7. Development on hillside and ridge parcels shall be so designed as to minimize grading and disruption of natural contours.

OPEN SPACE ELEMENT

Goal 1. Create "open space greenbelts" which serve as separation buffers between the Town and adjacent communities.

Goal 2. Protect ridgelines, including the ridge zone, and preservation of the natural features of hillside lands.

Goal 3. Protect highly visible hillside slopes and ridges from development, and maintain the visual presence of woodlands, riparian areas, and stream courses which are found on, or traverse, identified open space lands.

Objective 1: To protect from development those open space parcels which contribute directly to the Town's identity, its sense of separate place in relation to other communities, and the quality of life in the community. The properties which meet this criteria are listed in Appendix A [of the General Plan].

Policy 1.5. The Town's hillside and ridge protection policies and development densities will be used to protect the open space values of the properties listed in Appendix A [of the General Plan] if efforts to purchase open space have failed. Such efforts will include the establishment of lands designated as private open space.

Objective 2: To prohibit development on the ridgeline and within the ridge zone of the major ridges identified on the Open Space and Conservation Map, as well as the secondary ridges.

CONSERVATION ELEMENT

Goal 5. Preserve ridgetops and other locally important natural or man-made historic areas or features.

Goal 6. Preserve historic or architecturally important buildings.

Goal 7. Protect the scenic value of San Anselmo by reasonably regulating signs, billboards, unsightly uses, and the placement of utilities.

> **Policy 12.** Visual qualities and view potential of both natural and man-made settings shall be an equal consideration with other factors in any project review. Tree cutting and other activity detrimental to trees that enhance the character of the town or neighborhood shall be avoided wherever possible.

SCENIC HIGHWAYS ELEMENT

Goal V: Improve the appearance and aesthetic quality of the planning area's main thoroughfares, especially the entryways to the community.

> **Implementation 1.** San Anselmo has three entryways, all of which could be improved by landscaping, improved signing, lighting, and other outdoor design features.

> **Implementation 2.** Divided highways in the planning area should have their landscaping, lighting, and street furniture upgraded in keeping with a common design theme that will visually signal that one has arrived and is moving through a different community.

Town of San Anselmo Municipal Code

Town Code Title 4, Chapter 9, establishes requirements for planting and maintaining street trees.

Town Code Title 4, Chapter 13, establishes permit requirements for the removal, destruction, or harm of any tree on undeveloped parcels and for the removal, destruction, or harm of heritage trees on developed parcels. A heritage tree is any tree with a diameter of 22 inches at breast height or a tree which has special significance and is of a species and size designated by the Council; heritage tree does not include acacia trees or trees designated as a nuisance by the Council.

Town Code Title 10, Chapter 3, establishes zoning standards for residential and non-residential development. Article 3 establishes development standards for each of the zones within the town, including height standards that address visual impacts on the ridge zone and siting of buildings and size of buildings to reduce visibility on hillsides and ridges. Article 3 establishes design review requirements to minimize adverse effects of the exterior design of development projects by providing for the review of the design of certain buildings and improvements. Article 3 requires findings to be made for design review, including findings that address functional and aesthetic compatibility with the surrounding area.

Town Code Title 10, Chapter 9, Signs, establishes comprehensive guidelines for the installation, regulation, and maintenance of signs throughout San Anselmo, emphasizing compatibility with surrounding architecture and environments while enhancing the town's visual appeal for residents and visitors alike. This Chapter also requires that light sources shall be concealed or shielded to prevent or minimize light spillage, glare, momentary blindness, or other annoyance, disability or discomfort to persons within the view of such light sources. Additionally, signs using exposed light

sources, such as neon tubing, unshielded light bulbs or fluorescent tubes, or any interior lighted sign with transparent or translucent faces may receive final approval only when the Planning Commission finds that the light from the sign does not cause unreasonable glare or annoyance to passersby or neighbors.

Town Code Title 10, Chapter 10, Signs on Town Property, outlines rules governing the placement, design, and maintenance of signs on property owned or controlled by the Town, as well as public rights-of-way.

3.1.3 IMPACTS AND MITIGATION MEASURES

METHODS OF ANALYSIS

Future development under the General Plan 2045 was reviewed to determine if existing scenic resources would be obstructed or if light or glare would be created causing a public hazard or annoyance. These types of impacts would be the greatest where large infill opportunities exist or in undeveloped areas; therefore, these are the areas that are focused on in the analysis. Impacts are evaluated assuming full buildout of the Planning Area.

GENERAL PLAN 2045 GOALS AND POLICIES

The following draft goals and policies from the General Plan 2045 are relevant to aesthetics and visual resources.

LAND USE AND COMMUNITY DESIGN ELEMENT

Goal LU-C: Preserve and enhance San Anselmo's natural setting as a unique asset that supports the community.

Policy LU-C.1: Open Space and Natural Resources. Protect and enhance open spaces and scenic vistas, natural features, and wildlife habitats, ensuring that development respects these natural assets and integrates with the town's natural environment.

Action LU-C.1.a: Development in Open Space and Low Density Areas. Prohibit development in areas designated as Open Space on the Land Use Map (Figure LU-1), and continue to allow very low-density residential development on private property in areas designated as Very Low Density and Single-Family – Conservation on the Land Use Map (Figure LU-1).

Policy LU-C.2: Hillside Protection. Protect the visual integrity and natural resources of San Anselmo's hillsides. Where hillside construction is permitted, design structures to:

- Minimize visual impacts by limiting building size and height, screening the structure within the existing landscape, minimizing glare and light spillage, and using exterior colors and materials that blend with the surrounding environment,
- Limit grading to preserve the existing topography,
- Provide slope and foundation stability, drainage, and erosion control,

- Provide adequate parking and emergency access,
- Address Wildland Urban Interface requirements, and
- Restore natural habitats.

Action LU-C.2.a: Hillside Density District. Amend Table 4D, R-1-H (Hillside Density District) Parcels, in the Municipal Code to remove outdated parcel numbers and update parcel-specific density limits to align with State law. The density on the remaining hillside parcels shall be no greater than the number of dwelling units specified in the table.

Policy LU-C.3: Ridge Zone Protection. Prohibit development, including structures, roads, and public facilities within the protected ridge zone, which is 150 horizontal feet in both directions from the lowest elevation of the ridgeline, or 50 feet vertically, whichever is more restrictive, of visually prominent ridgelines, identified on Figure LU-3. Exceptions may be considered on existing legal lots when it is demonstrated that development outside of these areas is not feasible for geologic, soils, or hydrologic reasons, and development would not impact a unique natural habitat. In such cases, visibility of new structures should be minimized by limiting building size and height and integrating the structure within the existing landscape.

Action LU-C.3.a: Conservation and Low Density Development Review. Continue to require design review for new structures and upper-floor additions for hillside or protected ridge zone parcels to minimize visual, environmental, and safety impacts.

Action LU-C.3.b: Hillside and Ridge Zone Development Regulations. Prepare and adopt objective development and design standards in the Municipal Code to minimize the impacts of hillside and protected ridge zone development, including but not limited to:

- Creating opportunities to cluster development and/or transfer of development rights to preserve open space, natural features, and scenic resources,
- Limiting grading to preserve natural topography, minimize erosion, and prevent slope failure,
- Regulating building design and scale, including height and massing, to achieve residential development that is compatible with existing hillside neighborhoods, and
- Establishing fire safety standards.
- Incorporate the protected ridge zone development restrictions in Policy LU-C.3 into the Zoning Code.

Policy LU-D.6: Gateways and Wayfinding. Enhance San Anselmo's sense of place and ease of navigation within it with gateway features and wayfinding.

Action LU-D.6.a: Gateways Location and Design. Create attractive gateways at well-traveled entry points into San Anselmo, including the entry points along Sir Francis

Drake Boulevard, Center Boulevard, and Red Hill Avenue, through landscaping, signage, lighting, and other outdoor design features.

Action LU-D.6.b: Wayfinding. Maintain and update, as necessary, wayfinding signage to direct motorists to the downtown and consider expansion of wayfinding signage to include other commercial districts.

Policy LU-D.9: Residential and Other Receptor Protections. Locate residences and sensitive receptors away from areas of excessive noise, smoke, dust, odor, and lighting, and ensure that adequate provisions, including buffers or transitional uses, such as office, professional, or commercial uses, separate the proposed residential uses from more intensive uses to ensure the health and well-being of existing and future residents.

Action LU-D.9.a: Employment-Generating Use Site Design. As part of the Town's development review process, continue to ensure that employment-generating projects are designed to minimize conflicts with residential uses and other sensitive receptors. Review of employment-generating projects should ensure that the following design concepts are addressed in projects that abut residential areas or sensitive receptors:

- Appropriate building scale and/or siting;
- Site design and features to protect residential uses and other sensitive receptors, developed or undeveloped, from impacts of non-residential development activities that may cause unwanted nuisances and to ensure that disadvantaged communities are not exposed to disproportionate environmental risks. The site design and features shall be based on best management practices as recommended by the California Air Resources Board (CARB), Bay Area Air Quality Management District (BAAD), and the California Attorney General;
- Site design and noise-attenuating features to avoid exposure to excessive noise due to long hours of operation or inappropriate location of accessory structures;
- Site and structure design to avoid excessive glare or excessive impacts from light sources onto adjacent properties; and
- Site design to avoid unnecessary loss of community and environmental resources (archeological, historical, ecological, recreational, etc.).

Action LU-E.1.e: Prior to any construction activities within or adjacent to historic resources in the town, including sites listed or eligible for the National Register of Historic Places or sites listed on or eligible for the California Register of Historic Resources Places, a qualified historian or architectural historian shall survey adjacent parcels for potential historic resources on those parcels. The survey shall include archival research, field inspection, and consultation with local historical societies or preservation organizations. Based on the survey findings, the project proponent shall develop a Historic Resource Protection Plan (HRPP) that outlines specific measures for the avoidance, protection, and documentation of those identified historic resources. If resources adjacent to the proposed project site are determined to be eligible for listing on the Historic Register, or are already registered as such, the HRPP shall include

additional mitigation measures, such as avoidance, preservation in place, or data recovery to ensure that no significant historic resources are inadvertently damaged or destroyed during construction. Measures identified in the HRPP shall reflect the requirements identified in the Secretary of the Interior's Standards for the Treatment of Historic Properties. The HRPP shall be prepared by a qualified historian or architectural historian, and subject to review and approval by the Town of San Anselmo Community Development Director or the Historical Commission, as appropriate.

OPEN SPACE AND CONSERVATION ELEMENT

Goal OSC-A: Protect, preserve, and enhance the town's ridge zones, hillsides, and undeveloped open space for its scenic beauty, natural habitat, hazard mitigation, climate change resilience, recreational value, and contributions to community well-being.

Policy OSC-A.1: Open Space Land Use. Protect lands designated as Open Space on the Land Use Map (Figure LU-1 [of the General Plan]) for environmental protection, resource management, hazard reduction, passive recreation, and climate resilience.

Policy OSC-A.2: New Development. Ensure that new development respects the ecological, visual, and safety benefits of ridge zones, hillsides, and other natural areas.

Action OSC-A.2.a: Online Maps. Use online mapping tools to identify the ridge zones, hillsides, and other natural areas and ensure this information is readily available to the public in clear and accessible formats.

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on aesthetics if it will:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality;
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

IMPACTS AND MITIGATION MEASURES

Impact 3.1-1: General Plan implementation would not have a substantial adverse effect on a scenic vista (Less than Significant)

As noted previously, public parklands and open space land uses largely contribute to the visual environment of San Anselmo and Marin County. However, the community character of the built

environment also plays a crucial role in defining the visual environment. While Mount Tamalpais State Park encompasses the most dominant natural landform in the county, other visually prominent ridgelines are designated within the Ridge and Upland Greenbelt areas. Restrictions are placed on development in these areas to protect the visual quality of the ridgelines, hills, and view corridors. In San Anselmo, the Ridge and Upland Greenbelt areas are primarily located along the major ridgelines and higher elevation zones within the town. These areas are specifically designated to preserve the natural beauty, ecological integrity, and scenic vistas of the region. Some of the ridgelines and upland areas that fall within these designated greenbelt zones include:

- **Bald Hill Ridgeline**: Extends from approximately 800 feet elevation in the town of Ross to about 400 feet elevation near the San Anselmo/Fairfax Boundary on the north.
- **Red Hill Ridgeline**: Runs roughly from east to west above the 300-foot elevation.
- **Sunny Hills Ridgeline**: Extends from Memorial Park on the west to the San Anselmo boundary on the east.
- **Indian Rock System of Ridgelines**: Located above elevation 300 feet, north of Sorich Park.
- **Camino de Herrera Ridgeline**: Extends from elevation 400 feet at the end of Camino de Herrera northward to the upper end of Woodside Drive at elevation 500.
- **Perimeter Ridgeline**: Extends from elevation 400 feet near the Fairfax/San Anselmo boundary northward along upper Oak Springs Drive to the northwest apex of the San Anselmo boundary, then northward, eastward, and southward around Sleepy Hollow to an end at elevation 500 feet in San Rafael east of the northeast boundary of Sorich Park.

These areas are defined and protected under San Anselmo's planning and zoning regulations to ensure they remain undeveloped or have limited development that is compatible with preserving their natural and scenic qualities.

There are no areas within the town of San Anselmo that are designated for urban land uses by the proposed Land Use Map which are not already designated for urban uses by the existing General Plan Land Use Map. The proposed Land Use Map does not convert any open space lands to urban uses. However, the proposed Land Use Map does result in increased residential densities throughout areas of the town; this could increase building heights and sizes overall.

New development accommodated by implementation of the General Plan may result in changes to the existing availability of publicly available scenic vistas; however, the proposed General Plan includes measures to preserve scenic vistas and views to ridgelines from identified viewsheds and notes that preserving these ridgelines from development will help preserve the aesthetic value of the viewshed. Potential changes to scenic vistas resulting from project implementation are unknown, as the General Plan does not propose any development, in and of itself; however, future development projects would be required to comply with applicable urban design and other applicable policies and regulations related to the preservation of scenic vistas and within hillside areas. The currently adopted General Plan includes goals and policies which include measures to protect scenic vistas and hillsides, and the General Plan 2045 carries forward the protections to visual resources from the currently adopted General Plan. Buildout accommodated by the General Plan 2045 and implementation of the General Plan Land Use Map has the potential to result in new

or expanded development within areas identified by the General Plan as being within viewsheds to major ridgelines; however, General Plan policies related to the preservation of ridgelines and hillsides, as well as views of them, are provided under Goal OSC-A.

Additionally, as noted in greater detail in Chapter 2.0, Project Description, implementation of the 2045 General Plan could lead to new and expanded urban and suburban development throughout the town. This new development may result in changes to the skyline throughout the Planning Area, which may obstruct or interfere with views of visual features surrounding the Planning Area, including views of open space, viewshed areas, ridgelines, hillsides, and creeks.

The 2045 General Plan has been developed to preserve expansive areas of open space and to ensure that new development is located in and around existing urbanized areas, thus ensuring that new development is primarily an extension of the existing urban landscape and minimizes interruption of views of nearby visual features.

Future development would be required to be consistent with the 2045 General Plan. A central theme of the General Plan is to preserve and protect the town's natural resources and scenic resources. This is expressed in Policy LU-C.1, which seeks to protect and enhance open spaces and scenic vistas, natural features, and wildlife habitats, ensuring that development respects these natural assets and integrates with the town's natural environment. Action LU-C.1.a prohibits development in areas designated as Open Space on the General Plan 2045 Land Use Map, and continue to allow very low-density residential development on private property in areas designated as Very Low Density and Single-Family – Conservation on the General Plan 2045 Land Use Map. Policy LU-C.2 aims to protect the visual integrity and natural resources of San Anselmo's hillsides. In accordance with this policy, where hillside construction is permitted, design structures to:

- Minimize visual impacts by limiting building size and height, screening the structure within the existing landscape, minimizing glare and light spillage, and using exterior colors and materials that blend with the surrounding environment,
- Limit grading to preserve the existing topography,
- Provide slope and foundation stability, drainage, and erosion control,
- Provide adequate parking and emergency access,
- Address Wildland Urban Interface requirements, and
- Restore natural habitats.

Policy OSC-A.2 ensures that new development respects the ecological, visual, and safety benefits of ridge zones, hillsides, and other natural areas. Policy LU-C.3 prohibits development, including structures, roads, and public facilities within the protected ridge zone, which is 150 horizontal feet in both directions from the lowest elevation of the ridgeline, or 50 feet vertically, whichever is more restrictive, of visually prominent ridgelines, with some exceptions. Further, Action LU-C.3.a requires design review for new structures and upper-floor additions for hillside or protected ridge zone parcels to minimize visual, environmental, and safety impacts. Action LU-C.3.b requires preparation and adoption of objective development and design standards in the Municipal Code to minimize the impacts of hillside and protected ridge zone development, including but not limited to:

- Creating opportunities to cluster development and/or transfer of development rights to preserve open space, natural features, and scenic resources,
- Limiting grading to preserve natural topography, minimize erosion, and prevent slope failure,
- Regulating building design and scale, including height and massing, to achieve residential development that is compatible with existing hillside neighborhoods, and
- Establishing fire safety standards.

Policy LU-D.9 seeks to locate residences and sensitive receptors away from areas of excessive lighting, and ensure that adequate provisions, including buffers or transitional uses separate the proposed residential uses from more intensive uses to ensure the health and well-being of existing and future residents. Action LU-D.9.a would require the Town, as part of its development review process, to ensure that employment-generating projects are designed to minimize conflicts with residential uses and other sensitive receptors including ensuring appropriate building scale and/or siting, and ensure that site design avoid excessive glare or excessive impacts from light sources onto adjacent properties.

Lastly, Town Code Title 10, Chapter 3, establishes zoning standards for residential and non-residential development. Article 3 establishes development standards for each of the zones within the town, including height standards that address visual impacts on the ridge zone and siting of buildings and size of buildings to reduce visibility on hillsides and ridges. Article 3 establishes design review requirements to minimize adverse effects of the exterior design of development projects by providing for the review of the design of certain buildings and improvements. Article 3 requires findings to be made for design review, including findings that address functional and aesthetic compatibility with the surrounding area. Future development would be required to be consistent with the Municipal Code.

The implementation of the policies and actions contained in the 2045 General Plan listed previously would ensure that new urban residential and non-residential development in the San Anselmo Planning Area is located in and around existing urbanized areas and developed to be visually compatible with nearby open space resources. Additionally, the implementation of the policies and actions contained in the Land Use Community Design Element and Open Space and Conservation Element would further ensure that future development accommodated by the 2045 General Plan is designed in a way that enhances the visual quality of the community, complements the visual character of the town, and that adverse effects on public views are minimized. Therefore, the impact would be **less than significant**.

Impact 3.1-2: General Plan implementation would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway (Less than Significant)

As discussed above in the Existing Setting section, there are currently no designated State Scenic Highways or National Scenic Byways within the Planning Area. However, the Scenic Highways Element in San Anselmo identifies Red Hill Avenue, Sir Francis Drake Boulevard from the Ross line

to the Fairfax town limits, and Center Boulevard from the Hub to the Fairfax town limits as locally designated scenic highways. The goals are focused on enhancing the visual appeal of these main thoroughfares, particularly at the entry points into the community. While there are no State highways eligible for State-designated scenic status in San Anselmo, the town aims to beautify these roads through landscaping, improved signage, lighting, and cohesive outdoor design elements. This initiative intends to create a distinct visual identity that signifies entry into and movement through the town's different neighborhoods.

Given that no adopted State scenic highways are located within the Planning Area, and that no scenic highways provide views of the Planning Area, State scenic highway impacts associated with General Plan implementation would be **less than significant**.

Impact 3.1-3: General Plan implementation would not, in a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Less than Significant)

CEQA Guidelines Section 15387 defines an urbanized area as a central city or a group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile. The town of San Anselmo had a 2020 population of 12,623; as such, the town is not considered an urbanized area. Under this CEQA threshold, public views are those that are experienced from publicly accessible vantage points.

As noted in the Existing Setting, public parklands and open space land uses largely contribute to the visual environment of San Anselmo and Marin County. However, the community character of the built environment also plays a crucial role in defining the visual environment. While Mount Tamalpais State Park encompasses the most dominant natural landform in the county, other visually prominent ridgelines are designated within the Ridge and Upland Greenbelt areas. Restrictions are placed on development in these areas to protect the visual quality of the ridgelines, hills, and view corridors. In San Anselmo, the Ridge and Upland Greenbelt areas are primarily located along the major ridgelines and higher elevation zones within the town. These areas are specifically designated to preserve the natural beauty, ecological integrity, and scenic vistas of the region.

As noted previously, there are no areas within the town of San Anselmo that are designated for urban land uses by the proposed Land Use Map which are not already designated for urban uses by the existing General Plan Land Use Map. The proposed Land Use Map does not convert any open space lands to urban uses. However, the proposed Land Use Map does result in increased residential densities throughout areas of the town; this could increase building heights and sizes overall.

In order to further ensure that future development accommodated under the General Plan would not degrade the existing visual character of the environment from publicly accessible vantage points, the Town has included policies and actions in the General Plan to preserve the visual character of the Planning Area. Future development would be required to be consistent with the 2045 General Plan. A central theme of the General Plan is to preserve and protect the town’s natural resources and scenic resources. This is expressed in Policy LU-C.1, which seeks to protect and enhance open spaces and scenic vistas, natural features, and wildlife habitats, ensuring that development respects

these natural assets and integrates with the town's natural environment. Action LU-C.1.a prohibits development in areas designated as Open Space on the Land Use Map (Figure LU-1), and continue to allow very low-density residential development on private property in areas designated as Very Low Density and Single-Family – Conservation on the Land Use Map (Figure LU-1). Policy LU-C.2 aims to protect the visual integrity and natural resources of San Anselmo's hillsides. In accordance with this policy, where hillside construction is permitted, structures should be designed to:

- Minimize visual impacts by limiting building size and height, screening the structure within the existing landscape, and using exterior colors and materials that blend with the surrounding environment,
- Preserve the existing topography,
- Limit grading,
- Provide slope and foundation stability, drainage, and erosion control,
- Provide adequate parking and emergency access,
- Address Wildland Urban Interface requirements, and
- Restore natural habitats.

Policy OSC-A.2 ensures that new development respects the ecological, visual, and safety benefits of ridge zones, hillsides, and other natural areas. Policy LU-C.3 prohibits development, including structures, roads, and public facilities within the protected ridge zone, which is 150 horizontal feet in both directions from the lowest elevation of the ridgeline, or 50 feet vertically, whichever is more restrictive, of visually prominent ridgelines, identified on Figure LU-3 (with some exceptions). Further, Action LU-C.3.a requires design review for new structures and upper-floor additions for hillside or protected ridge zone parcels to minimize visual, environmental, and safety impacts. Action LU-C.3.b requires preparation and adoption of objective development and design standards in the Municipal Code to minimize the impacts of hillside and protected ridge zone development, including but not limited to:

- Creating opportunities to cluster development and/or transfer of development rights to preserve open space, natural features, and scenic resources,
- Limiting grading to preserve natural topography, minimize erosion, and prevent slope failure,
- Regulating building design and scale, including height and massing, to achieve residential development that is compatible with existing hillside neighborhoods, and
- Establishing fire safety standards.

Additionally, Policy LU-C.3 prohibits development, including structures, roads, and public facilities within the protected ridge zone, which is 150 horizontal feet in both directions from the lowest elevation of the ridgeline, or 50 feet vertically, whichever is more restrictive, of visually prominent ridgelines, identified on Figure LU-3. Action LU-C.3.a continues to require design review for new structures and upper-floor additions for hillside or protected ridge zone parcels to minimize visual, environmental, and safety impacts.

Policy LU-D.9 seeks to locate residences and sensitive receptors away from areas of excessive lighting, and ensure that adequate provisions, including buffers or transitional uses separate the proposed residential uses from more intensive uses to ensure the health and well-being of existing and future residents. Action LU-D.9.a would require the Town, as part of its development review process, to ensure that employment-generating projects are designed to minimize conflicts with residential uses and other sensitive receptors including ensuring appropriate building scale and/or siting, and ensure that site design avoid excessive glare or excessive impacts from light sources onto adjacent properties.

Lastly, as noted in Impact 3.1-1, Town Code Title 10, Chapter 3, establishes zoning standards for residential and non-residential development. Article 3 establishes development standards for each of the zones within the town, including height standards that address visual impacts on the ridge zone and siting of buildings and size of buildings to reduce visibility on hillsides and ridges. Future development would be required to be consistent with the Municipal Code.

Implementation of the General Plan would not in and of itself directly result in development, as policies in the proposed General Plan are intended to complement and further the intent of provisions regulating scenic quality and resources. Future development accommodated by the 2045 General Plan would be subject to compliance with these guidelines, as well as the applicable regulations set forth in the San Anselmo Municipal Code. Therefore, the proposed General Plan would not substantially degrade the existing visual character or quality of public views of the Planning Area and its surroundings. Scenic quality-related impacts associated with the General Plan implementation would thus be **less than significant**.

Impact 3.1-4: General Plan implementation could result in the creation of new sources of nighttime lighting and daytime glare (Less than Significant)

The primary sources of daytime glare are generally sunlight reflecting from structures, vehicles, and other reflective surfaces and windows. Implementation of the proposed General Plan would introduce new sources of daytime glare into previously developed areas of the Planning Area and increase the amount of daytime glare in existing urbanized areas. The General Plan Land Use Map identifies areas for the future development of residential, commercial, industrial, recreational, and public uses. Such uses may utilize materials that produce glare. Daytime glare impacts would be most severe in the limited areas of the town that have not been previously developed, including the limited number of vacant parcels designated for urbanized land uses, and in areas that receive a high level of daily viewership.

The primary sources of nighttime lighting are generally from exterior building lights, streetlights, and vehicle headlights. Exterior lighting around commercial and industrial areas may be present throughout the night to facilitate extended employee work hours, ensure worker safety, and to provide security lighting around structures and facilities. Nighttime lighting impacts would be most severe in areas that do not currently experience high levels of nighttime lighting. Increased nighttime lighting can reduce visibility of the night sky, resulting in fewer stars being visible and generally detracting from the quality of life in San Anselmo.

Future development would be required to be consistent with the General Plan, as well as glare and lighting design requirements in Town Code Title 10, Chapter 9, Signs. The proposed General Plan contains Policy LU-D.9 which requires that residences and sensitive receptors are located away from areas of excessive noise, smoke, dust, odor, and lighting. Additionally, Action LU-D.9.a requires that employment-generating projects sites and structures are designed to avoid excessive glare or excessive impacts from light sources onto adjacent properties. This policy and action would ensure that new development projects utilize appropriate building materials that do not result in significant increases in nighttime lighting or daytime glare.

Through the implementation of these actions during the development review process, the Town can ensure that adverse impacts associated with daytime glare and nighttime lighting are **less than significant**.

Impact 3.1-5: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts to aesthetics and scenic resources. (Less than Significant)

The context for evaluating cumulative aesthetics and scenic resources impacts is Marin County.

As noted previously, public parklands and open space land uses largely contribute to the visual environment of San Anselmo and Marin County. However, the community character of the built environment also plays a crucial role in defining the visual environment. While Mount Tamalpais State Park encompasses the most dominant natural landform in the county, other visually prominent ridgelines are designated within the Ridge and Upland Greenbelt areas. Restrictions are placed on development in these areas to protect the visual quality of the ridgelines, hills, and view corridors. In San Anselmo, the Ridge and Upland Greenbelt areas are primarily located along the major ridgelines and higher elevation zones within the town. These areas are specifically designated to preserve the natural beauty, ecological integrity, and scenic vistas of the region. Some of the ridgelines and upland areas that fall within these designated greenbelt zones include:

- **Bald Hill Ridgeline**: Extends from approximately 800 feet elevation in the town of Ross to about 400 feet elevation near the San Anselmo/Fairfax Boundary on the north.
- **Red Hill Ridgeline**: Runs roughly from east to west above the 300-foot elevation.
- **Sunny Hills Ridgeline**: Extends from Memorial Park on the west to the San Anselmo boundary on the east.
- **Indian Rock System of Ridgelines**: Located above elevation 300 feet, north of Sorich Park.
- **Camino de Herrera Ridgeline**: Extends from elevation 400 feet at the end of Camino de Herrera northward to the upper end of Woodside Drive at elevation 500.
- **Perimeter Ridgeline**: Extends from elevation 400 feet near the Fairfax/San Anselmo boundary northward along upper Oak Springs Drive to the northwest apex of the San Anselmo boundary, then northward, eastward, and southward around Sleepy Hollow to an end at elevation 500 feet in San Rafael east of the northeast boundary of Sorich Park.

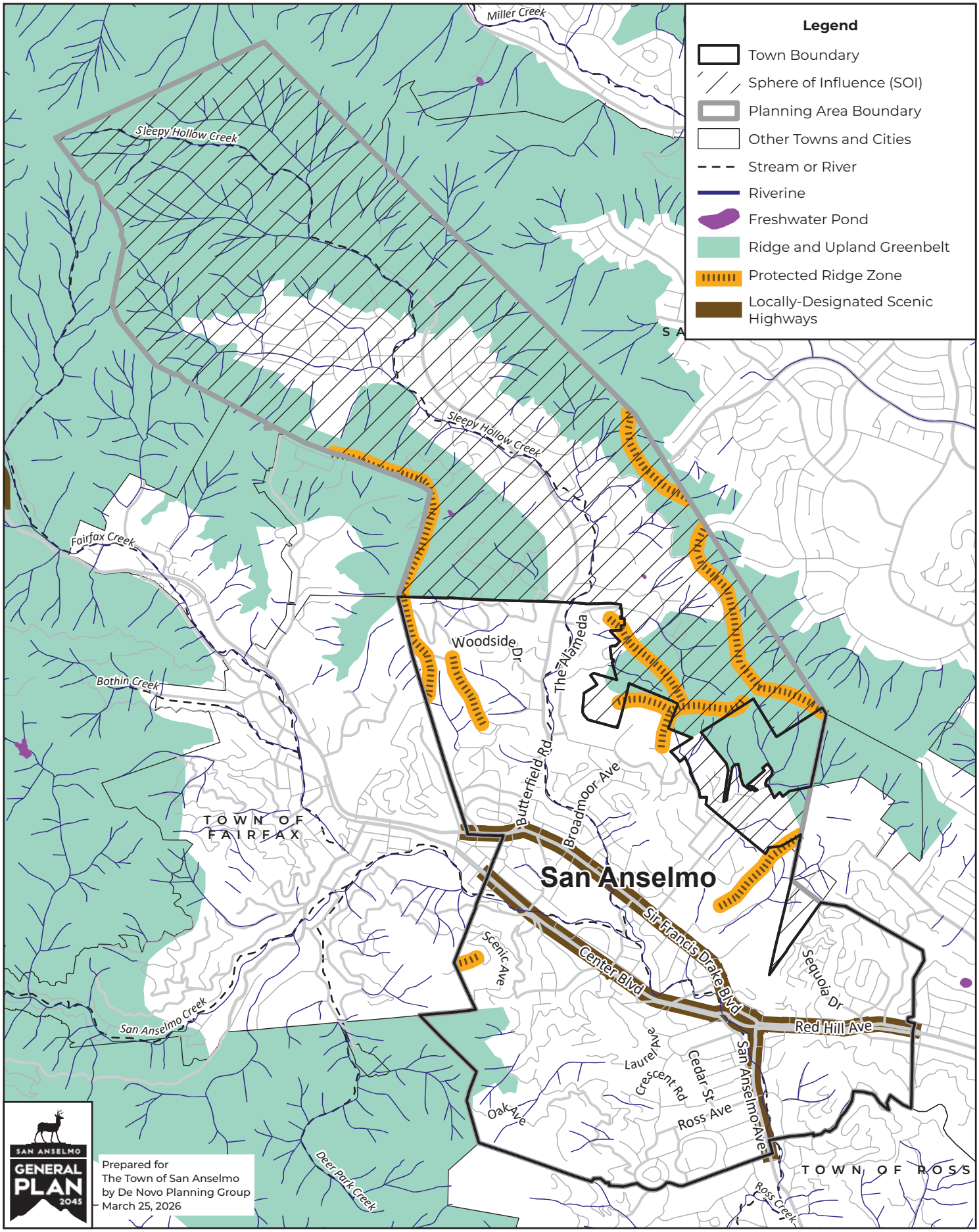
While growth is anticipated to occur in the San Anselmo Planning Area and within the other cities within Marin County, the majority of growth is anticipated to occur in and around existing urban

development. Development of land uses and associated infrastructure is planned to occur in the future to accommodate growth envisioned in the general plans that are effective within the cumulative analysis area, including Marin County and the nearby cities of San Rafael and Corte Madera.

Regional growth has and will continue to result in a cumulative aesthetic effect by converting undeveloped land into developed and occupied areas and increasing overall levels of nighttime lighting. Cumulative development entails grading/landform alteration, the development of structures, and the installation of roadways and other infrastructure that has altered and will continue to permanently alter the region's existing visual character. This is considered a potentially significant cumulative impact.

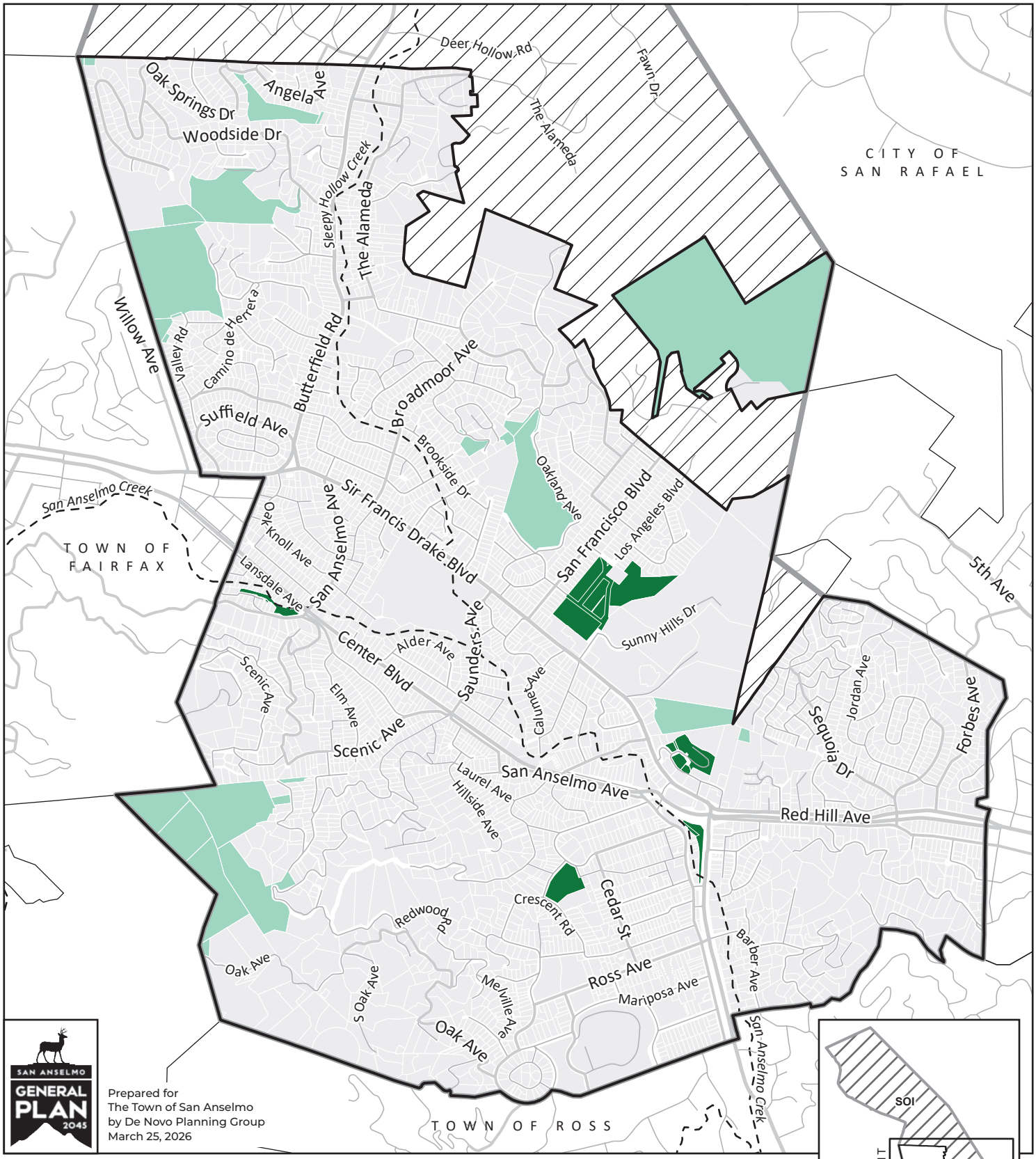
Subsequent projects implemented under the General Plan 2045 would be required to be consistent with the policies and actions of the General Plan 2045 and adopted regulations pertaining to aesthetics and lighting in San Anselmo. Preservation of view corridors, ridgelines, and open space areas would occur through implementation of General Plan 2045 Goal OSC-A and Policy LU-C.1. Policy LU-C.2 would protect the visual integrity and natural resources of San Anselmo's hillsides by requiring structures to minimize visual impacts by limiting building size and height, screening the structure within the existing landscape, minimizing glare and light spillage, and using exterior colors and materials that blend with the surrounding environment. Eliminating existing topography is discouraged.

With implementation of General Plan 2045 goals, policies, and actions, the proposed project would not considerably contribute to permanent changes in visual character, such as obstruction of scenic views, conversion of existing visual character, and increased lighting. Therefore, the General Plan 2045's contribution to this cumulative impact would not be considerable, and the cumulative impact would be **less than significant**.



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: USGS National Wetlands Inventory; Town of San Anselmo General Plan Amended 2024

FIGURE 3.1-1.
VISUAL AND SCENIC RESOURCES



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: Town of San Anselmo General Plan Amended 2024.

FIGURE 3.1-2.
PARKS, RECREATION, AND OPEN SPACE LANDS (GENERAL PLAN LAND USE MAP)

This section provides a background discussion of agricultural lands, agricultural resources, and forest/timber resources found in the San Anselmo Planning Area. This section is organized with an environmental setting, regulatory setting, and impact analysis.

No comments on this environmental topic were received during the NOP comment period.

3.2.1. ENVIRONMENTAL SETTING

AGRICULTURAL RESOURCES

There are almost no lands within the Planning Area that are designated for agricultural use on the existing or proposed San Anselmo Land Use Map.

Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is not found in the Town's Planning Area. A small amount of land designated as Agriculture, Limited by Marin County exists north of the town, within the Sphere of Influence. The Agriculture, Limited (A2) designation is intended to preserve land for agricultural production and prevent the premature conversion of such land to urban uses. Permitted uses on Agriculture, Limited land include crop production, horticulture, orchards, nurseries, and livestock grazing.

Important Farmlands

The California Department of Conservation (DOC), as part of its Farmland Mapping and Monitoring Program (FMMP), prepares Important Farmland Maps indicating the potential value of land for agricultural production. The FMMP was created in DOC to continue the mapping activity with a greater level of detail, which was achieved by modifying the Land Inventory and Monitoring (LIM) criteria for use in California. The LIM criteria in California utilize the Soil Capability Classification and Storie Index Rating systems, but also consider physical conditions, such as a dependable water supply for agricultural production, soil temperature range, depth of the groundwater table, flooding potential, rock fragment content, and rooting depth.

Important Farmland Maps for California are compiled using the modified LIM criteria, as described above, and current land use information. The minimum mapping unit is 10 acres unless otherwise specified. Units of land smaller than 10 acres are incorporated into the surrounding classification.

The California Department of Conservation's Farmland Mapping and Monitoring Program identifies five agriculture-related categories and two non-agricultural categories.

Prime Farmland: Prime Farmland is land with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. The land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Farmland of Statewide Importance: Farmland of Statewide Importance is farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture.

The land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Unique Farmland: Unique Farmland is farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include nonirrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

Farmland of Local Importance: Farmland of Local Importance is considered land important to the local agricultural economy but does not meet the criteria of Prime Farmland, Farmland of Statewide Importance, or Unique Farmland.

Grazing Land: Grazing land is land on which the existing vegetation is suitable for the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for this category is 40 acres.

Urban and Built-up Land: This category consists of non-agricultural land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

Other Land: Other land is non-agricultural land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines and borrow pits; and water bodies smaller than 40 acres. Vacant and non-agricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

IMPORTANT FARMLANDS IN PLANNING AREA

Limited agricultural production exists within the town. The existing agricultural land within the Town's Sphere of Influence is primarily located within one parcel. Although some land in the Planning Area is designated as Agriculture, Limited, it is not classified as Important Farmland. The Planning Area contains approximately 668.72 acres of grazing land and 714.69 acres of other land, primarily designated in the Marin County General Plan as Open Space, Single Family Residential, and Planned Residential. **Table 3.2-1** provides an overview of the land use types within the Town and Planning Area, and **Figure 3.2-1** shows the location of the grazing lands within the Town's Planning Area.

TABLE 3.2-1: AGRICULTURAL ACREAGES

LAND USE TYPE	*ACRES IN TOWN*	*ACRES IN SOI*	*GRAND TOTAL*
Urban/Built-Up Land	1,477.35	684.68	2,162.02
Grazing Land	--	668.72	668.72
Other Land	229.13	485.56	714.69
Grand Total	**1,706.48**	**1,838.95**	**3,545.43**

SOURCE: DEPARTMENT OF CONSERVATION, DE NOVO PLANNING GROUP 2026.

Farmland Preservation

The California Land Conservation Act, also known as the Williamson Act, was adopted in 1965 to encourage the preservation of the state's agricultural lands and to prevent their premature conversion to urban uses. The Williamson Act is described in greater detail under the Regulatory Setting section of this chapter.

There are no lands under a Williamson Act contract in the San Anselmo Planning Area. Locations of Agricultural Zoning in the Planning Area are shown in **Figure 3.2-2**. As shown, there are no Williamson Act lands within the mapped extent. None of the land within the Planning Area is within a Farmland Security Zone.

FOREST RESOURCES

Forest land is defined by Public Resources Code Section 12220(g) and includes "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

Timber land is defined by Public Resources Code Section 4526, and means "land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis."

There are no forest lands or timber lands located within the San Anselmo Planning Area, although forestry resources are present in other areas of Marin County.

3.2.2. REGULATORY SETTING

FEDERAL

Farmland Protection Policy Act

The Natural Resource Conservation Service (NRCS), an agency within the U.S. Department of Agriculture, is responsible for implementation of the Farmland Protection Policy Act (FPPA). The purpose of the FPPA is to minimize Federal programs' contribution to the conversion of farmland to non-agricultural uses by ensuring that Federal programs are administered in a manner that is compatible with state, local, and private programs designed to protect farmland. The NRCS provides

technical assistance to Federal agencies, state and local governments, tribes, and nonprofit organizations that desire to develop farmland protection programs and policies. The NRCS summarizes FPPA implementation in an annual report to Congress.

Agricultural Conservation Easement Program – Agricultural Land Easements (ACEP-ALE)

The Agricultural Conservation Easement Program (ACEP) protects the agricultural viability and related conservation values of eligible land by limiting nonagricultural uses which negatively affect agricultural uses and conservation values, protect grazing uses and related conservation values by restoring or conserving eligible grazing land, and protecting and restoring and enhancing wetlands on eligible land.

ACEP has two components:

- Agricultural Land Easements (ALE) help private and tribal landowners, land trusts, and other entities such as state and local governments protect croplands and grasslands on working farms and ranches by limiting non-agricultural uses of the land through conservation easements.

- Wetland Reserve Easements (WRE) help private and tribal landowners protect, restore and enhance wetlands which have been previously degraded due to agricultural uses.

Additionally, through ACEP, USDA offers the Wetland Reserve Enhancement Partnership (WREP), a voluntary program through which NRCS enters into agreements with eligible partners to leverage resources to carry out high priority wetland protection, restoration, and enhancement and to improve wildlife habitat. A conservation plan must be developed for all lands enrolled based upon the standards contained in the NRCS Field Office Technical Guide. A minimum of 30 years is required for conservation easements, and priority is given to applications with perpetual easements. The NRCS provides up to 50 percent of the fair market value of the easement being conserved.[1] To qualify for a conservation easement, farm or ranch land must meet several criteria. The land must be:

- Prime, Unique, or other productive soil, as defined by NRCS based on factors such as water moisture regimes, available water capacity, developed irrigation water supply, soil temperature range, acid-alkali balance, water table, soil sodium content, potential for flooding, erodibility, permeability rate, rock fragment content, and soil rooting depth;
- Included in a pending offer to be managed by a nonprofit organization, state, tribal, or local farmland protection program;
- Privately owned;
- Placed under a conservation plan;

[1] Natural Resources Conservation Service (NRCS). 2022. United States Department of Agriculture (USDA). Agricultural Land Easements. Available: https://www.nrcs.usda.gov/sites/default/files/2022-10/5_Steps_to_ALE_0.pdf. Accessed: May 8, 2026.

- Large enough to sustain agricultural production;
- Accessible to markets for the crop that the land produces; and
- Surrounded by parcels of land that can support long-term agricultural production.

STATE

California Department of Conservation

DOC administers and supports a number of programs, including the Williamson Act, Farmland Security Zones, the California Farmland Conservancy Program (CFCP), the Williamson Act Easement Exchange Program (WAEEP), and the FMMP. These programs are designed to preserve agricultural land and provide data on conversion of agricultural land to urban use.

DOC has authority for the approval of agreements entered into under the WAEEP. Key DOC tools available for land conservation planning are conservation grants, tax incentives to keep land in agriculture or open space, and farmland mapping and monitoring.

Williamson Act

The California Land Conservation Act, also known as the Williamson Act, was adopted in 1965 to encourage the preservation of the state's agricultural lands and to prevent their premature conversion to urban uses. In order to preserve these uses, the Act established an agricultural preserve contract procedure by which any county or city taxes landowners at a lower rate, using a scale based on the actual use of the land for agricultural purposes, as opposed to its unrestricted market value. In return, the owners guarantee that these properties remain under agricultural production for a 10-year period. The contract is self-renewing; however, the landowner may notify the county or city at any time of the intent to withdraw the land from its preserve status. There are two means by which the landowner may withdraw the land from its contract preserve status. First, the landowner may seek to cancel the contract. This takes the land out of the contract quickly with a minimal waiting period but the landowner pays a statutory penalty to the State. Second, the landowner may notice a non-renewal or seek a partial non-renewal of the contract. Land withdrawal through the non-renewal process involves a 9- or 10-year period (depending on the timing of the notice) of tax adjustment to full market value before protected open space can be converted to urban uses.

Williamson Act subvention payments to local governments have been suspended since the fiscal year 2009-10 due to the State's fiscal constraints. The Williamson Act contracts between landowners and local governments remain in force, regardless of the availability of subvention payments.

Farmland Security Zones

A Farmland Security Zone is an area created within an agricultural preserve by a board of supervisors (board) or city council (council) upon request by a landowner or group of landowners. An agricultural preserve defines the boundary of an area within which a city or county will enter into contracts with landowners. The boundary is designated by resolution of the board or council having jurisdiction. Agricultural preserves must generally be at least 100 acres in size. Farmland Security Zone contracts offer landowners greater property tax reduction. Land restricted by a Farmland Security Zone

contract is valued for property assessment purposes at 65 percent of its Williamson Act valuation or 65 percent of its Proposition 13 valuation, whichever is lower.

CalFire Forest Practices Rules

The California Department of Forestry and Fire Protection (CalFire) implements laws which regulate timber harvesting on privately-owned lands. These laws are contained in the Z'berg- Nejedly Forest Practice Act of 1973 which established a set of rules known as the Forest Practice Rules (FPRs) to be applied to forest management related activities (i.e., timber harvests, timberland conversions, fire hazard removal, etc.). They are intended to ensure that timber harvesting is conducted in a manner that will preserve and protect fish, wildlife, forests, and streams. Under the Forest Practice Act, a Timber Harvesting Plan (THP) is submitted to CalFire by the landowner outlining what timber is proposed to be harvested, harvesting method, and the steps that will be taken to prevent damage to the environment. If the landowner intends to convert timberland to non-timberland uses, such as a winery or vineyard, a Timberland Conversion Permit (TCP) is required in addition to the THP. It is CalFire's intent that a THP will not be approved which fails to adopt feasible mitigation measures or alternatives from the range of measures set out or provided for in the Forest Practice Rules, which would substantially lessen or avoid significant adverse environmental impacts resulting from timber harvest activities. THPs are required to be prepared by Registered Professional Foresters (RPFs) who are licensed to prepare these plans[2]. For projects involving TCPs, CalFire acts as lead agency under CEQA, and the county or city acts as a responsible agency.

LOCAL

Existing Town of San Anselmo General Plan

The following goals is applicable to agricultural and forestry resources.

LAND USE ELEMENT

> **Policy 2.3.** Undeveloped and agricultural lands outside the urban service area boundary should be protected from urban expansion.

Marin County Right-to-Farm Ordinance

As described in the Marin County Code Chapter 8.80, Marin County's right-to-farm protections restrict nuisance claims such as noise, odors, or dust resulting from normal practices against agricultural operations. This ordinance was adopted in compliance with the Marin Countywide Plan for the purpose of protecting existing or future agricultural uses, and supports continued agricultural use in the unincorporated SOI.

Marin Agricultural Land Trust (MALT)

MALT is the nation's first agricultural land trust and holds conservation easements on nearly 59,000 acres of Marin County farmland. Although acquiring new agricultural conservation easements to protect land for agricultural use is the primary strategy to achieve its mission, the MALT 2025-2030

[2] California Department of Forestry and Fire Protection. 2026. 2026 California Forest Practice Rules.

Strategic Framework[3] expands its focus beyond land protection to emphasize active stewardship and strategic partnerships that help ensure agriculture and a diverse, inclusive agricultural community can thrive in Marin.

Marin Countywide Plan

The Marin Countywide Plan guides the conservation and development of Marin County. Overhauled in 2007, the plan was most recently updated in February 2026. The Countywide Plan provides policies and implementing programs to protect agricultural land in the unincorporated parts of Marin County.

NATURAL SYSTEMS & AGRICULTURE ELEMENT

GOAL AG-1. Preservation of Agricultural Lands and Resources. Protect agricultural land by maintaining parcels large enough to sustain agricultural production, preventing conversion to non-agricultural uses, and prohibiting uses that are incompatible with long-term agricultural production. Preserve important soils, agricultural water sources, and forage to allow continued agricultural production on agricultural lands.

Policy AG-1. Limit Non-Agricultural Zoning. Apply non-agricultural zoning only in areas where conflict with agricultural uses will be minimized, and ensure that development standards preserve and enhance nearby agricultural uses.

I**mplementing Program AG-1.j. Uphold Right-to-Farm Ordinance.** Continue to implement the right-to-farm ordinance that protects agricultural and mariculture operations from nuisance complaints by adjacent non-agricultural and non-mariculture property owners regarding allowable agricultural procedures and maricultural practices. The ordinance has established a grievance procedure to address the needs of all concerned.

Marin Regional Forest Health Strategy

The Marin Regional Forest Health Strategy (2023) is a science-based, data-driven strategic plan developed by One Tam — a collaborative partnership of the National Park Service, California State Parks, Marin Municipal Water District, Marin County Parks, and the Golden Gate National Parks Conservancy — in coordination with the Federated Indians of Graton Rancheria. Its purpose is to identify and locate stressors impacting forest resilience in Marin County and provide a framework for land managers to work together to address threats to the long-term health of key forests at a landscape scale. The Strategy fulfills this purpose by establishing a meaningful baseline for measuring future forest change, using best-available data and expert analysis to identify where and how agencies can make a difference across jurisdictional boundaries, and delivering a path forward for projects and programs designed to protect and improve forest health and resilience over a ten-year horizon.

[3] Marin Agricultural Land Trust. 2025. Strategic Framework: Building on 45 Years of Success, 2025 to 2030.

The lands the Strategy seeks to protect encompass Marin County's nearly 118,000 acres of forest and woodland, a vital resource for wildlife, residents, and visitors that has been home to Coast Miwok peoples since time immemorial. These forests span five key community types — Coast Redwood, Douglas-fir, Bishop Pine, Oak Woodland, and Mixed Evergreen — distributed across public lands managed by the NPS (Golden Gate National Recreation Area and Point Reyes National Seashore), California State Parks, Marin Water's watershed lands on Mt. Tamalpais, and Marin County Parks open space preserves. These forests and woodlands comprise over a third of Marin County and are essential for their cultural value, clean air, drinking water, recreational opportunities, and habitat for diverse species — all of which the Strategy aims to protect through coordinated, cross-jurisdictional stewardship and active management.

3.2.3. IMPACTS AND MITIGATION MEASURES

METHODS OF ANALYSIS

Impacts related to agricultural resources were evaluated using information from the NRCS and the San Anselmo General Plan. Future development under the General Plan 2045 was reviewed to determine if the proposed Project would have a significant impact on agricultural and forest resources. These types of impacts would be the greatest in areas currently in agricultural production, on soils suitable for agricultural production, or in open spaces. Impacts are evaluated assuming full buildout of the Planning Area.

GENERAL PLAN 2045 GOALS AND POLICIES

The following draft goals and policies from the General Plan 2045 are relevant to agricultural lands, agricultural resources, and forest/timber resources.

LAND USE AND COMMUNITY DESIGN ELEMENT

GOAL LU-A. Manage future growth to prioritize a compact, walkable community, the efficient extension of urban services, preservation of natural and cultural resources, and protection of the area's environmental setting.

Policy LU-A.1: Sustainable Growth. Plan for responsible and balanced growth that maximizes efficient use of existing land resources and infrastructure, reduces sprawl, minimizes environmental impacts, and supports economic vitality.

Action LU-A.1.a: Implementation of Land Use Map. Implement the Land Use Map (Figure LU-1) by approving new development projects consistent with the land use definitions, densities, and intensities as set forth in this Element. Ensure consistency between the General Plan, Zoning Code, and other land use regulations.

Policy LU-A.4: Annexation and Sphere of Influence Coordination. Coordinate with Marin County and LAFCo on annexation proposals and development within the Town's Sphere of Influence to ensure consistency with the General Plan, compatibility with nearby land uses, and efficient delivery of services. Support annexations of contiguous, developed unincorporated areas when they enhance the community, further General Plan goals,

eliminate unincorporated islands, have resident support, and can be served in a fiscally responsible manner without adversely affecting service levels for existing residents.

Action LU-A.4.a: Municipal Service Review. Actively coordinate with LAFCo during the regular Municipal Service Review (MSR) process to provide data on the capacity of existing services and fiscal sustainability. Use the MSR as a tool to ensure future land-use and infrastructure decisions are consistent with the General Plan.

Action LU-A.4.b: Resolution of Parcels with Split Jurisdiction. Actively support and coordinate with Marin County LAFCo and neighboring jurisdictions to facilitate the annexation and de-annexation of properties, as appropriate, that are currently split across multiple jurisdictions.

GOAL LU-C. Preserve and enhance San Anselmo's natural setting as a unique asset that supports the community.

Policy LU-C.1: Open Space and Natural Resources. Protect and enhance open spaces and scenic vistas, natural features, and wildlife habitats, ensuring that development respects these natural assets and integrates with the town's natural environment.

Action LU-C.1.a: Development in Open Space and Low Density Areas. Prohibit development in areas designated as Open Space on the Land Use Map (Figure LU-1) and continue to allow very low density residential development on private property in areas designated as Very Low Density and Single-Family-Conservation on the Land Use Map (LU-1).

Policy LU-C.2: Hillside Protection. Protect the visual integrity and natural resources of San Anselmo's hillsides. Where hillside construction is permitted, design structures to:

- Minimize visual impacts by limiting building size and height, screening the structure within the existing landscape, minimizing glare and light spillage, and using exterior colors and materials that blend with the surrounding environment,
- Limit grading to preserve the existing topography,
- Provide slope and foundation stability, drainage, and erosion control,
- Provide adequate parking and emergency access,
- Address Wildland Urban Interface requirements, and
- Restore natural habitats

Action LU-C.2.a: Hillside Density District. Amend Table 4D, R-1-H (Hillside Density District) Parcels, in the Municipal Code to remove outdated parcel numbers and update parcel-specific density limits to align with State law. The density on the remaining hillside parcels shall be no greater than the number of dwelling units specified in the table.

Policy LU-C.3: Ridge Zone Protection. Prohibit development, including structures, roads, and public facilities within the protected ridge zone, which is 150 horizontal feet in both directions from the lowest elevation of the ridgeline, or 50 feet vertically, whichever is more

restrictive, of visually prominent ridgelines, identified on Figure LU-3. Exceptions may be considered on existing legal lots when it is demonstrated that development outside of these areas is not feasible for geologic, soils, or hydrologic reasons, and development would not impact a unique natural habitat. In such cases, visibility of new structures should be minimized by limiting building size and height and integrating the structure within the existing landscape.

Action LU-C.3.a: Conservation and Low Density Development Review. Continue to require design review for new structures and upper-floor additions for hillside or protected ridge zone parcels to minimize visual, environmental, and safety impacts.

Action LU-C.3.b: Hillside and Ridge Zone Development Regulations. Prepare and adopt objective development and design standards in the Municipal Code to minimize the impacts of hillside and protected ridge zone development, including but not limited to:

- Creating opportunities to cluster development and/or transfer of development rights to preserve open space, natural features, and scenic resources,
- Limiting grading to preserve natural topography, minimize erosion, and prevent slope failure,
- Regulating building design and scale, including height and massing, to achieve residential development that is compatible with existing hillside neighborhoods,
- Minimizing off-site and night sky impacts of outdoor lighting and glare, and
- Establishing fire safety standards.

Incorporate the protected ridge zone development restrictions in Policy LU-C.3 into the Zoning Code.

OPEN SPACE AND CONSERVATION ELEMENT

GOAL OSC-A. Protect, preserve, and enhance the town's ridge zones, hillsides, and undeveloped open space for its scenic beauty, natural habitat, hazard mitigation, climate change resilience, recreational value, and contributions to community well-being.

Policy OSC-A.1: Open Space Land Use. Protect lands designated as Open Space on the Land Use Map (Figure LU-1) for environmental protection, resource management, hazard reduction, passive recreation, and climate resilience.

Policy OSC-A.2: New Development. Ensure that new development respects the ecological, visual, and safety benefits of ridge zones, hillsides, and other natural areas for the community.

Action OSC-A.2.a: Online Maps. Use online mapping tools to identify the ridge zones, hillsides, and other natural areas and ensure this information is readily available to the public in clear and accessible formats.

Policy OSC-A.3: Expand Open Space Network. Pursue opportunities to expand the Town's open space network to create wildlife corridors, protect critical habitat, prevent sprawl, separate developed areas, and enhance passive recreation opportunities for a wide range of users.

Action OSC-A.3.a: Priority Properties for Protection. Support the acquisition and preservation of open space areas under private ownership identified in Figure OSC-1.

Action OSC-A.3.b: New Development Review. Through the development review process, consider opportunities to permanently preserve areas as open space and to obtain public access easements to connect to existing trails to improve access for residents and visitors, as shown on the adopted Open Space and Conservation Map (Figure OSC-1).

Action OSC-A.3.c: Permanent Protection and Stewardship. Permanently protect open space through tools such as purchase, dedication, conservation or access easement, or other instruments acceptable to the Town. When evaluating dedication of open space, prioritize parcels contiguous to existing public open space and consider long-term maintenance responsibilities. For privately-owned open space, ensure long-term stewardship that conserves natural resources, reduces hazards, and restricts incompatible structures or vegetation.

Action OSC-A.3.d: Partnership for Open Space Acquisition. Work with the Open Space Committee, public agencies, and non-profit organizations to identify, acquire, lease, or otherwise protect parcels that support a connected open space network within and adjacent to the Planning Area.

Policy OSC-A.8: Open Space Stewardship. Maintain and manage public open space lands to reduce natural hazards and wildfire risks, support recreational opportunities, maximize ecological value and biodiversity, support climate resilience, and preserve aesthetics.

Action OSC-A.8.a: Tree Protection in Open Space. Update Town procedures guiding the protection and management of trees in public open space to incorporate best practices for tree health, hazards, native biodiversity, and environmental stewardship.

Action OSC-A.8.b: Conservation and Open Space Stewardship Plan. Prepare a conservation and open space stewardship plan with collaboration from the Ross Valley Fire Department, Marin County Parks and Open Space District, Marin Wildfire Prevention Authority, environmental organizations and the public to reflect a broad range of community perspectives. The plan will address maintenance priorities, habitat restoration and rewilding opportunities, hazard reduction, passive recreation and education opportunities, and potential funding sources.

3.2 AGRICULTURAL AND FOREST RESOURCES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project would have a significant impact on agricultural and forest resources if it would:

- 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;
- Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526);
- Result in the loss of forest land or conversion of forest land to non-forest use; or
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

As described in the Existing Conditions Report (ECR), there are no forest lands or timber lands located in the San Anselmo Planning Area. There are also no parcels that are currently zoned as forest land, timber, or timber production. Therefore, implementation of the proposed General Plan would have no impact on forest land, timber, or timber production and impacts related to forest land and timber will not be discussed further.

IMPACTS AND MITIGATION MEASURES

Impact 3.2-1: General Plan implementation would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use (Less than Significant)

Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is not found in the Town's Planning Area. As shown in Table 3.2-1 and Figure 3.2-1, the northern portion of the Planning Area contains approximately 668.72 acres of grazing land. Areas outside of the existing town limits are not proposed for development as part of the project, and grazing land in the SOI area would not be converted to urban uses.

As shown in Figure 2-3 in Chapter 2, Project Description, all of the land within the town limits is planned for urban development in one form or another, with the exception of areas designated for Open Space or Park uses. Because no Farmland (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) is designated in the Planning Area, and therefore not converted to urban uses, this is considered a **less-than-significant** impact.

Impact 3.2-2: General Plan implementation would not result in conflicts with existing zoning for agricultural use, or a Williamson Act contract (Less than Significant)

A small amount of Agriculture, Limited (A2) land exists within the Town's Sphere of Influence, north and east of the Town limits, as shown in Figure 3.2-2. No other areas within the Town or the Planning Area are zoned for agricultural use. There is no land under a Williamson Act contract in the San Anselmo Planning Area.

The General Plan 2045 includes policies and actions that are intended to reduce conflicts between existing undeveloped open space lands, including those being used for agricultural purposes, with new development as a result of the General Plan 2045. Action LU-C.1.a in the General Plan 2045 prohibits development in areas designated as Open Space, while Action OSC-A.3.c seeks the permanent protection of open space through tools such as purchase, dedication, conservation or access easement, or other instruments acceptable to the Town. Further, Marin County's right-to-farm ordinance protects existing and future agricultural uses, and supports continued agricultural use in the unincorporated SOI. The potential for conflicts between agricultural and open space uses and non-agricultural uses would be minimized through these actions and ordinances designed to protect open space and agricultural areas. Because of this, and because there are no lands zoned for agricultural use or under a Williamson Act contract in the Planning Area, the impact would be **less than significant**.

Impact 3.2-3: General Plan implementation would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use (Less than Significant)

As noted above in Impact 3.2-1, the Planning Area contains approximately 668.72 acres of grazing land. Farmland, comprised of Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance, is not found in the Town's Planning Area and is not located in the area adjacent to the Planning Area.

Future development consistent with the General Plan Land Use Map would not result in conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). Further, because Farmland is not located in or adjacent to the Planning Area, any future urbanization of the town would not lead to the direct or indirect conversion of Farmland. Areas within the Planning Area, but outside of the town limits, are not proposed for development under the General Plan 2045. Therefore, existing grazing lands and agriculturally designated lands within the Planning Area but outside of the town limits would not be converted to urban uses. Therefore, the impact would be less than significant.

Impact 3.2-4: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts to agricultural or forestry resources. (Less than Significant)

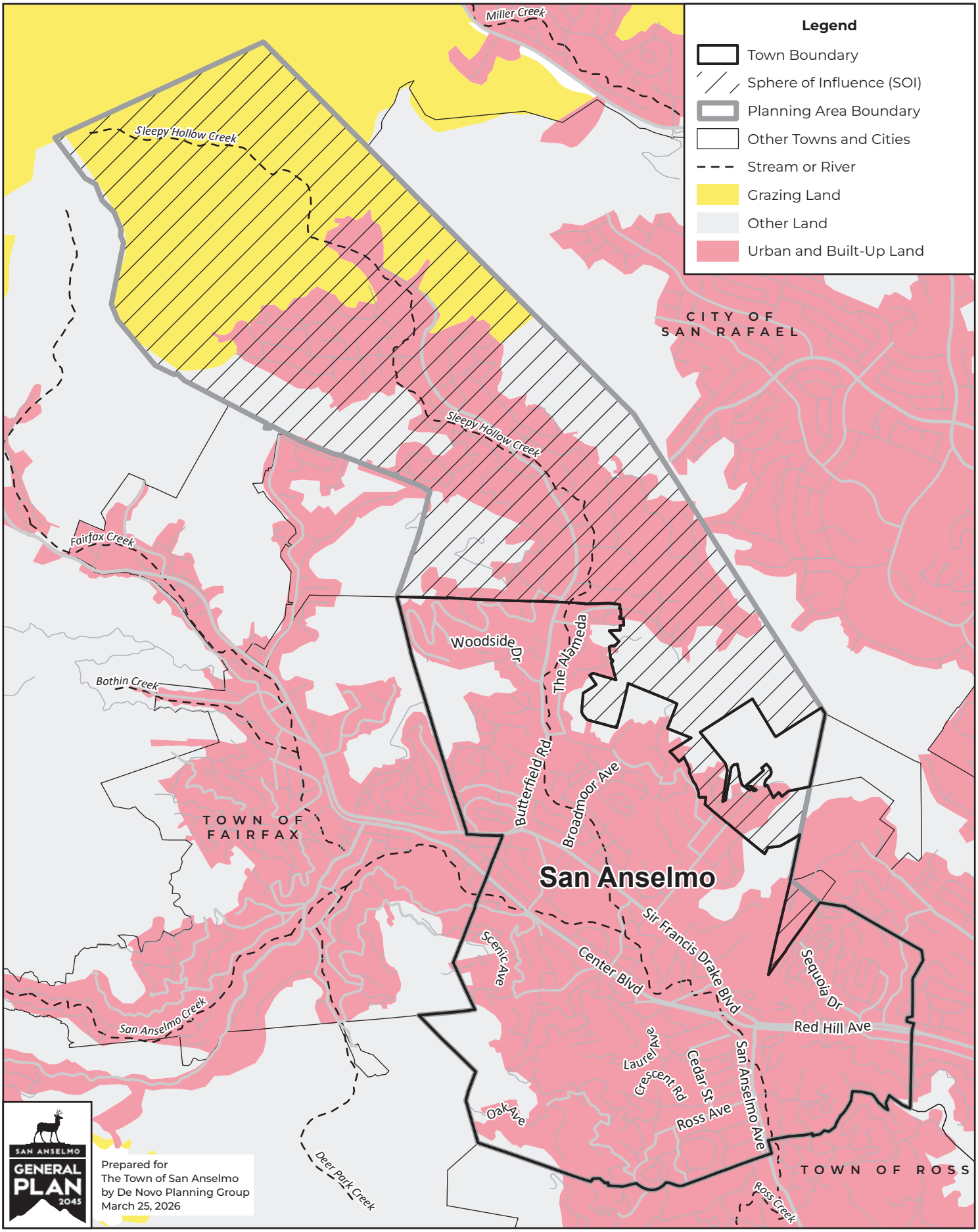
The cumulative context for the loss of agricultural land is Marin County, with an understanding of the historic trend in California to convert farmland to non-agricultural uses.

A significant cumulative impact could occur if the proposed project, in conjunction with other reasonably foreseeable projects in the area, results in indirect impacts that exert pressure on agricultural lands to convert to non-agricultural use. Such indirect impacts can include the division of large tracts of continuous agricultural land into smaller, less agriculturally viable tracts; the presence of incompatible uses adjacent to existing agricultural operations that could lead to the restriction of chemical use and/or complaints regarding noise, dust, and odors; increases in land values and taxes that exert pressure on agricultural landowners to convert to urban uses; and loss of agricultural support infrastructure, such as processing facilities. In addition, urban growth may increasingly compete with agriculture for the use of water resources, and may conflict with operational use of area roadways.

Marin County has developed a comprehensive and mutually reinforcing framework of regulatory, legal, and conservation mechanisms designed to prevent the conversion of agricultural land to non-agricultural uses. The foundation of this framework is the Coastal Agricultural Production Zone (C-APZ), which restricts land use in the coastal zone to agricultural production and compatible accessory uses, functioning as the primary regulatory barrier against residential or commercial encroachment. This zoning designation operates in concert with the County's use of restrictive covenants, a tool whose enforceability was affirmed in a 2025 legal precedent confirming Marin County's authority to prevent the fragmentation of agricultural parcels into residential developments.

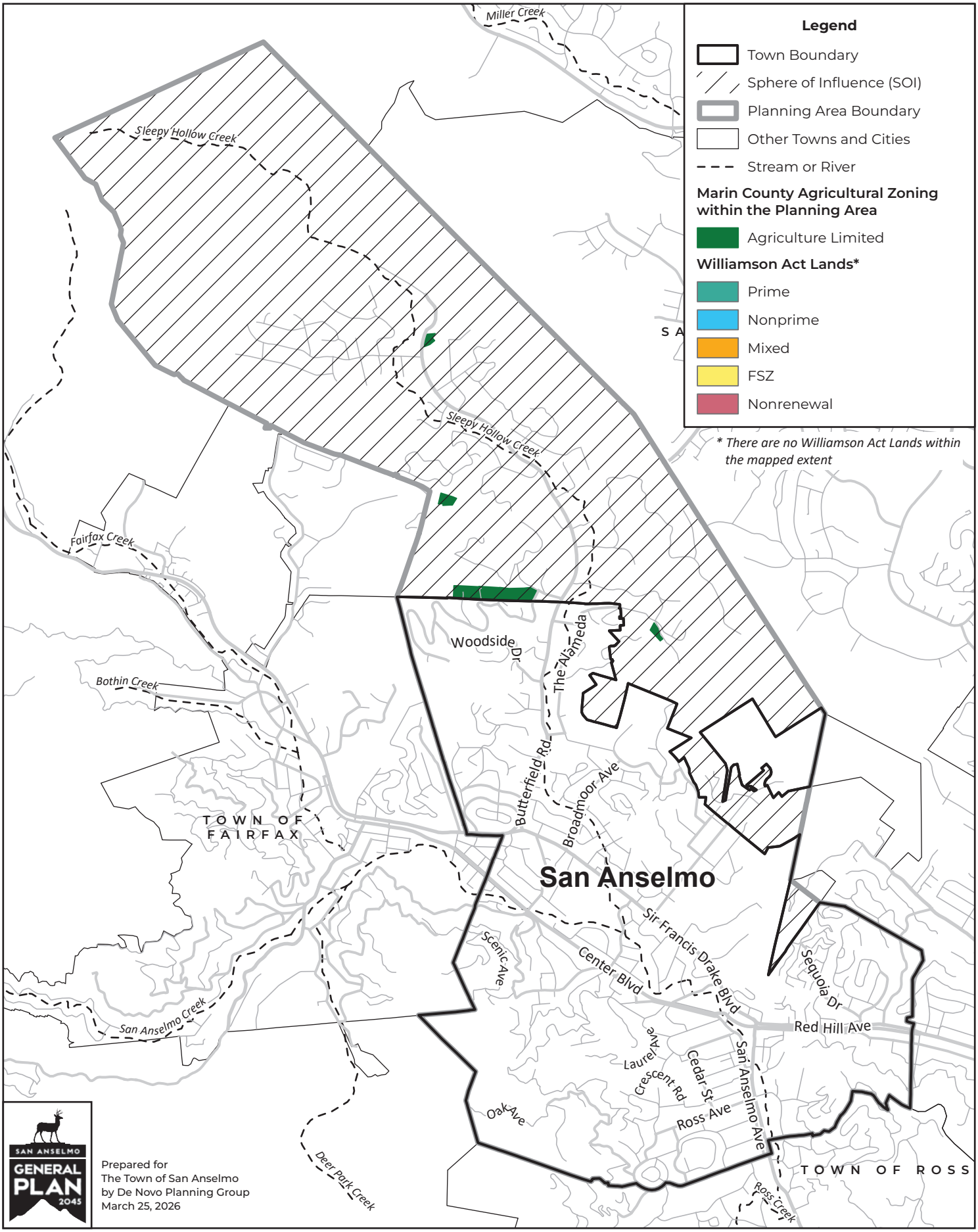
In addition to this regulatory structure, a robust conservation easement program administered by MALT has permanently protected over 59,000 acres of farmland from development. Because MALT easements run with the land in perpetuity, they represent a durable reduction in the theoretical supply of agricultural land available for conversion, further constraining the cumulative development potential of the region's agricultural areas. The combined effect of C-APZ zoning and MALT easements significantly limits the extent to which any individual project, or series of projects, could cumulatively erode the County's agricultural land base.

Similarly, the protection of natural areas, including those with forestry resources, in the county is an important priority for the County. The Marin Regional Forest Health Strategy guides protection of the county’s natural resources and forest lands. By identifying forestry lands and coordinating their preservation through a regional, multi-jurisdictional effort, forest lands in Marin County would be protected from increasing urban development and encroachment over time. Therefore, the cumulative impact to agricultural resources and forestry resources would be **less than significant**.



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: California Department of Conservation, Farmland Mapping and Monitoring Program, Marin County 2020.

FIGURE 3.2-1.
IMPORTANT FARMLANDS



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS NHD.
Themes Sources: CDOC Williamson Act Lands 2024, Marin County 2020.

FIGURE 3.2-2.
AGRICULTURAL ZONING AND WILLIAMSON ACT LANDS

This section describes the regional air quality, current attainment status of the applicable air basin, local sensitive receptors, emission sources, and impacts that are likely to result from proposed project implementation.

There were no comments received during the Notice of Preparation (NOP) comment period regarding air quality. All comments are included in Appendix A.

3.3.1. ENVIRONMENTAL SETTING

The Bay Area Air District (BAAD) is the regional air quality agency for the San Francisco Bay Area Air Basin (SFBAAB), which comprises all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties, the southern portion of Sonoma, and the southwestern portion of Solano County. Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. These factors along with applicable regulations are discussed below.

SAN FRANCISCO BAY AREA AIR BASIN (SFBAAB)

Air quality in the SFBAAB is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. These factors along with applicable regulations are discussed below.

Topography

The topography of the SFBAAB is characterized by complex terrain, consisting of coastal mountain ranges, inland valleys, and bays. This complex terrain, especially the higher elevations, distorts the normal wind flow patterns in the SFBAAB. The greatest distortion occurs when low-level inversions are present and the air beneath the inversion flows independently of air above the inversion, a condition that is common in the summertime.

The only major break in California's Coast Range occurs in the SFBAAB. Here the Coast Range splits into western and eastern ranges. Between the two ranges lies San Francisco Bay. The gap in the western coast range is known as the Golden Gate, and the gap in the eastern coast range is the Carquinez Strait. These gaps allow air to pass into and out of the SFBAAB and the Central Valley.

Climate

The SFBAAB is characterized by complex terrain, consisting of coastal mountain ranges, inland valleys, and bays, which distort normal wind flow patterns. Climate in the SFBAAB is determined largely by a high pressure system, as discussed below. Within the Town, temperatures range from an average low of 47 degrees to an average high of 87 degrees.

HIGH PRESSURE CELL

During the summer, the large-scale meteorological condition that dominates the West Coast is a semi-permanent high-pressure cell centered over the northeastern portion of the Pacific Ocean. This

high-pressure cell keeps storms from affecting the California coast. Hence, the SFBAAB experiences little precipitation in the summer months. Winds tend to blow on shore out of the north/northwest.

The steady oceanic northwesterly flow induces upwelling of cold water from below. This upwelling produces a band of cold water off the California coast. When air approaches the California coast, already cool and moisture-laden from its long journey over the Pacific, it is further cooled as it crosses this bank of cold water. This cooling often produces condensation resulting in a high incidence of fog and stratus clouds along the Northern California coast in the summer.

Generally, in the winter, the Pacific high-pressure cell weakens and shifts southward, winds tend to flow offshore, upwelling ceases, and storms occur. During the winter rainy periods, inversions (layers of warmer air over colder air; see below) are weak or nonexistent, winds are usually moderate, and air pollution potential is low due to atmospheric dispersion conditions. The Pacific high-pressure cell does periodically become dominant, bringing strong inversions, light winds, and high pollution potential.

WIND PATTERNS

During the summer, winds flowing from the northwest are drawn inland through the Golden Gate and over the lower portions of the San Francisco Peninsula. Immediately south of Mount Tamalpais, the northwesterly winds accelerate considerably and come more directly from the west, as they stream through the Golden Gate. This channeling of wind through the Golden Gate produces a jet that sweeps eastward and splits off to the northwest toward Richmond and to the southwest toward San Jose when it meets the East Bay hills.

Wind speeds may be strong locally in areas where air is channeled through a narrow opening, such as the Carquinez Strait, the Golden Gate, or the San Bruno Gap. For example, the average wind speed at San Francisco International Airport in July is about 17 knots (from 3 p.m. to 4 p.m.), compared with only 7 knots at San Jose and less than 6 knots at the Farallon Islands.

The air flowing in from the coast to the Central Valley, called the sea breeze, begins developing at or near ground level along the coast in late morning or early afternoon. As the day progresses, the sea breeze layer deepens and increases in velocity while spreading inland. The depth of the sea breeze depends in large part upon the height and strength of the inversion. If the inversion is low and strong, and hence stable, the flow of the sea breeze will be inhibited, and stagnant conditions are likely to result.

In the winter, the SFBAAB frequently experiences stormy conditions with moderate to strong winds, as well as periods of stagnation with very light winds. Winter stagnation episodes are characterized by nighttime drainage flows in coastal valleys. Drainage is a reversal of the usual daytime air-flow patterns; air moves from the Central Valley toward the coast and back down toward the Bay from the smaller valleys within the SFBAAB.

TEMPERATURE

Summertime temperatures in the SFBAAB are determined in large part by the effect of differential heating between land and water surfaces. Because land tends to heat up and cool off more quickly

than water, a large-scale gradient (differential) in temperature is often created between the coast and the Central Valley, and small-scale local gradients are often produced along the shorelines of the Pacific Ocean and bays. The temperature gradient near the Pacific Ocean is also exaggerated, especially in summer, because of the upwelling of cold ocean bottom water along the coast. On summer afternoons, the temperatures at the coast can be 35 degrees Fahrenheit cooler than temperatures 15 to 20 miles inland. At night this contrast usually decreases to less than 10 degrees Fahrenheit.

In the winter, the relationship of minimum and maximum temperatures is reversed. During the daytime the temperature contrast between coastal and inland areas is small, whereas at nighttime, the variation in temperature is large.

PRECIPITATION

The SFBAAB is characterized by moderately wet winters and dry summers. Winter rains account for about 75 percent of the average annual rainfall. The amount of annual precipitation can vary greatly from one part of the SFBAAB to another even within short distances. In general, total annual rainfall can reach 40 inches in the mountains, but it is often less than 16 inches in sheltered valleys.

During rainy periods, ventilation (rapid horizontal movement of air and injection of cleaner air) and vertical mixing are usually high, and thus, pollution levels tend to be low. However, frequent dry periods do occur during the winter where mixing and ventilation are low and pollutant levels build up.

AIR POLLUTION POTENTIAL

The potential for high pollutant concentrations developing at a given location depends upon the quantity of pollutants emitted into the atmosphere in the surrounding area or upwind, and the ability of the atmosphere to disperse the contaminated air. The topographic and climatological factors discussed above influence the atmospheric pollution potential of an area. Atmospheric pollution potential, as the term is used here, is independent of the location of emission sources and is instead a function of factors described below.

WIND CIRCULATION

Low wind speed contributes to the buildup of air pollution because it allows the build-up of pollutants to be emitted into the air mass per unit of time. Light winds occur most frequently during periods of low sun (fall and winter, and early morning) and at night. These are also periods when air pollutant emissions from some sources are at their peak, namely, commute traffic (early morning) and wood burning appliances (nighttime). The problem can be compounded in valleys, when weak flows carry the pollutants up the valley during the day, and cold air drainage flows move the air mass down the valley at night. Such restricted movement of trapped air provides little opportunity for ventilation and leads to buildup of pollutants to potentially unhealthful levels.

INVERSIONS

An inversion is a layer of warmer air over a layer of cooler air. This results in limiting upward atmospheric circulation related to hot air rising. Inversions affect air quality conditions significantly

because they influence the mixing depth (i.e., the vertical depth in the atmosphere available for diluting air contaminants near the ground). The highest air pollutant concentrations in the SFBAAB generally occur during inversions.

There are two types of inversions that occur regularly in the SFBAAB. One is more common in the summer and fall, while the other is most common during the winter. The frequent occurrence of elevated temperature inversions in summer and fall months acts to cap the mixing depth, limiting the depth of air available for dilution. Elevated inversions are caused by subsiding air from the subtropical high-pressure zone, and from the cool marine air layer that is drawn into the SFBAAB by the heated low pressure region in the Central Valley.

The inversions typical of winter, called radiation inversions, are formed as heat quickly radiates from the earth's surface after sunset, causing the air in contact with it to rapidly cool. Radiation inversions are strongest on clear, low-wind, cold winter nights, allowing the build-up of such pollutants as carbon monoxide and particulate matter. When wind speeds are low, there is little turbulence to mix the air, resulting in a layer of warm air over a layer of cooler air next to the ground. Mixing depths under these conditions can be as shallow as 50 to 100 meters, particularly in rural areas. Urban areas usually have deeper minimum mixing layers because of heat island effects and increased surface roughness. During radiation inversions downwind transport is slow, the mixing depths are shallow, and turbulence is minimal, all factors which contribute to ozone formation.

Although each type of inversion is most common during a specific season, either inversion mechanism can occur at any time of the year. Sometimes both occur simultaneously. Moreover, the characteristics of an inversion often change throughout the course of a day. The terrain of the SFBAAB also induces significant variations among subregions.

SOLAR RADIATION

The frequency of hot, sunny days during the summer months in the SFBAAB is another important factor that affects air pollution potential. It is at the higher temperatures that ozone (O_3) is formed. In the presence of ultraviolet sunlight and warm temperatures, reactive organic gases (ROGs) and oxides of nitrogen (NO_x) react to form secondary photochemical pollutants, including ozone. Because temperatures in many of the SFBAAB inland valleys are so much higher than near the coast, the inland areas are especially prone to photochemical air pollution.

In late fall and winter, solar angles are low, resulting in insufficient ultraviolet light and warming of the atmosphere to drive the photochemical reactions. Ozone concentrations do not reach significant levels in the SFBAAB during these seasons.

SHELTERED TERRAIN

The hills and mountains in the SFBAAB contribute to the high pollution potential of some areas. During the day, or at night during windy conditions, areas in the lee sides of mountains are sheltered from the prevailing winds, thereby reducing turbulence and downwind transport. At night, when wind speeds are low, the upper atmospheric layers are often decoupled from the surface layers during radiation conditions. If elevated terrain is present, it will tend to block pollutant transport in that direction. Elevated terrain also can create a recirculation pattern by inducing air flows up the

valley during the day and reverse down the valley flows during the night, allowing little inflow of fresh air.

The areas with the highest air pollution potential tend to be those that experience the highest temperatures in the summer and the lowest temperatures in the winter. The coastal areas are exposed to the prevailing marine air, creating cooler temperatures in the summer, warmer temperatures in winter, and stratus clouds all year. The inland valleys are sheltered from the marine air and experience hotter summers and colder winters. Thus, the topography of the inland valleys creates conditions conducive to high air pollution potential.

POLLUTION POTENTIAL RELATED TO EMISSIONS

Although air pollution potential is strongly influenced by climate and topography, the air pollution that occurs in a location also depends upon the amount of air pollutant emissions in the surrounding area or transported from more distant places. Air pollutant emissions generally are highest in areas that have high population densities, high motor vehicle use, and/or industrialization. These contaminants created by photochemical processes in the atmosphere, such as ozone, may result in high concentrations many miles downwind from the sources of their precursor chemicals.

EXISTING AMBIENT AIR QUALITY: CRITERIA AIR POLLUTANTS

The California Air Resources Board (CARB) and the U.S. Environmental Protection Agency (USEPA) currently focus on the following air pollutants as indicators of ambient air quality: O_3, particulate matter (PM), nitrogen dioxide (NO_2), CO, sulfur dioxide (SO_2), and lead. Because these are the most prevalent air pollutants known to be harmful to human health and have ambient air quality standards, they are commonly referred to as "criteria air pollutants." Sources and health effects of the criteria air pollutants are summarized in **Table 3.3-1**.

TABLE 3.3-1: COMMON SOURCES OF HEALTH EFFECTS FOR CRITERIA AIR POLLUTANTS

POLLUTANTS	*SOURCES*	*HEALTH EFFECTS*
Ozone (O_3)	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	Aggravation of respiratory and cardiovascular diseases; reduced lung function; increased cough and chest discomfort; heart attacks; premature mortality
Fine Particulate Matter (PM_{10} and $PM_{2.5}$)	Stationary combustion of solid fuels; construction activities; industrial processes; atmospheric chemical reactions	Reduced lung function; aggravation of respiratory and cardiovascular diseases; increased blood pressure; premature mortality
Nitrogen Dioxide (NO_2)	Motor vehicle exhaust; high temperature stationary combustion; atmospheric reactions	Aggravation of respiratory illness
Carbon Monoxide (CO)	Incomplete combustion of fuels and other carbon-containing substances, such as motor vehicle exhaust; natural events, such as decomposition of organic matter	Aggravation of some heart diseases; reduced tolerance for exercise; impairment of mental function; birth defects; death at high levels of exposure

POLLUTANTS	*SOURCES*	*HEALTH EFFECTS*
Sulfur Dioxide (SO_2)	Combination of sulfur-containing fossil fuels; smelting of sulfur-bearing metal ore; industrial processes	Aggravation of respiratory diseases; reduced lung function
Lead	Contaminated soil	Behavioral and hearing disabilities in children; nervous system impairment

SOURCE: BAY AREA AIR DISTRICT, 2017.

Ozone (O_3), or smog, is not emitted directly into the environment, but is formed in the atmosphere by complex chemical reactions between ROG and NO_x in the presence of sunlight. Exposure to ozone can damage the lungs and aggravate respiratory conditions such as asthma, bronchitis, and emphysema. Motor vehicles and industrial sources are the largest sources of ozone precursors in the Bay Area. Emissions of ozone precursors have been greatly reduced in recent decades. As a result, Bay Area ozone levels and population exposure to harmful levels of smog have decreased substantially. Despite this progress, the Bay Area has not yet fully attained State and federal ozone standards. This is primarily due to the progressively tightened federal ozone standard, but also to the amount of population and economic growth occurring within the Bay Area.

Particulate Matter refers to a wide range of solid or liquid particles in the atmosphere, including smoke, dust, aerosols, and metallic oxides. Respirable particulate matter with an aerodynamic diameter of 10 micrometers or less is referred to as PM_{10}. PM_{10} is primarily composed of particles from sources such as road dust, residential wood burning, construction/demolition activities, and emissions from on- and off-road engines that are small enough to enter the respiratory system. $PM_{2.5}$ includes a subgroup of finer particles that have an aerodynamic diameter of 2.5 micrometers or less. Some particulate matter, such as pollen, is naturally occurring. In the SFBAAB most particulate matter is caused by combustion, factories, construction, grading, demolition, agricultural activities, and motor vehicles. Extended exposure to particulate matter can increase the risk of chronic respiratory disease. PM_{10} is of concern because it bypasses the body's natural filtration system more easily than larger particles and can lodge deep in the lungs. $PM_{2.5}$ poses an increased health risk because the particles can deposit deep in the lungs and contain substances that are particularly harmful to human health. Motor vehicles are currently responsible for about half of particulates in the SFBAAB. Wood burning in fireplaces and stoves is another large source of fine particulates.

Nitrogen Dioxide (NO_2) is a reddish-brown gas that is a by-product of combustion processes. Automobiles and industrial operations are the main sources of NO_2. Aside from its contribution to ozone formation, nitrogen dioxide can increase the risk of acute and chronic respiratory disease and reduce visibility. NO_2 may be visible as a coloring component of a brown cloud on high pollution days, especially in conjunction with high ozone levels. Most of the Bay Area's NO_2 comes from on-road motor vehicles.

Carbon Monoxide (CO) is an odorless, colorless gas. It is formed by the incomplete combustion of fuels. The single largest source of CO in the SFBAAB is motor vehicles. Emissions are highest during cold starts, hard acceleration, stop-and-go driving, and when a vehicle is moving at low speeds. Findings indicate that CO emissions per mile are lowest at about 45 mph for the average light-duty motor vehicle and begin to increase again at higher speeds. When inhaled at high concentrations,

CO combines with hemoglobin in the blood and reduces the oxygen-carrying capacity of the blood causing asphyxiation at high concentrations. This results in reduced oxygen reaching the brain, heart, and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease, or anemia, as well as fetuses. Even healthy people exposed to high CO concentrations can experience headaches, dizziness, fatigue, unconsciousness, and even death.

Sulfur Dioxide (SO_2) is a colorless acidic gas with a pungent odor. It has potential to damage materials, and it can have health effects at high concentrations. It is produced by the combustion of sulfur-containing fuels, such as oil, coal, and diesel. SO_2 can irritate lung tissue and increase the risk of acute and chronic respiratory disease. Most of the Bay Area's SO_2 comes from petroleum refineries. Despite these major sources, the overall concentration of SO_2 in the region is low.

Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been mobile and industrial sources. As a result of the phase-out of leaded gasoline, metal processing is currently the primary source of lead emissions. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.

In the early 1970s, the USEPA set national regulations to gradually reduce the lead content in gasoline. In 1975, unleaded gasoline was introduced for motor vehicles equipped with catalytic converters. The USEPA banned the use of leaded gasoline in highway vehicles in December 1995. As a result of the USEPA's regulatory efforts to remove lead from gasoline, emissions of lead from mobile sources decreased 89 percent between 1980 and 2010. In the Bay Area, aircraft exhaust and manufacturing are the major sources of lead emissions. Contact with lead-based paint in older buildings and demolition activities are also a health concern in the region.[1]

Toxic Air Contaminants Health Effects

A Toxic Air Contaminant (TAC) is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. The California Almanac of Emissions and Air Quality presents the relevant concentration and cancer risk data for the 10 TACs that pose the most substantial health risk in California based on available data. The 10 TACs are acetaldehyde, benzene, 1.3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and diesel particulate matter (DPM).

Some studies indicate that DPM poses the greatest health risk among the TACs listed above. DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk. In addition to increasing the risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. Diesel exhaust is a major

[1] Association of Bay Area Governments, Metropolitan Transportation Commission, 2021. *Draft Plan Bay Area Environmental Impact Report*. State Clearinghouse No. 2020090519. June.

source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.

DPM differs from other TACs in that it is not a single substance, but a complex mixture of hundreds of substances and is comprised of both solid particles and gases. Although DPM is emitted by diesel-fueled, internal combustion engines, the composition of the emissions varies, depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present. Unlike the other TACs, however, no ambient monitoring data are available for DPM, because no routine measurement method currently exists. CARB has made preliminary concentration estimates based on a DPM exposure method. This method uses the CARB emissions inventory's PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of DPM.

Ambient Air Quality Standards and Designations

Both the USEPA and the CARB have established ambient air quality standards for common pollutants. These ambient air quality standards represent safe levels of contaminants that avoid specific adverse health effects associated with each pollutant.

The federal and California state ambient air quality standards are summarized in **Table 3.3-2** for important pollutants. The federal and state ambient standards were developed independently, although both processes attempted to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This is particularly true for ozone, $PM_{2.5}$, and PM_{10}.

The regulatory framework for ambient air quality relies on the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS), which establish pollutant concentration thresholds that provide standards to protect public health. At the federal level, the United States Environmental Protection Agency most recently revised the primary annual standard for fine particulate matter (PM2.5) on February 7, 2024, lowering the threshold to 9.0 micrograms per cubic meter; other federal criteria pollutant standards were last revised in 2015 for O_3, 2010 for both NO_2 and SO_2, 2008 for Pb, 2006 for PM10, and 1971 for CO (Environmental Protection Agency, 2026). The California Air Resources Board manages the state-level standards, which are generally more stringent and were last revised in 2007 for NO2, 2005 for O3, 2002 for both PM2.5 and PM10, 1991 for SO2, 1989 for CO, and 2008 for Lead; additionally, California maintains state-specific standards for visibility-reducing particles (last revised in 1989), vinyl chloride (1978), sulfates (1976), and hydrogen sulfide (1969).[2]

The current federal and state ambient air quality standards and attainment standards are presented in Table 3.3-2.

[2] History of California's Ambient Air Quality Standards. Available at: https://ww2.arb.ca.gov/resources/documents/history-californias-ambient-air-quality-standards

TABLE 3.3-2: FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS

POLLUTANT	*AVERAGING TIME*	*FEDERAL PRIMARY STANDARD*	*STATE STANDARD*
Ozone	1-Hour 8-Hour	-- 0.070 ppm	0.09 ppm 0.070 ppm
Carbon Monoxide	8-Hour 1-Hour	9.0 ppm 35.0 ppm	9.0 ppm 20.0 ppm
Nitrogen Dioxide	Annual 1-Hour	0.053 ppm 0.100 ppm	0.03 ppm 0.18 ppm
Sulfur Dioxide	Annual 24-Hour 1-Hour	0.03 ppm 0.14 ppm 0.075 ppm	-- 0.04 ppm 0.25 ppm
PM_{10}	Annual 24-Hour	-- 150 ug/m^3	20 ug/m^3 50 ug/m^3
$PM_{2.5}$	Annual 24-Hour	9 ug/m^3 35 ug/m^3	12 ug/m^3 --
Lead	30-Day Avg. 3-Month Avg.	-- 0.15 ug/m^3	1.5 ug/m^3 --

SOURCE: CALIFORNIA AIR RESOURCES BOARD, 2024.

NOTES: PPM = PARTS PER MILLION, µG/M^3 = MICROGRAMS PER CUBIC METER

Monitoring Data

BAAD operates a regional air quality monitoring network that regularly measures the concentrations of the five major criteria air pollutants. Air quality conditions in the SFBAAB have improved significantly since the BAAD was created in 1955. Ambient concentrations and the number of days on which the region exceeds standards have declined dramatically. Neither federal nor state ambient air quality standards have been violated in recent decades for NO_2, SO_2, sulfates, lead, hydrogen sulfide, and vinyl chloride.

The CARB maintains air quality monitoring stations throughout California. **Table 3.3-3** provides the aggregated statistics obtained from the monitoring site nearest to San Anselmo, the San Rafael monitoring station (at 534 4th Street), between 2022 and 2024, for ozone (1-hour and 8-hour), PM_{10}, and $PM_{2.5}$.

TABLE 3.3-3: AMBIENT AIR QUALITY MONITORING DATA (SAN RAFAEL [534 4TH STREET])

POLLUTANT	*CALIFORNIA PRIMARY STANDARD*	*FEDERAL PRIMARY STANDARD*	*YEAR*	*POLLUTANT CONCENTRATION*	*DAYS EXCEEDED STATE/FEDERAL STANDARD*	*ATTAINMENT STATUS STATE/FEDERAL*
Ozone (O_3) (1-hour)	0.090 ppm	N/A	2024 2023 2022	0.045 0.066 0.074	* * *	Nonattainment Transitional
Ozone (O_3) (8-hour)	0.070 ppm	0.070 ppm	2024 2023 2022	0.042 0.053 0.066	0 0 0	Nonattainment Transitional/ Nonattainment (Marginal)
Particulate Matter (PM_{10})	50 ug/m3	150 ug/ m^3	2024 2023 2022	* 41.9 38.2	* 0 0	Nonattainment/ Attainment

POLLUTANT	CALIFORNIA PRIMARY STANDARD	FEDERAL PRIMARY STANDARD	YEAR	POLLUTANT CONCENTRATION	DAYS EXCEEDED STATE/FEDERAL STANDARD	ATTAINMENT STATUS STATE/FEDERAL
Fine Particulate Matter ($PM_{2.5}$)	N/A	35 ug/ m^3	2024 2023 2022	13.2 34.7 30.8	0 0 0	Attainment/ Nonattainment (Moderate)

*NOTES: *INSUFFICIENT DATA*

SOURCE: CALIFORNIA AIR RESOURCES BOARD AIR POLLUTION SUMMARIES, ACCESSED OCTOBER 2025. AVAILABLE AT HTTPS://ARB.CA.GOV/ADAM/TOPFOUR/TOPFOURDISPLAY.PHP.

Emissions Inventory

The BAAD estimates emissions of criteria air pollutants from approximately nine hundred source categories. The estimates are based on BAAD permit information for stationary sources (e.g., manufacturing industries, refineries, dry-cleaning operations), plus more generalized estimates for area sources (e.g., space heating, landscaping activities, use of consumer products) and mobile sources (e.g., trains, ships and planes, as well as on-road and off-road motor vehicles).

Attainment Status of the SFBAAB

Marin County is located within the SFBAAB, a region whose ambient air quality is governed by the BAAMD and evaluated against both the CAAQS and NAAQS. As shown in Table 3.3-3, the basin fails to attain the State standards for ozone, respirable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$), while also carrying nonattainment designations under federal standards for 8-hour ozone and $PM_{2.5}$. For all other criteria pollutants, including carbon monoxide, nitrogen dioxide, and sulfur dioxide, the basin is classified as either in attainment or unclassified.

EXISTING AMBIENT AIR QUALITY: TOXIC AIR CONTAMINANTS

In addition to the criteria air pollutants listed above, another group of pollutants, commonly referred to as toxic air contaminants (TACs) or hazardous air pollutants can result in health effects that can be quite severe. Many TACs are confirmed or suspected carcinogens or are known or suspected to cause birth defects or neurological damage. Additionally, many TACs can be toxic at very low concentrations. For some chemicals, such as carcinogens, there are no thresholds below which exposure can be considered risk-free.

Industrial facilities and mobile sources are significant sources of TACs; however, there are additional sources of TACs beyond these sources. Various common urban facilities also produce TAC emissions, such as gasoline stations (benzene), hospitals (ethylene oxide), and dry cleaners (perchloroethylene). Automobile exhaust also contains TACs such as benzene and 1,3-butadiene. Diesel particulate matter PM) has also been identified as a TAC by CARB. Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. BAAD research indicates that mobile-source emissions of diesel PM, benzene, and 1,3-butadiene represent a substantial portion of the ambient background risk from TACs in the SFBAAB.

Sensitive receptors, which include children, the sick, and the elderly, may be especially impacted by TACs. Health risks from diesel PM are highest in areas of concentrated emissions, such as near ports,

rail yards, freeways, or warehouse distribution centers. According to CARB, diesel engine emissions are responsible for the majority of California's known cancer risk from outdoor air pollutants. Those most vulnerable are children, whose lungs are still developing, and the elderly, who may have other serious health problems. Based on numerous studies, CARB has also stated that diesel PM is a contributing factor for premature death from heart and/or lung diseases. In addition, diesel PM reduces visibility and is a strong absorber of solar radiation that contributes to global warming.

According to CARB, levels of toxic air pollutants have decreased significantly with the adoption of airborne toxic control measures, stringent vehicle standards, requirements for low-emission vehicles, and cleaner fuels. As a result of these measures, more than 30,000 facilities in California have reduced their toxic emissions. This has led to the reduction of ambient cancer risk in California by about 80 percent since 1990. Several communities also have established community emission reduction plans that outline actions that stationary facilities and mobile sources can take to further reduce harmful air pollutants.

BAAD's Community Air Risk Evaluation (CARE) Program, initiated in 2004, works extensively with local governments, communities, and businesses to reduce air pollution and adverse health outcomes in disproportionately affected areas within the Bay Area. Periodically, the CARE Program identifies affected areas by overlaying maps that combine emissions, estimated cancer risks, predicted $PM_{2.5}$ concentrations, and health outcome data.

The CARE Program has brought together government, communities, and business in an effort to understand and address localized areas of elevated air pollution and adverse health impacts. While improvements in air quality continue to occur throughout the Bay Area, levels of air pollution and their impacts vary from location to location. Air pollution levels of many pollutants are highest in closer proximity to pollution sources, such as near freeways, busy roadways, busy distribution centers, and large industrial sources. Communities where these types of sources are concentrated often have areas within them where air pollution is relatively high and corresponding health impacts are greater.

In addition to tracking regional criteria pollution levels as measured at central monitoring sites, and in addition to tracking TAC pollution levels from individual permitted facilities, BAAD tracks the cumulative impacts of exposures to multiple pollutants and multiple sources in the neighborhoods where people live. With the shift toward more consideration of cumulative air pollution exposures, BAAD's staff continues to evaluate the health status of Bay Area residents and how health status affects vulnerability to air pollution. This gradual shift will continue to require closer collaboration between BAAD and the region's health departments and health professionals and researchers. By exploring the links between air pollution exposures and community health status, the CARE Program will continue to help focus BAAD's resources to achieve the greatest health benefits.[3]

[3] Association of Bay Area Governments, Metropolitan Transportation Commission, 2021. *Draft Plan Bay Area Environmental Impact Report*. State Clearinghouse No. 2020090519. June.

ODORS

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another.

It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air.

When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human. Odors become an issue not when it is detectable but when it rises to the magnitude of a public nuisance.

SENSITIVE RECEPTORS

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. These groups typically are located in land uses such as residences, hospitals, and schools, etc.

As a planning document, the General Plan 2045 identifies land use designations within the Planning Area which specify the type of allowed uses associated with each designation. However, site-specific development is not proposed as part of the General Plan 2045. San Anselmo has numerous sensitive land uses, in particular, residential communities and schools. These sensitive land uses would continue to exist, and new sensitive land uses are anticipated to occur within implementation of the General Plan 2045. As a conservative estimate of impacts, sensitive receptors are anticipated to be located directly adjacent to new development.

3.3.2. REGULATORY SETTING

Air quality, with respect to criteria air pollutants and TACs within the SFBAAB, is regulated by such agencies as the BAAD, CARB, and the USEPA. Each of these agencies develops rules, regulations, policies, and/or goals to attain the goals or directives imposed through legislation. Although the USEPA regulations may not be superseded, both state and local regulations may be more stringent.

FEDERAL

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: National Ambient Air Quality Standards (NAAQS) for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The USEPA is responsible for administering the FCAA. The FCAA requires the USEPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health (with an adequate margin of safety, including for sensitive populations such as children, the elderly, and individuals suffering from respiratory diseases), and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

NAAQS standards define clean air and represent the maximum amount of pollution that can be present in outdoor air without any harmful effects on people and the environment. Existing violations of the ozone and $PM_{2.5}$ ambient air quality standards indicate that certain individuals exposed to these pollutants may experience certain health effects, including increased incidence of cardiovascular and respiratory ailments. NAAQS standards have been designed to accurately reflect the latest scientific knowledge and are reviewed every five years by a Clean Air Scientific Advisory Committee.

Although there is some variability among the health effects of the NAAQS pollutants, each has been linked to multiple adverse health effects including, among others, premature death, hospitalizations, and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing

The law recognizes the importance for each state to locally carry out the requirements of the FCAA, as special consideration of local industries, geography, housing patterns, etc., are needed to have full comprehension of the local pollution control problems. As a result, the USEPA requires each state to develop a State Implementation Plan (SIP) that explains how each state will implement the FCAA within their jurisdiction. A SIP is a collection of rules and regulations that a particular state will implement to control air quality within its jurisdiction. The CARB is the state agency that is responsible for preparing and implementing the California SIP.

Federal Hazards Air Pollutants Program

The 1977 FCAA Amendments required the USEPA to identify National Emissions Standards for Hazardous Air Pollutants (NESHAPs) to protect the public health and welfare. Hazardous air pollutants include certain volatile organic compounds (VOCs), pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 FCAA Amendments, which expanded the control program for hazardous air pollutants, 189 substances and chemical families were identified as hazardous air pollutants.

Federal Heavy-duty Engines and Vehicles Fuel Efficiency Standards

Between 2011 and 2024, the USEPA and NHTSA promulgated three phases of standards for heavy-duty trucks, culminating in the 2024 "Phase 3" GHG rule that mandated up to a 60% reduction in CO_2 for these vehicles by 2032. However, on February 18, 2026, the USEPA finalized the "Rescission of the Greenhouse Gas Endangerment Finding and Motor Vehicle Greenhouse Gas Emission Standards Under the Clean Air Act". This rule officially repealed the 2009 Endangerment Finding and all subsequent federal GHG emission standards for light-, medium-, and heavy-duty vehicles. The USEPA justified this deregulatory action by asserting it lacks statutory authority under Section 202(a) of the Clean Air Act to regulate global climate change effects.

While federal GHG-specific standards for heavy-duty trucks are fully repealed, the NHTSA continues to enforce fuel efficiency standards under the CAFE program, and the USEPA's 2022 "Heavy-Duty Engine and Vehicle Standards" for criteria pollutants (e.g., NO_x and particulate matter) remain operative. Concurrently, California's Advanced Clean Trucks (ACT) and Heavy-Duty Omnibus regulations continue to mandate zero emission vehicle sales and stringent NO_x limits within the State, despite ongoing preemption litigation and the federal government's recent attempts to limit California's inspection programs.

Transportation Conformity

Transportation conformity requirements were added to the FCAA in the 1990 amendments, and the USEPA adopted implementing regulations in 1997. See Section 176 of the FCAA (42 U.S.C. Section 7506) and 40 CFR Part 93, Subpart A. Transportation conformity serves much the same purpose as general conformity: it ensures that transportation plans, transportation improvement programs, and projects that are developed, funded, or approved by the United States Department of Transportation or that are recipients of funds under the Federal Transit Act or from the Federal Highway Administration, conform to the SIP as approved or promulgated by USEPA.

Currently, transportation conformity applies in nonattainment areas and maintenance areas (maintenance areas are those areas that were in nonattainment that have been redesignated to attainment, under the FCCA). Under transportation conformity, a determination of conformity with the applicable SIP must be made by the agency responsible for the project, such as the Metropolitan Planning Organization, the Council of Governments, or a federal agency. The agency making the determination is also responsible for all the requirements relating to public participation. Generally, a project will be considered in conformance if it is in the transportation improvement plan and the

transportation improvement plan is incorporated in the SIP. If an action is covered under transportation conformity, it does not need to be separately evaluated under general conformity.

Transportation Control Measures

One particular aspect of the SIP development process is the consideration of potential control measures as a part of making progress towards clean air goals. While most SIP control measures are aimed at reducing emissions from stationary sources, some are typically also created to address mobile or transportation sources. These are known as transportation control measures (TCMs). TCM strategies are designed to reduce vehicle miles traveled (VMT) and trips, or vehicle idling and associated air pollution. These goals are achieved by developing attractive and convenient alternatives to single-occupant vehicle use. Examples of TCMs include ridesharing programs, transportation infrastructure improvements such as adding bicycle and carpool lanes, and expansion of public transit.

STATE

California Clean Air Act

The California Legislature enacted the California Clean Air Act (CCAA) in 1988, to address air quality issues of concern not adequately addressed by the FCAA at the time. California's air quality problems were and continue to be some of the most severe in the nation and required additional actions beyond the federal mandates. CARB administers California Ambient Air Quality Standards (CAAQS) for the 10 air pollutants designated in the CCAA. The 10 state air pollutants are the six pollutants subject to federal standards listed above, as well as visibility reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride. The USEPA authorized California to adopt its own regulations for motor vehicles and other sources that are more stringent than similar regulations implementing the FCAA. Generally, the planning requirements of the FCAA are less stringent than the CCAA; therefore, consistency with the CCAA will also demonstrate consistency with the FCAA.

CARB Mobile-Source Regulation

The State of California is responsible for controlling emissions from the operation of motor vehicles in the state. Rather than mandating the use of specific technology or the reliance on a specific fuel, CARB motor vehicle standards specify the allowable grams of pollution per mile driven. In other words, the regulations focus on the reductions needed rather than on the manner in which they are achieved. Towards this end, the CARB has adopted regulations that require auto manufacturers to phase in less-polluting vehicles.

CARB Air Quality and Land Use Handbook

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*[4] addresses the importance of considering health risk issues when siting sensitive land uses, including residential

[4] California Air Resources Board. April 2005. Available: https://ww2.arb.ca.gov/sites/default/files/2023-05/Land%20Use%20Handbook_0.pdf. Accessed: May 29, 2026.

development, in the vicinity of intensive air pollutant emission sources including freeways or high-traffic roads, distribution centers, ports, petroleum refineries, chrome plating operations, dry cleaners, and gasoline dispensing facilities. The CARB Handbook draws upon studies evaluating the health effects of traffic traveling on major interstate highways in metropolitan California centers within Los Angeles (Interstate [I] 405 and I-710), the San Francisco Bay, and San Diego areas. The recommendations identified by CARB, including siting residential uses a minimum of 500 feet from freeways or other high-traffic roadways, are consistent with those adopted by the state for location of new schools. Specifically, the CARB Handbook recommends, "Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day."

California Air Quality Standards

Although NAAQS are determined by the US. EPA, states have the ability to set standards that are more stringent than the federal standards. As such, California established more stringent ambient air quality standards. Federal and state ambient air quality standards have been established for ozone, CO, NO2, SO2, PM10, and lead. In addition, California has created standards for pollutants that are not covered by federal standards. Although there is some variability among the health effects of the CAAQS pollutants, each has been linked to multiple adverse health effects including, among others, premature death, hospitalizations, and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing. The existing state and federal primary standards for major pollutants are shown in Table 3.3-2.

Tanner Air Toxics Act (TACs)

California regulates TACs primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and has adopted USEPA's list of Hazardous Air Pollutants (HAPs) as TACs. Most recently, diesel PM was added to the CARB list of TACs. Once a TAC is identified, CARB then adopts an Airborne Toxics Control Measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate Best Available Control Technologies (BACT) to minimize emissions.

Transportation Control Measures

The SIP describes the infrastructure (i.e., authorities, resources, and programs) California has in place to implement, maintain, and enforce the NAAQS. One particular aspect of the development process is the consideration of potential control measures as a part of making progress towards clean air goals. While most SIP control measures are aimed at reducing emissions from stationary sources, some are typically also created to address mobile or transportation sources. These are known as TCMs, which are strategies are designed to reduce VMT and trips or vehicle idling and associated air pollution. These goals are achieved by developing attractive and convenient alternatives to single-occupant vehicle use. Examples of TCMs include ridesharing programs,

transportation infrastructure improvements such as adding bicycle and carpool lanes, and expansion of public transit.

Omnibus Low-NO_x Rule

CARB approved the Omnibus Low-NO_x Rule on August 28, 2020, which requires engine NO_x emissions to be cut to approximately 75 percent below current standards beginning in 2024, and 90 percent below current standards in 2027. The rule also places nine additional regulatory requirements on new heavy-duty trucks and engines. Those additional requirements include a 50 percent reduction in PM emissions, stringent new low-load and idle standards, a new in-use testing protocol, extended deterioration requirements, a new California-only credit program, and extended mandatory warranty requirements. The regulatory requirements in the Omnibus Low-NO_x Rule will first become effective in 2024, at the same time as the Advanced Clean Trucks regulations that CARB approved, requiring manufacturers to convert increasing percentages of their heavy-duty trucks sold in California to zero emission vehicles.

Low Emission Vehicle Program

CARB first adopted Low Emission Vehicle (LEV) program standards in 1990. These first LEV standards ran from 1994 through 2003. LEV II regulations, running from 2004 through 2010, represent continuing progress in emission reductions. As the state's passenger vehicle fleet continues to grow, and more sport utility vehicles and pickup trucks are used as passenger cars rather than work vehicles, the more stringent LEV II standards were adopted to provide reductions necessary for California to meet federally mandated clean air goals outlined in the 1994 SIP. In 2012, CARB adopted the LEV III amendments to California's LEV regulations. These amendments, also known as the Advanced Clean Car Program, include more stringent emission standards, for model years 2017 through 2025, for both criteria pollutants and GHG emissions for new passenger vehicles.

On September 23, 2020, Governor Gavin Newsom issued Executive Order N-79-20, establishing a goal that 100 percent of new passenger cars and trucks sold in California shall be zero emission by 2035. Executive Order N-79-20also sets a goal that, where feasible, all operations include zero emission medium- and heavy-duty trucks by 2045, and drayage trucks by 2035. Off-road vehicles have a goal to transition to 100 percent zero emission vehicles by 2035, where feasible.

On-Road Heavy-Duty Vehicle Program

CARB has adopted standards for emissions from various types of new on-road heavy-duty vehicles. Section 1956.8, Title 13, California Code of Regulations contains California's emission standards for on-road heavy-duty engines and vehicles, and test procedures. CARB has also adopted programs to reduce emissions from in-use heavy-duty vehicles including the Heavy-Duty Diesel Vehicle Idling Reduction Program, the Heavy-Duty Diesel In-Use Compliance Program, the Public Bus Fleet Rule and Engine Standards, and the School Bus Program and others.

California Air Resources Board Regulation for In-Use Off-Road Diesel Vehicles

On July 26, 2007, CARB adopted a regulation to reduce DPM and NO_x emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than five consecutive minutes, requires reporting and labeling of the applicable diesel vehicles, and requires disclosure of the regulation upon vehicle sale. Performance requirements of the rule are based on a fleet's average NO_x emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits.

The latest amendments became effective on November 17, 2022. The amended regulation requires the phase-out of the oldest and highest-emitting off-road engines from operation, restricts the addition of vehicles with Tier 3 and 4 engines, requires contracting entities to obtain and retain a fleet's valid Certificate of Reported Compliance prior to awarding a contract or hiring a fleet, mandates the use of R99 or R100 Renewable Diesel for all fleets, provides voluntary compliance flexibility options for fleets that adopt zero emission technology, and includes additional requirements to increase enforceability, provide clarity, and provide additional flexibility for permanent low-use vehicles.

The regulation applies to nearly all privately and federally owned diesel-fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds. The regulation provides a variety of flexibility options tailored to fleets operating low use vehicles, fleets operating in selected vocations like agricultural and construction, and small fleets of three or fewer trucks.

Diesel Risk Reduction Plan

CARB's Diesel Risk Reduction Plan has led to the adoption of new state regulatory standards for all new on-road, off-road, and stationary diesel-fueled engines and vehicles to reduce DPM emissions by about 90 percent overall from year 2000 levels. The projected emission benefits associated with the full implementation of CARB's Diesel Risk Reduction Plan, including federal measures, are reductions in DPM emissions and associated cancer risks of 75 percent by 2010 and 85 percent by 2020.

CALGreen and Building Energy Efficiency Standards

The California Green Building Standards Code (CALGreen) is a set of mandatory green building standards for new construction. CALGreen was first developed by the California Building Standards Commission in an effort to meet the goals of Assembly Bill (AB) 32, which established a comprehensive program of cost-effective reductions of GHGs to 1990 levels by 2020. CALGreen applies to the planning, design, operation, construction, use, and occupancy of every newly-constructed building or structure on a statewide basis unless otherwise indicated. Additions and alterations to existing buildings which increase the building's conditioned area, interior volume, or size are also covered by the scope of CALGreen.

The California Building Standards Commission has the authority to propose CALGreen standards for nonresidential structures that include, but are not limited to, new buildings or portions of new buildings, additions and alterations, and all occupancies where no other state agency has the authority to adopt green building standards applicable to those occupancies.

Additionally, effective January 1, 2026, the latest (2025) version of the Title 24, Part 6 Energy Code updates took effect. The 2025 Building Energy Efficiency Standards focus on regulations for energy efficiency, water efficiency and conservation, material conservation and resource efficiency, environmental quality, as well as mandatory provisions for commercial, residential, and public school buildings, and appendices with voluntary provisions for all of these occupancies plus hospitals.

REGIONAL AND LOCAL

Bay Area Air District

The BAAD is responsible for attaining and maintaining air quality conditions in the SFBAAB through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of the BAAD includes the preparation of plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. The BAAD also inspects stationary sources of air pollution and responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements programs and regulations required by the FCAA and the CCAA.

The BAAD has regulated TACs since the 1980s. At the local level, air pollution control or management districts may adopt and enforce CARB's control measures. Under Regulation 2-1 (General Permit Requirements), Regulation 2-2 (New Source Review), and Regulation 2-5 (New Source Review), all nonexempt sources that possess the potential to emit TACs are required to obtain permits from BAAD. Permits may be granted to these operations if they are constructed and operated in accordance with applicable regulations, including new source review standards and air TCMs. The BAAD limits emissions and public exposure to TACs through several programs. The BAAD prioritizes TAC-emitting stationary sources based on the quantity and toxicity of the TAC emissions and the proximity of the facilities to sensitive receptors. In addition, Regulation 11 Rules 2 and 14 address asbestos demolition renovation, manufacturing, and standards for asbestos containing serpentine.

BAAD Air Quality Plans

As stated above, the BAAD prepares plans to attain ambient air quality standards in the SFBAAB. The BAAD prepares ozone attainment plans (OAP) for the national ozone standard and clean air plans (CAP) for the California standard both in coordination with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). The 2017 Clean Air Plan: Spare the Air, Cool the Climate (2017 CAP) was developed to protect public health and to continue progress toward the attainment of California and federal ambient air quality standards.

Highlights of this Plan include:

- *Limit Fossil Fuel Combustion:* Develop a region-wide strategy to increase fossil fuel combustion efficiency at industrial facilities, beginning with the three largest sources of industrial emissions: oil refineries, power plants, and cement plants.
- *Stop Methane Leaks*: Reduce methane emissions from landfills, and oil and natural gas production, storage and distribution.
- *Reduce Exposure to Toxics:* Reduce emissions of toxic air contaminants by adopting more stringent limits and methods for evaluating toxic risks at existing and new facilities.
- *Put a Price on Driving*: Implement pricing measures to reduce travel demand.
- *Advance Electric Vehicles:* Accelerate the widespread adoption of electric vehicles.
- *Promote Clean Fuels:* Promote the use of clean fuels and low or zero carbon technologies in trucks and heavy-duty vehicles.
- *Accelerate Low Carbon Buildings:* Expand the production of low-carbon, renewable energy by promoting on-site technologies such as rooftop solar and ground-source heat pumps.
- *Support More Energy Choices:* Support community choice energy programs throughout the Bay Area.
- *Make Buildings More Efficient:* Promote energy efficiency in both new and existing buildings.
- *Make Space and Water Heating Cleaner:* Promote the switch from natural gas to electricity for space and water heating in Bay Area buildings.

BAAD CEQA Guidelines

The BAAD most recently published CEQA Air Quality Guidelines (CEQA Guidelines) in 2022, to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the SFBAAB. BAAD's CEQA Air Quality Guidelines contain instructions on how to evaluate, measure, and mitigate air quality impacts generated for project-level and plan-level activities. The CEQA Air Quality Guidelines focus on criteria air pollutant, GHG, toxic air contaminant, and odor emissions generated from plans or projects. The CEQA Air Quality Guidelines are intended to help lead agencies navigate through the CEQA process. The CEQA Air Quality Guidelines offer step-by-step procedures for a thorough environmental impact analysis of adverse air emissions in the Bay Area.

BAAD CARE Program

The BAAD CARE Program aims to identify locations with high toxic emissions and sensitive populations, and to use the information to help BAAD establish policies for the use of its incentive funding, regulatory authority, and other programs to reduce toxic emissions in areas with high TAC exposures and sensitive populations.

The goals of the CARE Program are to:

- Identify areas where air pollution contributes most to health impacts and where populations are most vulnerable to air pollution.
- Apply sound scientific methods and strategies to reduce health impacts in these areas.
- Engage community groups and other agencies to develop additional actions to reduce local health impacts.

These areas have air pollution conditions which contribute most to health impacts and where populations are most vulnerable to air pollution.

3.3.3. IMPACTS AND MITIGATION MEASURES

METHODS OF ANALYSIS

Long range plans (e.g., general plan, etc.) present unique challenges for assessing impacts, because they contain development strategies for 20-year, or even longer, time horizons. Due to the SFBAAB's nonattainment status for ozone and PM, and the cumulative impacts of growth on air quality, these plans frequently have significant, unavoidable adverse air quality impacts. CEQA requires the lead agency to evaluate individual and cumulative impacts of general plans, and all feasible mitigation measures must be incorporated within the proposed plan to reduce significant air quality impacts.

The BAAD CEQA Air Quality Guidelines provide guidance on how to evaluate air quality impacts associated with implementation of long-range plans prepared within the SFBAAB pursuant to CEQA. As described in Section 3.4 of the 2022 CEQA Air Quality Guidelines, proposed plans (except regional plans) must show the following over the planning period of the plan to result in a less than significant impact:

- Consistency with current air quality plan control measures;
- A proposed plan's projected VMT or vehicle trips (VT) (either measure may be used) increase is less than or equal to its projected population increase;
- Overlay zones around existing and planned sources of TACs (including adopted Risk Reduction Plan areas);
- Overlay zones of at least 500 feet from all freeways and high-volume roadways; and
- Identify the location, and include policies to reduce the impacts, of existing or planned sources of odors.

GENERAL PLAN 2045 GOALS AND POLICIES

The following draft goals and policies from the General Plan 2045 are relevant to the analysis of air quality impacts.

Open Space and Conservation Element

Goal OSC-B. Protect and improve the quality of the natural environment through collaborative conservation, restoration, management, regenerative practices, and pollution reduction and control.

AIR QUALITY

Policy OSC-B.9: Pollution Prevention. Prevent or minimize the emission of air pollutants in compliance with state and federal air quality standards.

Action OSC-B.9.a: Clean Air Plan. Implement the Bay Area Air District's Clean Air Plan, rules, and best practices in reviewing construction, development, and commercial operations, including evaluation of toxic air contaminants, odors, and criteria pollutants.

Action OSC-B.9.b: Particulate Emissions. Reduce emissions of particulate matter from construction sites, roads, parking lots, and other sources by requiring development and construction projects to implement best management practices.

Action OSC-B.9.c: Idling Prevention. Adopt an ordinance that matches or is more stringent than the State's maximum idling law, and coordinate with CARB, BAAD, and law enforcement to achieve compliance.

CIRCULATION ELEMENT

Goal C-A: Promote a safe multimodal transportation network that helps reduce greenhouse gas emissions and offers strong transit, pedestrian, and bikeway alternatives to the automobile.

Policy C-A.1: Complete Streets. Provide Complete Streets that ensure safe, comfortable, and convenient multimodal access to essential community destinations, increase the use of alternative modes of transportation, encourage active travel as part of daily activities, reduce pollution, and meet the evolving needs of all roadway users.

Action C-A.1.a: Complete Streets and Human-Scale Enhancements. Approach every transportation project and program as opportunities to improve safety, accessibility, and mobility for users of all ages, abilities, and transportation needs. Work with relevant departments, agencies, and jurisdictions to incorporate Complete Streets design features, such as accessible curb ramps, crosswalks, transit facilities, sidewalks, and bicycle infrastructure, into existing streets. Where feasible, integrate human-scale amenities including street trees, landscaping, benches, and pedestrian-scale lighting to enhance comfort, visual quality, and encourage walking, bicycling, and transit use.

Action C-A.1.b: Standards for Infrastructure Improvements. Develop Public Improvement Engineering Standards or other objective standards for property subdivision or development projects to specify required off-site infrastructure improvements, such as sidewalks, that would accommodate or mitigate estimated project traffic impacts.

Policy C-A.2: Existing Infrastructure. Prioritize the maintenance and continued improvement of existing multimodal transportation infrastructure within current rights-of-way as opposed to roadway widening or extensions.

Policy C-A.3: Reduction of Vehicle Miles Traveled (VMT). Support infill, context-sensitive development, walkable neighborhoods, and infrastructure improvements that reduce the

demand for single-occupancy vehicle travel while recognizing that many families and people with mobility limitations or limited access to alternative transportation options will continue to depend on cars.

Action C-A.3.a: VMT and Land Use. Encourage residential housing development in areas with low levels of home-based VMT, such as those near transit and retail services to support access to daily needs for residents of varying incomes and transportation options that offer greater potential for alternatives to driving and shorter trips to daily destinations.

Action C-A.3.b: VMT and Transportation Improvements. When planning and prioritizing upcoming capital improvements, account for the potential of projects to reduce VMT.

Policy C-A.4: VMT in Transportation Impact Evaluations. Evaluate land use projects for potential transportation impacts by considering the effect on VMT.

Action C-A.4.a: VMT Policy and Regional Coordination. Continue to apply San Anselmo's VMT Screening Criteria and Thresholds of Significance for evaluation of VMT associated with discretionary land use projects and update these thresholds as appropriate to reflect new data, standards, or local conditions. Coordinate with the Transportation Authority of Marin to reduce VMT and enhance multimodal transportation by applying guidance from the VMT Reduction / Mobility Enhancement Toolkit.

Action C-A.4.b: VMT Mitigation. Develop and implement VMT mitigation measures and an in-lieu fee structure that can be applied to applicable projects to reduce potential VMT impacts to less-than-significant levels.

Policy C-A.5: Emerging Transportation Technologies. Explore and support implementation of emerging transportation technologies and strategies to reduce greenhouse gas emissions and VMT, enhance social equity by improving access and affordability across the community, and support economic vibrancy.

Action C-A.5.a: Effective and Equitable Emerging Transportation Strategies. Establish evaluation criteria to assess alignment of emerging transportation solutions, prioritizing emerging mobility strategies that are affordable and accessible to residents with limited incomes, older adults, and persons with disabilities.

ROADWAY NETWORK

Goal C-B: Continue improving the roadway network to ensure mobility, accessibility, and a high quality of life for all community members.

Policy C-B.2: Roadway Traffic Circulation. Maintain adequate traffic circulation while balancing the needs of all system users along Sir Francis Drake Boulevard, Center Boulevard, Red Hill Avenue, Butterfield Road, and in downtown.

Action C-B.2.a: Progress Evolution of The Hub. Develop designs and secure funding for near-term improvements to the Hub as identified in The Hub Transportation Study. This includes incorporation of traffic, transit, pedestrian, and bicycle enhancements.

Action C-B.2.b: Major Thoroughfare Roadway Improvements. Improve Sir Francis Drake Boulevard, Center Boulevard, Red Hill Avenue, and intersections along these roadways by investing in transportation infrastructure to improve safety and accessibility for pedestrians and other non-vehicle roadway users while maintaining adequate circulation for regional through traffic.

Policy C-B.3: Circulation in Commercial Hubs. Ensure efficient and distinguishable access to and within the town's downtown and commercial hub along Greenfield Avenue through targeted multimodal improvements.

Policy C-B.6: Traffic Level of Service. Maintain a traffic Level of Service (LOS) standard of "E" for signalized intersection operations during peak hours to ensure an efficient roadway network and allow for consistent evaluation of development project impact on local roadway traffic.

Action C-B.6.a: Traffic Impact Studies. Require that discretionary development projects be evaluated for level of service impacts in accordance with the Town of San Anselmo's Vehicle Miles Traveled (VMT) Screening Criteria and Thresholds of Significance. Projects that exceed the level of service threshold for signalized intersections shall provide feasible mitigation measures to reduce level of service impacts to levels consistent with Town policy.

Goal C-C: Promote a universally accessible transportation network which offers strong transit, pedestrian, and bikeway alternatives to the automobile for all ages and abilities.

Policy C-C.1: Bicycle and Pedestrian Master Plan. Regularly review, update, and implement the Town's Bicycle and Pedestrian Master Plan to maintain eligibility for grant funding and to advance a safe, accessible, and connected active transportation network for users of all ages and abilities.

Action C-C.1.a: Maintenance of Pedestrian and Bicycle Facilities. Develop a program to prioritize and fund the construction and maintenance of pedestrian and bicycle facilities based on safety, connectivity, removal of access barriers for people with disabilities, older adults, and others with mobility challenges, and the relationship to existing and planned land uses, along with other adopted evaluation criteria.

Action C-C.1.b: Pedestrian-Oriented Improvements in Commercial Hubs. Implement sidewalk, pedestrian crossing, and other pedestrian-oriented improvements identified in the Town's Bicycle and Pedestrian Master Plan—including those along Sir Francis Drake Boulevard, San Anselmo Avenue, Red Hill Avenue, and Greenfield Avenue, and evaluate and implement feasible recommendations from the Downtown Active Transportation & Circulation Study to enhance walkability and safety in Downtown and key commercial hubs.

Policy C-C.2: Pedestrian Safety and Access. Provide a safe and accessible walking environment along San Anselmo's pedestrian network, linking residential areas to schools, shopping, work, recreation

areas, essential services, and other important community destinations for residents of all ages, abilities, and incomes.

> **Action C-C.2.a: Accessibility Improvements**. Continue to construct improvements that provide access for all individuals along the Town's pedestrian network, including reconstruction of facilities in compliance with federal and State accessibility requirements.
>
> **Action C-C.2.b: Downtown Pedestrian Infrastructure**. Implement sidewalk and pedestrian crossing improvement recommendations as included in the Pedestrian and Bicycle Master Plan. Evaluate and implement the recommendations in the Downtown Active Transportation & Circulation Study, where feasible.

Policy C-C.3: Bicycle Network. Continue to expand San Anselmo's bicycle network to safely and comfortably connect residents to schools, shopping, work, recreation, and other daily destinations, with a focus on improved paths and crossings at larger and high vehicle volume roadways and traffic calming installations and signage on local streets.

> **Action C-C.3.a: Bicycle Infrastructure**. Implement bicycle infrastructure recommendations, such as multi-use paths, bicycle priority routes, bike racks, and lockers in areas with high demand, and traffic calming installations, as included in the Pedestrian and Bicycle Master Plan.

Policy C-C.4: Bicycle Parking. Seek opportunities to install bicycle parking facilities at public destinations, including at transit stops, parks, schools, shopping locations, and other essential public facilities, and require bicycle parking facilities in new development.

> **Action C-C.4.a: Bicycle Parking Requirements**. Require short-term and long-term bicycle parking facilities for commercial and multifamily developments in accordance with or more stringent than the California Green Building Standards Code.

Policy C-C.5: Safe Routes to School. Coordinate with the Transportation Authority of Marin to identify locations for improvements that provide safe walking and bicycling routes for students of all backgrounds, including those who rely on walking, biking, or transit to travel to and from school.

Policy C-C.6: Transit Service. Continue to support the improvement and expansion of local and regional transit and paratransit service to improve access for residents who rely on transit, including older adults, youth, lower-income households, and people with disabilities.

> **Action C-C.6.a: Transit Agency Partnerships**. Partner with Marin Transit and the Golden Gate Bridge Highway and Transportation District to survey transit needs and to improve transit routes, service frequency, and overall service in response to evolving trends.
>
> **Action C-C.6.b**: **Transit-dependent Population**. Actively encourage local and regional transit agencies, providers, and local initiatives to expand reliable and accessible paratransit, shuttles, and other alternative transportation options for non-driving adults, persons with disabilities, and others without access to a private vehicle in San Anselmo.

Policy C-C.7: Transit Stop Access and Provisions. Collaborate with local and regional transit operators to provide transit stops that are safe, accessible, and comfortable for people of all ages and abilities.

Action C-C.7.a: Transit Stop Accessibility, Amenities and Connections. Partner with local and regional transit operators to ensure transit stop amenities, such as benches, shelters, lighting, signage, and trash receptacles, and locate or align transit stops to connect seamlessly with bicycle and pedestrian routes. For development projects within 200 feet of a transit stop, require ADA-compliant infrastructure improvements that provide fully accessible and comfortable access to the stop.

Action C-C.7.b: Mobility Hub Access and Multimodal Connections. Improve transit vehicle access and circulation at the Hub by implementing recommendations from the Hub Transportation Study. Work with the Transportation Authority of Marin to evaluate participation in the Metropolitan Transportation Commission's Bay Area Mobility Hub Program, supporting first- and last-mile travel options at major transit locations. In coordination with transit and regional agencies, identify locations near major corridors suitable for ridesharing, carpool pick-ups, and park-and-ride facilities.

SAFETY ELEMENT

WEATHER-RELATED HAZARDS

Goal S-F Ensure the community can anticipate and adapt to weather-related events with attention to populations that may be more vulnerable to extreme conditions.

Policy S-F.1: Construction Techniques. Encourage construction and design techniques that support increased efficiency and greater insulation to accommodate future weather extremes.

Policy S-F.3: Energy and Water Conservation Code Updates. Require that updated code adoptions include provisions for greater energy and water conservation measures to reduce impacts from drought and extreme temperatures.

SUSTAINABILITY, CLIMATE CHANGE, AND RESILIENCY ELEMENT

Goal SU-A. Empower residents and businesses to reduce their carbon footprints and prepare for the impacts of climate change.

Policy SU-A.1: Sustainability Education and Empowerment. Provide comprehensive outreach, education, and community engagement programs that support residents and businesses in reducing emissions, improving energy efficiency, conserving resources, and preparing for climate impacts. Partner with local volunteers, schools, and community organizations, such as the Climate Action Commission, to expand the reach of these efforts. Design outreach and education programs to be inclusive and accessible to a broad range of participants, including lower-income households, renters, and non-English-speaking residents. Track participation and engagement trends to identify gaps and refine outreach strategies to broaden and diversify community involvement.

Action SU-A.1.a: Community Sustainability, Electrification, and Renewable Energy Programs. Partner with regional agencies, Marin jurisdictions, and the Climate Action Commission to provide coordinated programs, technical assistance, and permitting support that advance energy efficiency, building and vehicle electrification, and renewable energy adoption. This action includes:

- Sustainability & Electrification Resource Hub: Collaborate with Marin jurisdictions to provide a shared regional hub offering integrated resources, information, demonstrations, incentives, and permitting assistance.
- Community Energy Use: Encourage the installation of solar generation and storage systems by streamlining regulations and permitting, and by promoting 100% renewable energy purchasing options.
- Electrification Assistance: Promote local, regional, and state technical assistance, incentive, rebate, and concierge programs supporting the electrification of residential and commercial buildings.
- Equitable Access: Increase awareness of incentive programs for lower-income households and explore opportunities for local subsidies, permit fee reductions, or other supportive measures for electrification.

Action SU-A.1.b: Community Education, Engagement, and Waste Reduction Initiatives. Engage, educate, and support the community in adopting sustainable lifestyle choices, reducing waste, and shifting travel behavior to support greenhouse gas reduction and public health. Collaborate with the Climate Action Commission and regional partners to:

- Climate Education & Engagement: Provide information and engagement opportunities on climate vulnerabilities, health connections, greenhouse gas reduction strategies, and community resilience.
- Sustainable Practices Outreach: Promote actions that reduce natural resource consumption, increase community awareness of sustainable behaviors, and support achievement of Town sustainability goals.
- Low-Carbon Footprint Diet: Promote the environmental, ecological, and health benefits of low-carbon dietary choices through education, outreach, and partnerships with local organizations.
- Plastic Waste Reduction: Conduct public outreach on the impacts of plastic pollution, encourage waste reduction strategies, and support compliance with the Town's Single-Use Plastics Ordinance.
- Public Transit Education: Partner with transit agencies to publicize available transit options and improve first-mile/last-mile connections to transit stops.
- Active Transportation Promotion: Encourage walking and bicycling among residents and employees as a strategy to reduce greenhouse gas emissions and improve public health. Publicize bicycle routes at schools, parks, and transit facilities, and support bicycle awareness and safety campaigns.

Action SU-A.1.c: Plastic Waste Education and Compliance. Conduct outreach and education to reduce plastic pollution and support compliance with the Town's Single-Use Plastics Ordinance, in coordination with waste management partners.

Goal SU-B. Create a sustainable community that ensures residents may meet their own needs without compromising the needs of future generations.

Policy SU-B.4: Local Food System. Support efforts to reduce greenhouse gas emissions from food production, transportation, and waste, and encourage practices that strengthen the sustainability and resilience of the local food system.

Action SU-B.4.a: Local Sourcing. Encourage businesses to source their products from local farms to reduce carbon emissions generated from food and material production and transportation.

Action SU-B.4.b: Regional Agriculture. Advocate for and support regional efforts to promote regenerative and climate-smart agricultural practices that enhance soil health, sequester carbon, and contribute to a sustainable local food system.

Policy SU-B.5: Sustainable Land Uses. Promote environmental sustainability and resilience through thoughtful land use planning and development review that addresses climate change, reduces carbon footprints, and manages resources responsibly.

Goal SU-C. Reduce greenhouse gas emissions in the community and within government operations to mitigate the effects of climate change.

Policy SU-C.1: Greenhouse Gas Emission Reductions. Mitigate the impacts of climate change by reducing community greenhouse gas emissions.

Action SU-C.1.a: Greenhouse Gas Emissions Reduction and Monitoring. Implement strategies to achieve community-wide reductions of at least 45 percent below 1990 levels by 2030 and to support the State's goal to achieve zero net emissions statewide by 2045. Regularly track progress by annually updating the community greenhouse gas inventory and evaluating government operations emissions to monitor reductions and inform implementation of the Climate Action Plan.

Action SU-C.1.b: Climate Action Plan. Implement the Town's Climate Action Plan and update the plan every five years to incorporate new emission reduction targets, strategies, and best practices.**Policy SU-C.2: Renewable Energy and Electrification.** Accelerate the conversion to renewable energy sources.

Action SU-C.2.a: Building and Appliance Electrification. Consider building regulations which preclude gas appliances and infrastructure in new buildings and require installation of high-efficiency electric appliances at time of replacement.

Action SU-C.2.b: Building Permitting for Electrification. Streamline the building permit process for heat pump water and space heaters and electrical panel upgrades. Through

regional collaboration, explore a fee reduction pilot program to incentivize conversion of natural gas appliances to electric versions.

Action SU-C.2.c: Municipal Energy Use. Evaluate solar energy production and storage systems at all municipal buildings and facilities and plan for replacement of natural gas appliances and equipment. Continue to purchase 100% renewable energy for Town buildings and facilities.

Action SU-C.2.d: Zero-Emission Infrastructure. Continue to prohibit the location of new gas stations in San Anselmo and support the phased transition of legal non-conforming gas stations to zero-emissions fueling stations. Support businesses in complying with these requirements through technical assistance and public outreach.

Action SU-C.2.e: Landscaping Equipment. Enforce the ban on gas-powered landscape equipment in San Anselmo and explore opportunities to further reduce emissions from landscaping activities, as feasible.

Policy SU-C.3: Building Energy Efficiency. Encourage energy efficiency improvements in residential and commercial buildings to reduce energy use.

Action SU-C.3.a: Green Building Regulations. Consider adopting green building regulations for new construction and building remodels and additions that exceed minimum State building and energy code requirements.

Action SU-C.3.b: Energy Efficiency Programs. Promote programs and incentives to property owners to improve energy efficiency. Explore the feasibility of requiring energy audits at the time of building sale or major remodel.

Policy SU-C.4: Carbon Sequestration. Support carbon sequestration on natural lands, tiny forests, and urban green spaces.

Action SU-C.4.a: Urban Forest Master Plan. Prepare an Urban Forest Master Plan to preserve and, where appropriate for ecosystem health, plant additional native trees on public parks, medians, and rights-of-way.

Action SU-C.4.b: Sustainable Landscaping. Incorporate sustainable landscaping practices into public projects, when applicable, and encourage community members to apply compost and select native or climate-adapted plant species on private lands. Select plantings for public projects based on their resilience to changing climate conditions to support long-term habitat sustainability and biodiversity with an emphasis on locally native plants.

Policy SU-C.5: Municipal Energy Efficiency, Electrification, and Resilient Operations. Continue to improve energy efficiency, electrify equipment and buildings, and integrate renewable energy and microgrid technologies into Town facilities.

Action SU-C.5.a: Municipal Microgrid and Electrification Plan. Plan and implement microgrids, solar and battery systems, and phased electrification of municipal facilities and equipment.

Goal SU-D Create a resilient and adaptable community that anticipates and reduces the risk from future climate change impacts.

Policy SU-D.1: Resilient Community. Enhance the community's capacity to adapt to climate-related risks by integrating climate adaptation and resilience strategies in the Town's development, capital improvement, and emergency preparedness and response plans and projects, with attention to populations most vulnerable to climate impacts, including lower-income households, seniors, and renters.

Action SU-D.1.a: Resilience Hubs. Identify opportunities to enhance the capacity of Town and school facilities to become Resilience Hubs, evacuation centers, cooling centers, and charging stations during extreme heat or weather events.

Action SU-D.1.b: Equitable Community Resilience. Ensure equitable access to resources and support systems for resilience and adaptation planning and evaluate whether programs are effectively reaching underserved populations both during planning efforts and climate-related events.

Action SU-D.1.c: Urban Heat Island Effect. Reduce urban heat island effects by encouraging installation of landscaped surfaces, cool roofs, ample tree cover, reduced expanses of heat-absorbing pavement, and other urban cooling strategies in new development. For Town projects, incorporate urban cooling measures when feasible.

Action SU-D.1.d: Vulnerable Populations. Engage vulnerable populations to identify gaps in community resilience planning and work together to reduce hazards from climate change impacts.

Action SU-D.1.e: Agency Collaboration. Collaborate with Marin jurisdictions, school districts, special districts, and regional, state, and federal agencies to develop, coordinate, fund, and implement adaptation and resiliency strategies and projects.

Action SU-D.1.f: Adaptive Management and Climate Monitoring. Monitor climate indicators, greenhouse gas emission trends, and adaptation outcomes, and adjust Town policies and programs accordingly.

Action SU-D.1.g: Technology Horizon Scanning. Monitor emerging climate technologies and adaptation strategies with annual reports to the Climate Action Commission on potential applications for San Anselmo.

Goal SU-E Prioritize use of zero emission vehicles and promote active transportation and the public transit system as alternative modes of travel to reduce greenhouse gas emissions and support community health.

Policy SU-E.1: Low Carbon Transportation. Minimize transportation-related greenhouse gas emissions by expanding zero-emission mobility options, supporting clean transit, and promoting adoption of low-carbon personal transportation such as electric vehicles and electric bicycles.

Action SU-E.1.a: Zero Emission Vehicles. Implement a comprehensive program to significantly increase the use of zero emission vehicles through public education and promotion, updating building code requirements for electric vehicle charging infrastructure, and installation of Level 2 and 3 public charging facilities near downtown, commercial districts, multifamily housing, and Town parking lots.

Action SU-E.1.b: Electric Bicycles. Promote electric bicycle adoption through community education and outreach, financial incentives, expansion of secure bicycle parking and related infrastructure, and partnerships with employers and retailers to improve access and reduce barriers to ownership.

Action SU-E.1.c: Fleet Vehicle Replacements. Give priority to electric and zero emissions vehicles when replacing vehicles in the Town's fleet in accordance with the Town's Fleet Zero-Emissions Policy, with the goal of achieving a zero-emissions fleet by 2030.

Action SU-E.1.d: Clean Transit. Support local transit providers' efforts to transition to zero-emission vehicles by supporting transportation infrastructure, policies, and funding efforts that align with the Town's air quality and energy conservation goals.

Action SU-E.1.e: Active Transportation Promotion. Promote walking, bicycling, and safe routes to schools and community destinations through outreach, maps, and campaigns.

Action SU-E.1.f: Public Transit Awareness. Work with transit agencies to improve awareness of transit options and strengthen first-/last-mile connections.

THRESHOLDS OF SIGNIFICANCE

Per Appendix G of the CEQA Guidelines and BAAD recommendations, air quality impacts are considered significant if implementation of the General Plan 2045 would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

IMPACTS AND MITIGATION MEASURES

Impact 3.3-1: General Plan 2045 implementation would not conflict with or obstruct implementation of the applicable air quality plan (Less than Significant)

CEQA requires lead agencies to determine whether a project is consistent with the applicable air quality plan. The BAAD's most current air quality plan is the 2017 CAP. The 2022 BAAD CEQA Air Quality Guidelines recommend that lead agencies consider the following questions relative to this consistency determination:

1. Does the project support the primary goals of the of the 2017 CAP?
2. Does the project include applicable control measures from the 2017 CAP?
3. Does the project disrupt or hinder implementation of the 2017 CAP control measures?

The primary goals of the 2017 CAP are to protect public health and the climate. The 2017 CAP contains 85 individual control measures that describe specific actions to reduce emissions of air and climate pollutants from the full range of emission sources. The control measures are categorized based upon the economic sector framework used by CARB for the AB 32 Scoping Plan Update. These sectors include:

- Stationary (Industrial) Sources
- Transportation
- Energy
- Buildings
- Agriculture
- Natural and Working Lands
- Waste Management
- Water
- Super-GHG Pollutants

Key elements of the control strategy for the 2017 CAP are described below:

Stationary sources:

- Decrease emissions of GHGs and criteria air pollutants through a region-wide strategy to reduce combustion and improve combustion efficiency at industrial facilities, beginning with the three largest sources of emissions: oil refineries, power plants and cement plants.
- Reduce methane emissions from landfills, and from oil and natural gas production and distribution.
- Reduce emissions of toxic air contaminants by adopting more stringent thresholds and methods for evaluating toxic risks at existing and new facilities.

Transportation:

- Reduce motor vehicle travel by promoting transit, bicycling, walking and ridesharing.

- Implement pricing measures to reduce travel demand.
- Direct new development to areas that are well-served by transit, and conducive to bicycling
- and walking.
- Accelerate the widespread adoption of electric vehicles.
- Promote the use of clean fuels and low- or zero carbon technologies in trucks and heavy-duty equipment.

Buildings and energy:

- Expand the production of low-carbon, renewable energy by promoting on-site technologies such as rooftop solar, wind and ground-source heat pumps.
- Support the expansion of community choice energy programs throughout the Bay Area.
- Promote energy and water efficiency in both new and existing buildings.
- Promote the switch from natural gas to electricity for space and water heating in Bay Area buildings.

The General Plan 2045 does not in and of itself propose development but proposes a land use plan and policy framework that include components specifically aimed at improving air quality. To assess whether the General Plan 2045 is consistent with the 2017 CAP, the recommendations provided by the BAAD's CEQA Air Quality Guidelines are used below to assess whether the Project would support the primary goals, inclusion of the applicable control measures, or hinderance of the control measures. As discussed previously, the 2017 CAP focuses on reducing emissions through the control strategy for stationary, transportation as well as building and energy categories. To demonstrate consistency with the 2017 CAP, each category of the control strategy will be repeated with the relevant General Plan 2045 policies and actions cited to demonstrate consistency with each of the 2017 CAP control strategy categories.

Stationary sources:

- Decrease emissions of GHGs and criteria air pollutants through a region-wide strategy to reduce combustion and improve combustion efficiency at industrial facilities, beginning with the three largest sources of emissions: oil refineries, power plants and cements plants.

  The General Plan 2045 does not include the development of oil refineries, power plants and cements plants. As such, the General Plan 2045 would not disrupt or hinder this control strategy.
- Reduce methane emissions from landfills, and from oil and natural gas production and distribution.

  The General Plan 2045 does not include the development of landfills, or oil production or distribution infrastructure. As such, the General Plan 2045 would not disrupt or hinder this control strategy.

- Reduce emissions of toxic air contaminants by adopting more stringent thresholds and methods for evaluating toxic risks at existing and new facilities.

  The Town does not directly regulate toxic air contaminants but would rely on the BAAD's thresholds, rules and regulations for the emission of toxics from stationary sources. The Town also does not directly regulate toxic emissions from transportation sources but relies on vehicular emission standards adopted by CARB. The Town would not disrupt or hinder this control strategy but would support this strategy through enforcement of development standards that incorporate BAAD requirements for stationary sources and policies that minimize transportation related emissions. The General Plan 2045 supports the reduction in toxic air contaminants through Policy OSC-B.9 Pollution Prevention which prevents or minimizes air pollution through compliance with State and federal air quality standards. The actions under this Policy applies to the implementation of BAAD's CAP, rules, and best practices in the review of construction development and commercial operations as well as the reduction in particulate emissions and vehicular idling minimization. In addition, the General Plan 2045 policies related to all criteria emission control strategies discussed below would also be consistent with the control strategy of reducing toxic air contaminants for existing and new facilities.

Transportation:

- Reduce motor vehicle travel by promoting transit, bicycling, walking and ridesharing.

  The Town supports multimodal transportation options and infrastructure that reduces single vehicle occupancy which includes the Town's Bicycle and Pedestrian Advisory Committee while General Plan 2045's Policy SU-E.1: Low Carbon Transportation has actions that include zero emission vehicles, electric bicycles, fleet vehicle replacements, clean transit, active transportation promotion (walking, bicycling, and safe routes to schools and community destinations), as well as public transit awareness. The General Plan 2045 also incorporates Goal C-C for alternative transportation which includes the Town's Complete Streets Policy and Bicycle and Pedestrian Master Plan through Policy C-C.1. Policy LU-D.4: Downtown maintains and enhances downtown as a pedestrian-friendly center.

- Direct new development to areas that are well-served by transit, and conducive to bicycling and walking.

  The General Plan 2045's Goal LU-A manages future growth and prioritizes a compact, walkable community, the efficient extension of urban services, preservation of natural and cultural resources, and protection of the area's environmental setting. Policy LU-A.3: Public Infrastructure and Service Capacity for New Development coordinates new development and growth with transportation such that consistency is achieved with the Town's VMT and Level of Service standards. Action LU-D.8.b: Age-Friendly Land Use Planning promotes age- and disability-friendly land use planning proximate to transit.

- Accelerate the widespread adoption of electric vehicles.

  General Plan 2045 Policy SU-C.2: Renewable Energy and Electrification accelerates the conversion to renewable energy sources through Action SU-C.2.d: Zero Emission Infrastructure which prohibits the location of new gas stations and transitions to zero emissions fueling stations. Goal SU-E prioritizes the use of zero emission vehicles as modes of travel as part of the Town's sustainability goals. Specifically, Action SU-E.1.a implements a comprehensive program to significantly increase the use of zero emission vehicles through public education and promotion, updating building code requirements for electric vehicle charging infrastructure, and installation of Level 2 and 3 public charging facilities near downtown, commercial districts, multifamily housing, and Town parking lots.

- Promote the use of clean fuels and low- or zero carbon technologies in trucks and heavy-duty equipment.

  As part of the Sustainability, Climate Change, and Resiliency Element of General Plan 2045, the Town supports CARB's sustainability requirements which include the Advanced Clean Trucks and Advanced Clean Fleets rules, manufacturers and fleet operators requirements to adopt zero emission vehicles, as well as In-Use Off-Road Diesel-Fueled Fleets Regulation retirement of older, high-polluting construction machinery. San Anselmo support this broader framework through General Plan 2045 as well as the Climate Action Plan 2030. Managed by its Climate Action Commission, the Town actively works to decarbonize regional transit and school bus fleets, implements municipal fleet electrification policies to systematically replace its own heavy equipment with zero emission alternatives, and aggressively builds out the public EV charging infrastructure needed to sustain medium- and heavy-duty vehicles.

Buildings and energy:

- Expand the production of low-carbon, renewable energy by promoting on-site technologies such as rooftop solar, wind and ground-source heat pumps.

  Action SU-A.1.a supports this control measure by coordinated programs, technical assistance, and permitting support that advance energy efficiency, building and vehicle electrification, and renewable energy adoption. Policy SU-C.2 accelerates the conversion to renewable energy sources through building appliance electrification including streamlining building permit processes for heat pump water and space heaters and electrical panel upgrades. For municipal operations, the Town will evaluate solar energy production and storage systems and replacement of natural gas appliance and equipment as well as continuation in the purchase of 100% renewable energy (MCE Deep Green) for town buildings and facilities as part of Action SU-C.2.c: Municipal Energy Use. Renewable energy for the Town is also supported by Policy SU-C.5: Municipal Energy Efficiency, Electrification, and Resilient Operations which continues to improve energy efficiency, electrify equipment and buildings, and integrate renewable energy and microgrid technologies into Town facilities.

- Support the expansion of community choice energy programs throughout the Bay Area.

  The Town does not have the authority to expand community choice energy programs throughout the Bay Area but Town businesses and residents have access to community choice for energy programs. These include clean energy options through MCE and PGE as well as solar photovoltaic and energy storage systems.

- Promote energy and water efficiency in both new and existing buildings.

  The Town supports conservation efforts through Policy SU-C.2: Renewable Energy and Electrification which promotes the acceleration in the conversion to renewable energy sources. Policy SU-C.3: Building Energy Efficiency also encourages energy efficiency improvements in residential and commercial buildings to reduce energy use. Policy SU-A.1: Sustainability Education and Empowerment also includes actions that promote energy efficiency through education about energy options. Policy SU-C.3: Building Energy Efficiency focuses on energy efficiency through green building regulations as well as incentives within energy efficiency programs. Energy efficiency is also supported for municipal facilities through Policy SU-C.5: Municipal Energy Efficiency, Electrification, and Resilient Operations.

- Promote the switch from natural gas to electricity for space and water heating in Bay Area buildings.

  The General Plan 2045 focuses on the transitions from natural gas to electricity through Action SU-C.2.b: Building Permitting for Electrification which incentivizes conversion of natural gas appliances to electric versions. Action SU-C.2.c also supports this transition at municipal facilities through solar energy production and storage systems as well as replacement of natural gas appliances and equipment.

If the General Plan 2045 would cause disruption, delay, or otherwise hinder the implementation of any air quality plan control measure, it may be considered inconsistent with the 2017 CAP. The Planning Area is surrounded by existing a mixture of open space and suburban uses. The General Plan 2045 emphasizes pedestrian-oriented neighborhoods, appropriately-scaled commercial areas with strong pedestrian and bicycle connections, and infill development within the Downtown with a commitment to develop more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit. The Land Use Map and policies and actions emphasize alternative transportation access and multi-modal connectivity throughout the Planning Area and into the surrounding areas. The General Plan 2045's proposed land use plan and policy framework would support the 2017 CAP and provide for future development that would support placement of land uses in proximity to each other and to transit; reduce vehicle trips; and address potential health-related impacts associated with new development, amongst others. All future development and infrastructure projects within the Planning Area would be subject to the General Plan 2045 goals, policies, and actions, which would

contribute to the reduction of emissions and air quality impacts. The General Plan 2045 does not cause the disruption, delay, or otherwise hinder the implementation of any quality plan control measure but would support the control measures identified within the 2017 CAP. Therefore, implementation of the General Plan 2045, which is consistent with all federal and state guidelines, would be consistent with the 2017 CAP.

As discussed previously, the BAAD's 2022 CEQA Air Quality Guidelines also identify thresholds of significance for criteria air pollutants and precursors for planning-level documents. As described in Section 3.4 of the 2022 CEQA Air Quality Guidelines, proposed plans (except regional plans) must show the following over the planning period of the plan to result in a less than significant impact:

- Consistency with current air quality plan control measures; and
- Project VMT or vehicle trip (VT) increase less than or equal to projected population increase.

The analysis provided above demonstrates that the General Plan 2045 would be consistent with the current air quality plan control measures.

Annual VMT for the existing condition (baseline) and buildout year 2045 was provided by Parametrix; refer to Section 3.14 (Transportation and Circulation). **Table 3.3-4** identifies the VMT per capita for the General Plan 2045. As shown in Table 3.3-4, the Project is estimated to result in a population growth of 5,356 persons. This results in a total population of 17,979, which represents an approximately 42% population growth from existing conditions. However, the VMT growth rate is only approximately 4% from existing conditions. Since the General Plan 2045's projected VMT would be substantially less than the population growth rate, this impact would be less than significant.

TABLE 3.3-4: VMT DATA COMPARISON BETWEEN EXISTING CONDITION AND GENERAL PLAN 2045

LAND USE	*UNITS*	*EXISTING CONDITION (BASELINE)*	*GENERAL PLAN 2045*	*GENERAL PLAN 2045 VS. EXISTING CONDITION*
San Anselmo Population	Persons	12,623	17,979	42%
Total VMT	VMT	204,604	212,246	+4%

SOURCE: PARAMETRIX, 2025

The General Plan 2045 would further the fundamental goals of the BAAD in reducing emissions of criteria pollutants associated with VMT by providing opportunities for pedestrian-oriented neighborhoods, appropriately-scaled commercial areas with strong pedestrian and bicycle connections, and infill development with a commitment to develop more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit. The Land Use Plan and policies and actions emphasize alternative transportation access and multi-modal connectivity throughout the Planning Area and into the surrounding areas. Implementation of the General Plan 2045 goals, policies, and actions would minimize criteria pollutant emissions. For the reasons described above, the General Plan 2045 would

not conflict with or obstruct implementation of the applicable air quality plan and this impact is considered **less than significant**.

Impact 3.3-2: General Plan 2045 implementation could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (Less than Significant)

Development proposed under the General Plan 2045 would result in emissions on a townwide basis. As such, the BAAD had developed guidance on the assessment of criteria pollutants for long-range plans that are based on two requirements. As discussed previously, the two requirements are that the General Plan 2045 must be consistent with the 2017 CAP's control measures, and the projected growth rate of vehicle activity in VMT or vehicle trips being less than or equal to the project population growth rate. As discussed in Impact 3.3-1, the General Plan 2045 would support and be consistent with the 2017 CAP's control measures and consequently would result in less than significant impacts for criteria pollutants.

Because emissions from long range plans are inherently cumulative, the BAAD's guidance for long range plans are based on whether the overall emission controls of the 2017 CAP are supported and the projected growth rate for transportation is less than the projected population growth rate. Since the General Plan 2045 would result in less than significant impacts related to the BAAD's two significance thresholds for criteria air pollutants, the General Plan 2045 would likewise result in a less than significant impacts related to cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard. This impact is considered **less than significant**.

Impact 3.3-3: General Plan 2045 implementation would expose sensitive receptors to substantial pollutant concentrations (Less than Significant)

Subsequent land use activities associated with implementation of the General Plan 2045 could potentially include short-term construction sources of TACs and long-term operational sources of TACs, including stationary and mobile sources.

Health risks associated with TACs are most pronounced in the areas adjacent to freeway segments. Under the CARE program, the BAAD has designated certain areas as "Impacted Communities" if the following occur: the areas (1) are close to or within areas of high TAC emissions; (2) have sensitive populations, defined as youth and seniors, with significant TAC exposures; and (3) have significant poverty. The eastern portion of San Anselmo (the area east of Sir Francis Drake Boulevard and south of Red Hill Avenue) is mapped by the BAAD as an Impacted Community under the CARE Program.

Regardless of the existing health risks associated with TACs, the BAAD CEQA Air Quality Guidelines provide recommendations for all communities to ensure reduced health risks associated with TACs. The General Plan 2045 includes goals, policies, and actions that are intended to minimize exposure of TACs to sensitive receptors, as described below.

Temporary Construction Sources

Implementation of the General Plan 2045 would result in the potential construction of a variety of projects. This construction would result in short-term emissions of DPM, a TAC. Construction would result in the generation of DPM emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer. The calculation of cancer risk associated with exposure to TACs is typically based on a 70-year period of exposure. The use of diesel-powered construction equipment, however, would be temporary and episodic and would occur over a relatively large area. Cancer risk and $PM_{2.5}$ exposure would have to be analyzed through project-level analysis to identify the potential for significant impacts and measures to reduce those impacts to less than significant. Implementation of the applicable General Plan 2045 policies and actions would require, in part, that future development of sensitive receptors within specific setback distances from sources of TACs and $PM_{2.5}$ to prepare a site-specific analysis of exposure pursuant to BAAD procedures. Additionally future non-residential developments would be evaluated through the CEQA process or BAAD permit process to ensure they do not cause a significant health risk. Sites would be required to be designed to be located away from pollution sources and trees and/or vegetation would be required as a buffer between sensitive receptors and pollution sources. The use of clean Tier 4 offroad diesel engines are also available to substantially reduce toxic air pollutants such as diesel particulate matter. Compliance with the required regulatory framework and General Plan 2045 goals, policies, and actions would result in temporary construction-related TAC impacts that are **less than significant**.

Long-Term Operational Sources

According to the BAAD CEQA Air Quality Guidelines, for a plan to have a less-than-significant impact with respect to TACs, overlay zones must be established around existing and proposed land uses that would emit these air pollutants. Overlay zones to avoid TAC impacts must be reflected in local plan policies, land use maps, or implementing ordinances. These overlay zones include:

1. Overlay zones around existing and planned sources of TACs (including adopted Risk Reduction Plan areas), and
2. Overlay zones of at least 500 feet from all freeways and high-volume roadways.

The BAAD CEQA Air Quality Guidelines consider exposure of sensitive receptors to air pollutant levels that result in an unacceptable cancer risk or hazard, to be significant. For cumulative sources, the BAAD CEQA Guidelines consider 100 in one million excess cancer risk, $PM_{2.5}$ concentrations that exceed 0.8 $\mu g/m^3$, and non-cancer Hazard Index greater than 10.0 to be significant. This risk and exposure level accounts for multiple pollutant sources.

The General Plan 2045 would permit and facilitate the development of new sensitive receptors, such as new homes, in locations near arterial and collector roadways, highways, and stationary sources of TAC emissions. The CARB's Air Quality and Land Use Handbook provides recommended buffer distances between sensitive land uses and major emission sources. For roadways, CARB

recommends "Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day."[5] Based on the roadway segments analyzed within the Project's traffic study (Appendix E), estimated traffic volumes at the roadway segments with the highest traffic volumes in the year 2045 would be 39,575 ADT along Sir Francis Drake Boulevard between Mountain View and Cordone Drive, 14,452 ADT along Butterfield Road north of Sir Francis Drake Boulevard, and 13,529 ADT along Center Boulevard between San Anselmo Avenue and Saunders Avenue. These volumes are less than the CARB identified 100,000 ADT for urban roads and also the 50,000 ADT for rural roads. In addition, these traffic volumes were identified by CARB 21 years ago when vehicular tailpipe emissions were substantially more than they are today.

Traffic within San Anselmo would also involve a lower percentage of diesel trucks as to roadways occurring in cities with more industrial uses since the Town is comprised primarily with residential uses. Diesel exhaust is considered by CARB to result in substantially greater health effects as compared to gasoline combustion exhaust. Also, in Marin County, approximately 40% of new light-duty vehicle sales for 2024 were zero emission vehicles, which have no direct tailpipe emissions and would not contribute to local roadway air pollution. Due to continued technological advances and reductions in battery costs, it is anticipated that EV adoption will continue to increase with corresponding reductions in transportation related emissions. As such, the General Plan 2045 does not need a 500-foot overlay zone from freeways and high-volume roadways, and development under General Plan 2045 is consistent with this criterion.

However, Action OSC-B.9.a.: Air Quality Standards and Project Review involves review of projects relative to implementation of the Bay Area Air District's Clean Air Plan, rules, and best practices in reviewing construction, development, and commercial operations, including evaluation of toxic air contaminants, odors, and criteria pollutants. This allows the Town to review development on a project-by-project basis relative to exposure to both criteria and toxic air pollutants. Because of the residential nature of the Town and relatively low levels of vehicle traffic, the General Plan 2045 would involve siting of sensitive land uses proximate to substantial emission sources such as those found in larger cities with industrial sources and major highways. As such, the Town would review development on a project-by-project basis relative to exposure to air pollutants and would not involve placement of sensitive land uses in areas exposed to excessive pollution.

Stationary Sources

The Planning Area has numerous permitted stationary sources. These sources are located throughout the Town, but mostly in commercial areas. The impact of these sources can only be addressed on a project-by-project basis, since impacts are generally localized. To assist lead agencies, BAAD has provided a database of permitted sources for each county in its jurisdiction. The database is contained in a Google Earth tool that allows a user to identify stationary sources within 1,000 feet of a receptor. The database can then be accessed through Google Earth to determine conservative screening levels of cancer risk, hazards, and $PM_{2.5}$ concentrations. This allows many of the sources to be screened out for additional analysis. Stationary sources that show the potential

[5] California Air Resources Board. April 2005. Air Quality and Land Use Handbook: A Community Health Perspective.

for significant community risk impacts after this first level of review are further analyzed by contacting BAAD for additional information and applying distance adjustment factors. A refined modeling analysis would be required if there are sources that still have potentially significant impacts after this level of review. A refined analysis would include dispersion modeling of the source using emissions and source information provided by BAAD. If the source still has significant community risk impacts following this level of effort, then risk reduction strategies would have to be implemented by the project on a case-by-case basis.

When siting new sensitive receptors, the BAAD CEQA Air Quality Guidelines advise that lead agencies examine existing or future proposed sources of TAC and/or $PM_{2.5}$ emissions that would adversely affect individuals within the planned project. New residences and sensitive receptors could be located near stationary sources of TACs located throughout the Town, such as gasoline dispensing stations, emergency back-up diesel generators, and dry cleaners. Without proper setbacks or mitigation measures, these sources could result in TAC levels that would be significant for new sensitive receptors.

Gasoline Stations. The BAAD recommends a setback of 300 feet for large gasoline dispensing facilities (3.6 million gallons of throughput a year) and 50 feet for small facilities. This is consistent with CARB recommendations, which found that, except for the largest gasoline stations, health risks near gasoline stations should be less than 10 in one million at distances beyond 50 feet.

Dry Cleaning Facilities. Perchlorethylene (Perc) is the solvent used commonly in past dry-cleaning operations. Perc is a TAC because it has the potential to cause cancer. In 2005, CARB recommended setbacks of 300 feet between dry cleaning facilities that emit Perc and sensitive land uses. Since then, CARB has enacted new rules to substantially reduce Perc emissions and phase out the use of TACs in dry cleaning by 2023. However, CARB's recommended buffers are based on cancer risk based on a 70-year exposure computation. Therefore, the 300-foot setback may be overly conservative. Most dry-cleaning facilities would need to be analyzed on a project-by-project basis, starting by determining if the facility in question uses Perc in their cleaning process.

Emergency Back-Up Generators. Electricity generators that are powered by diesel engines are common. They are typically located at facilities where uninterrupted electricity is necessary. Common facilities include fire and police stations, hospital or medical treatment facilities, pump stations, schools, offices, and data centers. Diesel engines powering these generators are regulated by BAAD and CARB. CARB has established strict emissions limits and operating restrictions for engines larger than 50 horsepower. BAAD has developed criteria (Regulation 2 Rule 5) for approval of projects with new or modified emission sources of TACs. As a result, all new engines have very localized impacts and would not be permitted if they would cause significant cancer risks or hazards. Existing engines are only permitted to operate for 50 hours per year for maintenance or routine testing.

Specific stationary sources in the Planning Area were identified using BAAD's Stationary Source Screening Map, as described above. The BAAD data provide the screening risk, hazard and PM2.5 concentration levels associated with each source. **Table 3.3-5** identifies the cancer and chronic hazard risks from stationary sources that have potentially significant impacts using the screening

data provided by BAAD and the Cancer Risk and Hazard Distance Adjustment Multiplier tool. However, refined analysis of the effects from these sources through emissions and dispersion modeling would likely show lower TAC exposure. The information provided indicates that all the emission sources have cancer risk levels and chronic hazard indices that are less than levels considered by the BAAD as significant sources of air toxics.

TABLE 3.3-5: APPROXIMATE SCREENING SETBACK DISTANCES FOR STATIONARY TAC SOURCES

SOURCE	*ADDRESS*	*CANCER RISK*	*CHRONIC HAZARD INDEX*
Andronicos #2455	100 Center Boulevard	0	0
Fara's Auto	98 Sir Francis Drake Blvd	NA	NA
Gas and Shop	750 Sir Francis Drake Blvd	NA	NA
Henry Schmitt	108 Crescent Road	0	0
Luxe Collision S R Inc	640 Sir Francis Drake Blvd	0	0
Lucas Residence	60 Park Way	2	0
Safeway Inc #1723	838 Sir Francis Drake Blvd	0	0
San Anselmo Coffee Roastery	701 San Anselmo Avenue	0	0
San Anselmo Police Department	525 San Anselmo Ave	6	0
San Anselmo Red Hill Convenience & Fuel	930 Sir Francis Drake Blvd	NA	NA
Town of San Anselmo	550 San Francisco Blvd	0	0
County of Marin Marin Emergency Radio Authority Forbes Hill	End of Hepburn Heights Dr	0	0
Fourth Street Shell	1833 4th St	NA	NA
Jack L Hunt Inc	1714 4th St	0	0
Mount Tamalpais Cemetery and Mortuary	2500 5th Avenue	4	0.32

NOTE: NA = NOT AVAILABLE
SOURCE: BAAD, 2026

Highway and Roadway Traffic

The BAAD indicates significant TAC exposures along the following highways and high-volume roadways[6] within San Anselmo in terms of cancer risk and $PM_{2.5}$ exposure: Sir Francis Drake Boulevard – 39,575 ADT, and Center Boulevard – 13,529 ADT, Butterfield Road - 14,452 ADT). Diesel exhaust is the primary source of TAC exposure from roadways. These roadways would have low levels of diesel exhaust due to the residential nature of the town and surrounding towns.

Cancer risks in San Anselmo are highest along the centerlines of Sir Francis Drake Blvd. and Red Hill Ave., the two major roadway corridors in the town. Mobile source cancer risk near the centerline of those roadways are 20.0-50.0 in a million. Areas along Center Blvd., Butterfield Rd., and areas within approximately 1-6 blocks of the Sir Francis Drake Blvd. and Red Hill Ave. centerlines have a cancer

[6] The definition of a high-volume roadway can vary depending on road type, location, and use purpose. As an example, for traffic data collection or monitoring purposes, the Federal Highway Administration typically used 50,000 AADT (annual average daily traffic) while for road dust emissions estimation the USEPA uses 10,000 AADT (AP-42 method).

risk of 5.0-20.0 in a million. All other areas within the Planning Area have a cancer risk of 0.0-5.0 in a million.[7]

Implementation of the General Plan 2045 goals, policies, and actions would reduce the exposure to sensitive receptors to pollutant concentrations from highways and roadway traffic by promoting multimodal transportation, reduction in vehicle idling, reductions in VMT, and zero emission vehicles. California has steadily increased the adoption of zero emission vehicles. Marin County had 40% of new light-duty vehicle sales as zero emission vehicles in 2024.[8] Continued purchases of zero or near zero emission vehicles will continue to decrease air pollution near roadways as older more polluting vehicles are retired.

Summary

The General Plan 2045 would allow growth of new residential land uses that would be sensitive receptors and new non-residential land uses that are a potential for new emissions sources. As discussed previously, potential air quality impacts were assessed against the CEQA impact evaluation guidance established by the BAAD. The BAAD guidance for long range plans is primarily based on whether the General Plan 2045 is consistent with the goals and control measures within the 2017 CAP. As discussed in Section 3.3-1, General Plan 2045 would be consistent with the 2017 CAP and would not disrupt or hinder implementation with the 2017 CAP control measures and would result in **less-than significant-impacts**.

Additionally, implementation of the General Plan 2045 goals, policies, and actions would reduce the exposure to sensitive receptors to pollutant concentrations. For example, Action OSC-B.9.c requires that all development and infrastructure projects for potential air quality impacts, including effects of toxic air contaminants and objectionable odors, to residences, congregate housing, schools, and other sensitive receptors. Overall, future non-residential developments would be evaluated through the CEQA process or BAAD permit process to ensure they do not cause a significant health risk. Sites would be required to be designed to be located away from pollution sources and trees and/or vegetation would be required as a buffer between sensitive receptors and pollution sources or implement Best Available Control Technology for emission sources. While implementation of General Plan 2045 goals, policies, and actions would reduce potential exposure, the General Plan 2045 would allow development in the immediate vicinity of TAC sources and it is possible that applying feasible methods to reduce TAC exposure would not be adequate to fully reduce exposure to a less than significant level for future projects. As discussed previously Action OSC-B.9.c requires that future development require a site-specific analysis to determine the level of TAC and PM2.5 exposure to sensitive land uses. The analysis would be conducted following procedures outlined by BAAD. If the site-specific analysis reveals significant exposures, such as cancer risk greater than 10 in one million or cumulative cancer risk greater than 100 in one million, additional measures would be employed to reduce the risk to below the threshold. Since the Town does not include industrial

[7] Bay Area Air District, 2026. Mobile Source Screening Tool. Available: https://experience.arcgis.com/experience/89ba715c4dc7427f85e2d2fc5b8175ff/page/Mobile-Source-Screening-Tool?draft=true. Accessed: May 29, 2026.

[8] California Energy Commission. 2025. New ZEV Sales in California. Available: https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics-collection/new-zev

land uses, most of the stationary sources of air pollutant emissions are likely going to be smaller and would not result in a large source of TACs. Therefore, the impact would be **less than significant**.

Impact 3.3-4: General Plan 2045 implementation would not result in other emissions (such as those leading to odors adversely affecting a substantial number of people) (Less than Significant)

Future construction activities could result in odorous emissions from diesel exhaust associated with construction equipment. However, because of the temporary nature of these emissions and the highly diffusive properties of diesel exhaust, exposure of sensitive receptors to these emissions would be limited and would not rise to the magnitude of a public nuisance.

Subsequent land use activities associated with implementation of the General Plan 2045 could allow for the development of uses that have the potential to produce odorous emissions either during the construction or operation of future development. Additionally, subsequent land use activities may allow for the construction of sensitive land uses (i.e., residential development, schools, parks, offices, etc.) near existing or future sources of odorous emissions.

Significant sources of offending odors are typically identified based on complaint histories received and compiled by BAAD. According to the BAAD CEQA Guidelines, an odor source with five or more confirmed complaints per year, averaged over three years, is considered to have a significant impact. Typically, larger sources of odors that result in complaints are wastewater treatment facilities, landfills including composting operations, food processing facilities, and chemical plants. Other sources, such as restaurants, paint or body shops, and coffee roasters typically result in localized sources of odors. **Table 3.3-6** identifies screening buffers included in the BAAD CEQA Air Quality Guidelines for those uses more typically associated with having the potential to be sources of odors. To avoid significant impacts, the BAAMQD CEQA Guidelines recommend that buffer zones to avoid adverse impacts from odors should be reflected in local plan policies, land use maps, or implementing ordinances.

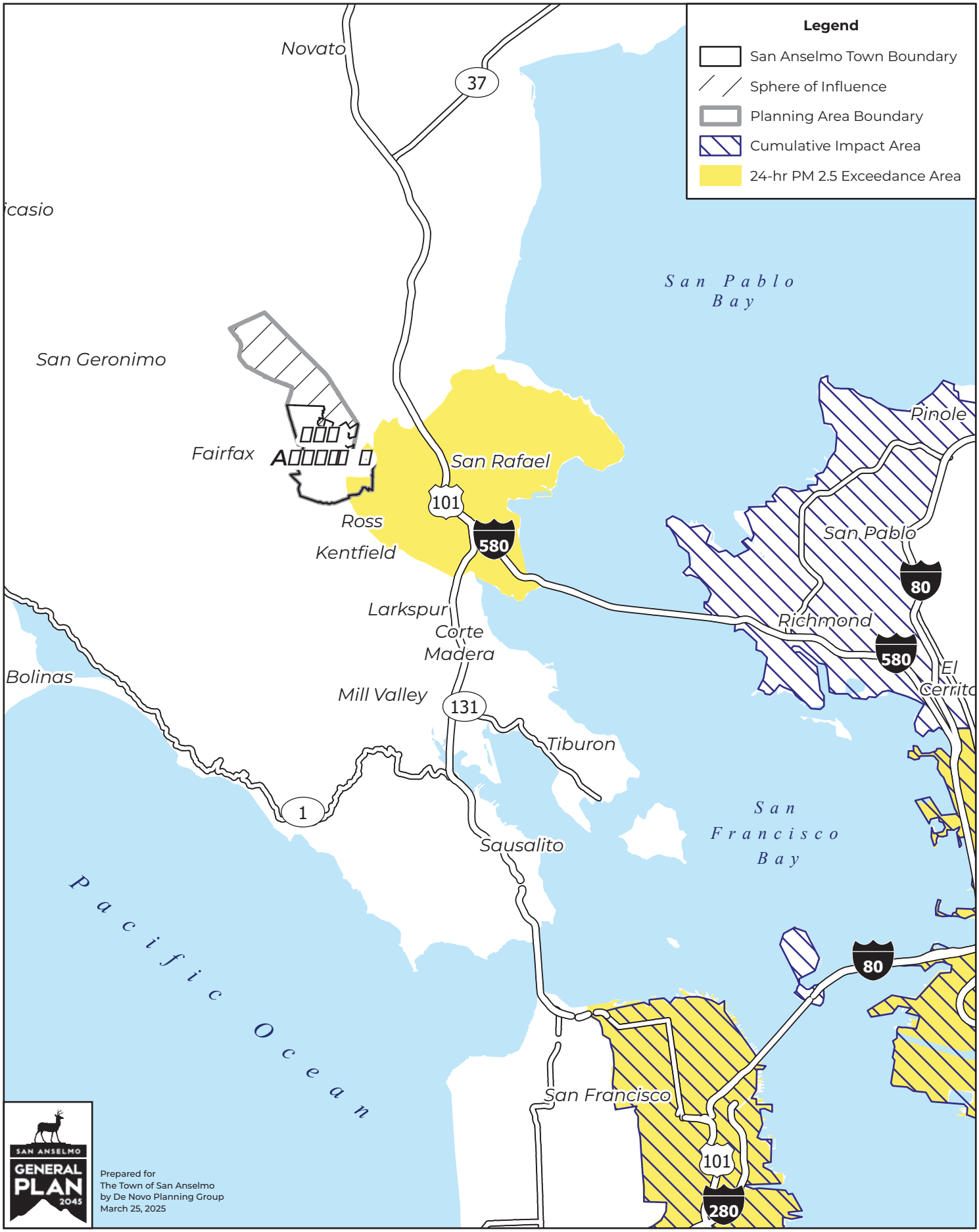
TABLE 3.3-6: ODOR SCREENING DISTANCES FOR THE GENERAL PLAN 2045

LAND USE/TYPE OF OPERATION	*PROJECT SCREENING DISTANCE*
Wastewater Treatment Plant	2 miles
Wastewater Pumping Facilities	1 mile
Sanitary Landfill	2 miles
Transfer Station	1 mile
Composting Facility	1 mile
Asphalt Batch Plant	2 miles
Chemical Manufacturing	2 miles
Fiberglass Manufacturing	1 mile
Painting/Coating Operations	1 mile
Coffee Roaster	1 mile
Food Processing Facility	1 mile
Green Waste and Recycling Operations	1 mile

The Planning Area includes potential odor sources that could affect new sensitive receptors. Most of these major existing sources are already buffered. However, it is possible that odors may be present. Responses to odors are subjective and vary by individual and type of use. Sensitive land uses that include outdoor uses, such as residences and possibly daycare facilities, are likely to be most affected by existing odors. The General Plan 2045 includes policies and actions that address potential conflicts in land uses that could result in odor complaints. For example, General Plan 2045 Open Space and Resource Conservation Element Action OSC-B.9.c requires the Town to reduce the potential for human discomfort or illness due to local concentrations of toxic contaminants, odors, and dust. Additionally, the policies and actions included as part of the General Plan 2045 (described above) would reduce mobile and stationary source emissions and odors associated with diesel fuel by focusing on land use patterns that improve air quality, reduce air pollution from stationary sources, and encourage/enable increased transit behavior. This Action requires the Town to coordinate land use planning to prevent odors and odor complaints. Action OSC-B.9.a requires the Town to implement the CAP relative to potential for odor sources from proposed development projects where the development could have the potential to adversely affect existing or planned sensitive receptors. Thus, General Plan 2045 implementation would not result in other emissions (such as those leading to odors adversely affecting a substantial number of people) and impacts would be **less than significant**.

Impact 3.3-5: General Plan 2045 implementation, in combination with other cumulative development, would result in adverse impacts on air quality. (Less than Significant)

The cumulative air quality impacts for the General Plan 2045 are analyzed based on development within the air basin. No specific development projects are proposed or would be approved as part of the General Plan 2045. Emissions occurring under a long range plan are inherently cumulative due to the Plan's proposed cumulative development. As discussed under Impact 3.3-1, the Project was evaluated under BAAD assessment guidance established for long range plans. Because the Project would be consistent with the goals of the 2017 CAP and would not disrupt or hinder the emission control measures in addition to resulting in substantially less VMT growth as compared to population growth, the General Plan 2045 is considered to result in **less than significant impacts** related to air pollutant emissions due to the Project.



Base Data Sources: Marin County LAFCO; USGS National Transportation Dataset.
Theme Source: Bay Area Air Quality Management District, Community Air Risk Evaluation Program 2013/2014.

Figure 3.3-1.
COMMUNITY AIR RISK EVALUATION (CARE) AREAS

This section describes biological resources in the Planning Area. This section provides a background discussion of the bioregions, regionally important habitat and wildlife, and special status species found in the vicinity of San Anselmo. This section is organized with an environmental setting, regulatory setting, and impact analysis.

One comment on this environmental topic was received during the NOP comment period from the California Department of Fish and Wildlife (CDFW) (November 13, 2025). Pertinent issues raised in the CDFW letter are addressed in this section. Full comments are included in Appendix A.

KEY TERMS

The following key terms are used throughout this section to describe biological resources and the framework that regulates them:

Hydric Soils. One of the three wetland identification parameters, according to the federal definition of a wetland, hydric soils have characteristics that indicate they were developed in conditions where soil oxygen is limited by the presence of saturated soil for long periods during the growing season. There are approximately 2,000 named soils in the United States that may occur in wetlands.

Hydrophytic Vegetation. Plant types that typically occur in wetland areas. Nearly 5,000 plant types in the United States may occur in wetlands. Plants are listed in regional publications of the U.S. Fish and Wildlife Service (USFWS) and include such species as cattails, bulrushes, cordgrass, sphagnum moss, bald cypress, willows, mangroves, sedges, rushes, arrowheads, and water plantains.

Sensitive Natural Community. A sensitive natural community is a biological community that is regionally rare, provides important habitat opportunities for wildlife, is structurally complex, or is in other ways of special concern to local, State, or Federal agencies. CEQA identifies the elimination or substantial degradation of such communities as a significant impact. The CDFW tracks sensitive natural communities in the California Natural Diversity Database (CNDDB).

Special Status Species. Special status species are those plants and animals that, because of their recognized rarity or vulnerability to various causes of habitat loss or population decline, are recognized by federal, State, or other agencies. Some of these species receive specific protection that is defined by Federal or State endangered species legislation. Others have been designated as "sensitive" on the basis of adopted policies and expertise of State resource agencies or organizations with acknowledged expertise, or policies adopted by local governmental agencies such as counties, cities, and special districts to meet local conservation objectives. These species are referred to collectively as "special status species" in this report, following a convention that has developed in practice but has no official sanction. For the purposes of this assessment, the term “special status” includes those species that are:

- Federally listed or proposed for listing under the Federal Endangered Species Act (50 CFR 17.11-17.12);
- Candidates for listing under the Federal Endangered Species Act (61 FR 7596-7613);

- State listed or proposed for listing under the California Endangered Species Act (14 CCR 670.5);
- Species listed by the USFWS or the CDFW as a species of concern (USFWS), rare (CDFW), or of special concern (CDFW);
- Fully protected animals, as defined by the State of California (California Fish and Game Code Section 3511, 4700, and 5050);
- Species that meet the definition of threatened, endangered, or rare under CEQA (CEQA Guidelines Section 15380);
- Plants listed as rare or endangered under the California Native Plant Protection Act (California Fish and Game Code Section 1900 et seq.); and
- Plants listed by the California Native Plant Society (CNPS) as rare, threatened, or endangered (List 1A and List 2 status plants in Skinner and Pavlik 1994).

Waters of the U.S. The federal government defines waters of the U.S. as "lakes, rivers, streams, intermittent drainages, mudflats, sandflats, wetlands, sloughs, and wet meadows" [33 C.F.R. §328.3(a)]. Following the Supreme Court's landmark decision in *Sackett v. Environmental Protection Agency*, 598 U.S. 651 (2023), the definition of waters of the United States (WOTUS) now hinges on a strict requirement of permanent presence and direct, visible connection. To qualify as a federally protected waterbody, a feature must either be a traditional navigable water—such as a major river, lake, or ocean—or a relatively permanent, standing, or continuously flowing body of water directly linked to one. Furthermore, wetlands are now only covered under the Clean Water Act (CWA) if they possess a continuous surface connection to these permanent waters, making the wetland and the waterbody visually and practically indistinguishable. By enforcing this rigid standard, the ruling effectively eliminated the broader "significant nexus" test, stripping federal jurisdiction from isolated wetlands, ephemeral streams that flow only after rainfall, and other intermittently flowing waters.

Waters of the State under the Porter-Cologne Act retain broader jurisdiction, including isolated wetlands and ephemeral drainages with a significant nexus to water quality.

Wetlands. Wetlands are ecologically complex habitats that support a variety of both plant and animal life. The federal government defines wetlands as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” [33 C.F.R. §328.3(b)]. Wetlands require wetland hydrology, hydric soils, and hydrophytic vegetation. Examples of wetlands include freshwater marsh, seasonal wetlands, and vernal pool complexes that have a hydrologic link to WOTUS.

3.4.1 ENVIRONMENTAL SETTING

BIOREGIONS

San Anselmo is located within the Bay Area/Delta Bioregion. The Bay Area/Delta Bioregion extends from the Pacific Ocean to the Sacramento Valley and San Joaquin Valley bioregions to the northeast and southeast, and a short stretch of the eastern boundary joins the Sierra Bioregion at Amador and

Calaveras Counties. The bioregion is bounded by the Klamath/North Coast on the north and the Central Coast Bioregion to the south. The Bay Area/Delta Bioregion is one of the most populous areas of the state, encompassing the San Francisco Bay Area and the Sacramento-San Joaquin River Delta. The water that flows through the Delta supplies two-thirds of California's drinking water, irrigating farmland, and sustaining fish and wildlife and their habitat. The bioregion fans out from San Francisco Bay in a jagged semi-circle that takes in all or part of 12 counties: Alameda, Contra Costa, Marin, Napa, San Francisco, San Joaquin, San Mateo, Santa Clara, Solano, Sonoma, and parts of Sacramento and Yolo. The habitats and vegetation of the Bay Area/Delta Bioregion are as varied as the geography.

WILDLIFE MOVEMENT CORRIDORS

Wildlife movement corridors are a strip of natural habitat connecting populations of wildlife otherwise separated by cultivated land, roads, or other barriers. The Conservation Analysis Unit (CAU) develops and maintains spatial data and models of wildlife movement, corridors, and habitat connectivity across California. These maps and models are used by scientists and decision-makers to inform how to best conserve habitat connectivity, or the ability of species and ecological processes to move through the landscape.

The Terrestrial Connectivity dataset is one of the key components of the CDFW's Areas of Conservation Emphasis (ACE) suite of terrestrial conservation information. The Terrestrial Connectivity dataset summarizes information on terrestrial connectivity by ACE hexagon including the presence of mapped corridors or linkages and the juxtaposition to large, contiguous, natural areas. According to the California Terrestrial Habitat Connectivity map, as shown on **Figure 3.4-1**, the northern portion of the Planning Area contains terrestrial connectivity at the highest levels, including ACE Rank 5 (Irreplaceable and Essential Corridors) and ACE Rank 4 (Conservation Planning Linkages). ACE Rank 5 (Irreplaceable and Essential Corridors) includes priority wildlife movement corridors and channelized areas identified in The Nature Conservancy's Omniscape model, which are critical for maintaining animal movement, often representing the last connection between habitats, while ACE Rank 4 (Conservation Planning Linkages) represents habitat connectivity linkages that maintain connections between core natural areas, based on species-specific models, and offer more flexibility for conservation efforts.

Grassroot efforts are currently underway within the community to identify and map local wildlife movement corridors as well.

WILDLIFE REFUGES

The purpose of wildlife refuges is to preserve lands and waters for the conservation, management and, where appropriate, restoration of the fish, wildlife, and plant resources and their habitats within the United States for the benefit of present and future generations.

San Anselmo itself does not have designated wildlife refuges within its municipal boundaries. However, there are several nearby locations in Marin County where wildlife refuges and protected areas can be found.[1] These include:

- **San Pablo Bay National Wildlife Refuge**: Located to the east of San Anselmo, this refuge encompasses tidal marshes, mudflats, and seasonal wetlands along San Pablo Bay. It provides important habitat for migratory birds, including waterfowl and shorebirds.
- **Marin Islands Wildlife Refuge**: This refuge consists of two small islands (East Marin Island and West Marin Island) in San Pablo Bay. It's managed as part of the San Pablo Bay National Wildlife Refuge and serves as a nesting site for herons and egrets.
- **Audubon Canyon Ranch**: Although not a wildlife refuge in the traditional sense, Audubon Canyon Ranch, based in Stinson Beach, manages several preserves in Marin County, including Bolinas Lagoon Preserve and Cypress Grove Preserve. These areas provide habitat for diverse wildlife, including nesting sites for herons and egrets.

PLANT COMMUNITIES

Agricultural and natural plant communities provide habitat for a variety of biological resources in the region. Sensitive habitats include those that are of special concern to resource agencies or those that are protected under a Habitat Conservation Plan, Natural Community Conservation Plan, CEQA, the Fish and Game Code, or the Clean Water Act (CWA). Additionally, sensitive habitats are usually protected under specific policies from local agencies.

CALIFORNIA WILDLIFE HABITAT RELATIONSHIP SYSTEM

The California Wildlife Habitat Relationships (CWHR) System is a wildlife information system and predictive model for California's regularly occurring birds, mammals, reptiles, and amphibians. The CWHR System uses a habitat classification scheme to provide a systematic method for describing how California's various habitats support different fauna. When first published in 1988, the classification scheme had 53 habitats. At present, there are 59 wildlife habitats in the CWHR System: 27 tree, 12 shrub, 6 herbaceous, 4 aquatic, 8 agricultural, 1 developed, and 1 non-vegetated.

The CWHR System identified 12 cover types (wildlife habitat classifications) in the Planning Area out of the 59 types in the State. These include: Annual Cropland, Coastal Oak Woodland, Coastal Scrub, Eucalyptus, Mixed Chaparral, Montane Hardwood, Montane Hardwood-Conifer, Perennial Grassland, Redwood, Urban, Valley Oak Woodland, and Vineyard. **Table 3.4-1** identifies the total area by acreage for each cover type (classification) found in the Planning Area. **Figure 3.4-2** illustrates the location of each cover type. A brief description of each cover type follows.

[1] Town of San Anselmo. Town of San Anselmo General Plan Existing Conditions Report. Pages 23 and 24.

TABLE 3.4-1: COVER TYPES - CALIFORNIA WILDLIFE HABITAT RELATIONSHIP SYSTEM

COVER TYPE	*TOWN (ACRES)*	*SOI (ACRES)*	*PLANNING AREA (TOTAL ACRES)*
Annual Grassland	119.70	580.66	700.35
Coastal Oak Woodland	569.60	636.84	1,206.44
Coastal Scrub	20.1	58.8	78.9
Eucalyptus	1.4	1.4	2.8
Mixed Chaparral	--	4.2	4.2
Montane Hardwood	2.0	243.7	245.7
Montane Hardwood-Conifer	71.3	--	71.3
Perennial Grassland	--	4.2	4.2
Redwood	16.4	--	16.4
Urban	903.9	307.4	1,211.3
Valley Oak Woodland	0.9	1.8	2.7
Vineyard*	1.1	--	1.1
Total	1,706.5	1,838.9	3,545.4

SOURCE: CALFIRE FRAP VEGETATION (FVEG15-1) "BEST AVAILABLE" LAND COVER DATA, SPANNING 1990 TO 2014.
*NOTES: * INFORMATION PROVIDED BY THE CDFW FVEG SYSTEM DOES NOT NECESSARILY ALWAYS ALIGN WITH ON-THE-GROUND USES, AND MAY BE INDICATIVE OF PAST USES, OR HABITAT TYPES THAT SUPPORT THIS USE; REVIEW OF AERIAL PHOTOGRAPHY FOR THIS AREA INDICATES THERE IS NO VINEYARD IN THE PLANNING AREA.*

Developed Cover Types

Urban habitats are not limited to any particular physical setting. Three urban categories relevant to wildlife are distinguished: downtown, urban residential, and suburbia. A heavily developed downtown is usually at the center, surrounded by concentric zones of urban residential and suburbs. Development gradually decreases and vegetative cover increases as one moves away from the center. Species richness and diversity is extremely low in urban habitats. The structure of urban vegetation varies, with five types of vegetative structure defined: tree grove, street strip, shade tree/lawn, lawn, and shrub cover. A distinguishing feature of the urban wildlife habitat is the mixture of native and exotic species. Within the Planning Area, there are 1,211.3 acres of urban habitat.

Vineyards can be found on flat alluvial soils in the valley floors, in rolling foothill areas, or on relatively steep slopes. All are irrigated. Most vineyards are sprinkler irrigated. Large numbers of vineyards are irrigated by drip or trickle irrigation systems. Most vineyards are in valley or foothill areas. Vineyards have been planted on deep fertile soils which once supported productive and diverse natural habitats. Larger and more diverse populations of wildlife were also supported by these native habitats. Within the Planning Area, there are 1.1 acres of vineyards habitat identified by the CWHR System. However, information provided by the CWHR System does not align with on-the-ground uses as aerial inspection of this area indicates there is no vineyard within the Planning Area. The CWHR information may be indicative of past uses, or habitat types that support this use.

Herbaceous Cover Types

Annual Grassland habitat primarily exists on flat plains and gently rolling foothills. The dominant soil types are Entisols, found at lower elevations in floodplains and swales with minimal soil

development, and Alfisols, located at higher elevations above valley floors. The climate is Mediterranean, with cool, wet winters and hot, dry summers, and a frost-free season averaging 250 to 300 days. Annual precipitation is highest in northern California (i.e., 960 millimeters in Redding) and decreases to the south, reaching its lowest point in the southern San Joaquin Valley (i.e., 150 millimeters in Bakersfield). Within the Planning Area, there are 700.4 acres of annual grassland habitat.

Perennial Grassland habitat typically occurs on ridges and south-facing slopes, alternating with forest and scrub in the valleys and on north-facing slopes. Perennial Grassland habitats are most often found on Mollisols, a soil type characterized by high nutrient content. These soils may grade into Inceptisols in areas of northern California, with higher precipitation allowing for leaching of the mollic horizon, and into Alfisols in areas of southern California, under drier conditions. On the north coast of California, Perennial Grassland habitat may occasionally be found on Ultisols that were once occupied by Douglas-fir habitats. These areas, which have been cleared of trees, are now more suited to Perennial Grassland vegetation. Perennial Grassland habitat occurs in two forms in California: coastal prairie form, found in areas with marine influence including along the California coast from Monterey County northward, and relic form, habitats now dominated by annual grasses and forbs. The coastal prairie form is typically found below 3,280 feet in elevation and seldom more than 62 miles from the coast, and the relic form occurs in patches throughout the state. Within the Planning Area, there are 4.2 acres of perennial grassland habitat.

Tree-Dominated Cover Types

Coastal Oak Woodland habitats are common to mesic coastal foothills of California where moisture conditions are more favorable, such as north facing slopes and canyons, or higher elevations. Coastal oak woodlands occupy a variety of mediterranean-type climates that vary from north to south and west to east; the climate becomes hotter and drier toward the south and east. Precipitation occurs in the milder winter months, almost entirely as rainfall, followed by warm to hot, dry summers. Near the coast, the summers are tempered by fogs and cool, humid sea breezes. Mean annual precipitation varies from about 40 inches in the north to about 15 inches in southern and interior regions. Mean minimum winter temperatures are 29°F to 44°F, and the mean maximum summer temperatures are 75°F to 96°F. The growing season ranges from six months (180 frost-free days) in the north to the entire year in mild coastal regions to the south. The soils and parent material on which coastal oak woodlands occur are extremely variable. There are 1,206.4 acres of Coastal Oak Woodland habitat located throughout the Planning Area.

Eucalyptus habitats generally adjoin a number of other wildlife habitats and are found at low elevations, where freezing is not a problem. Most eucalyptus have been artificially established, usually in and around urban/rural areas. Other habitats found in proximity to eucalyptus include cropland, valley foothill riparian, Orchard-vineyard, Coastal Scrub, Chamise Redshank Chaparral, Annual Grass, Pasture, and Residential Park. Eucalyptus occurs in California from San Diego County and Imperial County in the south to Shasta County in the north. Eucalyptus is usually found at elevations below 1,500 feet, but it has been found at up to 2,100 feet elevation. Most eucalyptus, however, is found around populated areas of southern and central California. Eucalyptus habitats have been extensively planted throughout the state since their introduction in 1856 with large-scale

planting operations beginning in 1870. As such, they are found in locations with highly variable site characteristics. Generally, they are found on relatively flat or gently rolling terrain, occasionally in the foothills. Mediterranean climatic conditions, characterized by hot, dry summers and cool, mild winters, are ideal for Eucalyptus habitats. Precipitation ranges from approximately 12 inches to 24 inches. Temperature regimes in areas of eucalyptus groves range from a mean monthly low of 43°F in January to 73°F in August, with low temperatures occasionally reaching 32°F to 25 °F and high temperatures exceeding 100 °F. Eucalyptus trees demonstrate the ability to withstand variable temperature conditions, with the exception of prolonged cold or freezing weather. Within the Planning Area, there are 2.8 acres of Eucalyptus habitat primarily located in the eastern portion of Planning Area.

Valley Oak Woodland habitat occurs in a wide range of geological settings but is best developed on deep, well-drained alluvial soils, usually in valley bottoms. Most large, healthy valley oaks are rooted down to permanent water supplies. Stands of valley oaks are found in deep sills on broad ridgetops in the southern Coast Range. Where this habitat occurs near the coast, it is usually found away from the main fog zone. The climate is Mediterranean, with mild, wet winters and hot, dry summers. Remnant patches of this habitat are found in the Sacramento Valley and San Joaquin Valley from Redding south to the Tehachapi Mountains, and in valleys of the Coast Range from Lake County south to western Los Angeles County. Usually, this habitat occurs below 2,000 feet. Within the Planning Area, there are 2.7 acres of Valley Oak Woodland habitat primarily located in the central portion of the Planning Area.

Montane Hardwood habitats are primarily found throughout California, mostly west of the crest of the Cascade-Sierra Nevada Mountain Range. To the east of the crest, they are found only in more localized areas, such as in Placer, El Dorado, Alpine, and San Bernardino Counties. A typical Montane Hardwood habitat is composed of a pronounced hardwood tree layer, with an infrequent and poorly-developed shrub stratum and a sparse herbaceous layer. Canyon live oak and associates are found on a wide range of slopes, especially those that are moderate to steep. In the Coast Range, canyon live oak often forms pure stands on steep canyon slopes and rocky ridge tops. On more favorable sites, where conditions support healthier tree growth, individual trees or clumps of trees may be only 10 to 13 feet apart. On less favorable sites, where conditions are poorer, spacing increases to 26 to 33 feet. Where trees are closely spaced, crowns may close but seldom overlap. Elevations range from 300 feet near the Pacific Ocean to 9,000 feet in southern California. Annual precipitation varies from 110 inches in the northern Coast Range to 36 inches in the mountains of southern California. Within the Planning Area, there are 245.7 acres of Montane Hardwood habitat primarily located in the northern portions of the Planning Area within the SOI.

Montane Hardwood-Conifer habitats occur throughout California and are somewhat continuous from Santa Cruz County northward through the Coast Range into Oregon, usually inland from the coast. The habitat typically follows the upper and inland margins of the Coastal Redwood or Douglas Fir habitats. It can also be found on north-facing slopes of the inland northern Coast Range and the Santa Lucia Mountains, as well as small patches extending to Santa Barbara County. Montane Hardwood-Conifer habitat also occurs somewhat continuously down the Sierra Nevada Mountain

Range to the Transverse Ranges. Within the Planning Area, there are 71.3 acres of Montane Hardwood-Conifer habitat primarily located in the southern area of the town.

Redwood habitats are distributed along the coast of California from the Oregon border to San Luis Obispo County. The habitat can be found in various vegetative phases from the coast to approximately 31 miles inland. Redwood habitats are restricted to coastal areas where temperature regimes are relatively stable. Summer coastal fog and marine air flows inland have a great influence on the habitat. Temperatures in the redwood regions range from summer highs of about 100 °F to winter lows of about 16 °F. Ambient temperatures increase as one moves inland, as elevation increases and marine air flow decreases. Precipitation (mostly rain) occurs mostly during winter months, with an annual average of 40 inches. Precipitation in excess of 90 inches occurs in isolated coastal areas. Within the Planning Area, there are 16.4 acres of Redwood habitat primarily located in the southwestern area of the town within and near Bald Hill.

Shrub-Dominated Cover Types

Coastal Scrub habitats occur discontinuously in a narrow strip along the length of California. Two types of northern Coastal Scrub are usually recognized. The first type, which is limited in range, occurs as low-growing patches of bush lupine and many-colored lupine in exposed, oceanside areas. The second and more common type of northern Coastal Scrub usually occurs in less exposed areas, and coyote bush dominates the overstory. There are 78.9 acres of coastal scrub habitat located throughout the Planning Area.

Mixed Chaparral habitats occur as a mosaic on low to middle elevation slopes with mesic conditions below several woodland and forest habitat types. In Northern California, Mixed Chaparral habitat merges with Annual Grassland and Blue Oak-Foothill Pine habitats at lower elevations. Mixed Chaparral habitat is found at varying elevations, but it is typically located on north-facing slopes at lower elevations. This pattern is especially true in southern California. Generally, it occurs on steep slopes and ridges with relatively thin, well-drained soils. Mixed Chaparral habitat generally occurs below 5,000 feet elevation on mountain ranges throughout California, except in the deserts. Within the Planning Area, there are 4.2 acres of coastal scrub habitat primarily located in the northern portions of the Planning Area within the SOI.

SPECIAL STATUS SPECIES

The following discussion is based on a background search of special status species that are documented in the CNDDB. The background search was regional in scope and focused on the documented occurrences within two miles and the 11 U.S. Geological Survey [USGS] Quadrangle Radius of San Anselmo (11-quadrangle search area). The area covered by these 11 USGS quadrangles is approximately 647 square miles, spanning parts of Marin County and Sonoma County, with the northern and eastern boundaries extending into the San Francisco Bay Area. The northernmost parts of the quadrangles include areas around Petaluma and Novato, including the Petaluma River and surrounding wetlands extending to the edge of Sonoma County. San Rafael and the San Quentin quadrangles cover the northern part of the town as well as areas around San Pablo Bay. The southern edge includes parts of San Francisco Bay, stretching to the Golden Gate area. The coastal quadrangles, such as Bolinas and Point Bonita, encompass parts of the rugged coast along Marin

County including Point Reyes, Bolinas Lagoon, and Marin Headlands. The easternmost quadrangles extend toward the Sonoma Creek and San Pablo Bay areas.

Special Status Plants

The search revealed documented occurrences of 20 special status plant species within two miles of the Planning Area. The search revealed documented occurrences of 93 special status plant species within the 11-quadrangle search area of the Planning Area.

Table 3.4-2 and **Table 3.4-3** provide a list of special status plant species that are documented within two miles and the 11-quadrangle search area for the Planning Area, and their current status. **Figure 3.4-3** illustrates the special status species located within the 11-quadrangle search area for the Planning Area.

TABLE 3.4-2: SPECIAL STATUS PLANTS PRESENT OR POTENTIALLY PRESENT (2 MILE)

PLANTS SPECIES LATIN NAME	*PLANTS SPECIES COMMON NAME*	*FEDERAL STATUS*	*STATE STATUS*	*CNPS**
Amorpha californica var. napensis	Napa false indigo	None	None	1B.2
Amsinckia lunaris	bent-flowered fiddleneck	None	None	1B.2
Arctostaphylos montana ssp. montana	Mt. Tamalpais manzanita	None	None	1B.3
Arctostaphylos virgata	Marin manzanita	None	None	1B.2
Chorizanthe cuspidata var. cuspidata	San Francisco Bay spineflower	None	None	1B.2
Eriogonum luteolum var. caninum	Tiburon buckwheat	None	None	1B.2
Hemizonia congesta ssp. congesta	congested-headed hayfield tarplant	None	None	1B.2
Hesperolinon congestum	Marin western flax	Threatened	Threatened	1B.1
Holocarpha macradenia	Santa Cruz tarplant	Threatened	Endangered	1B.1
Kopsiopsis hookeri	small groundcone	None	None	2B.3
Lessingia micradenia var. micradenia	Tamalpais lessingia	None	None	1B.2
Pentachaeta bellidiflora	white-rayed pentachaeta	Endangered	Endangered	1B.1
Quercus parvula var. tamalpaisensis	Tamalpais oak	None	None	1B.3
Sidalcea calycosa ssp. rhizomata	Point Reyes checkerbloom	None	None	1B.2
Sidalcea hickmanii ssp. viridis	Marin checkerbloom	None	None	1B.1
Streptanthus glandulosus ssp. pulchellus	Mt. Tamalpais bristly jewelflower	None	None	1B.2
Trifolium amoenum	two-fork clover	Endangered	None	1B.1
Serpentine Bunchgrass	Serpentine Bunchgrass	None	None	None
Calamagrostis crassiglumis	Thurber's reed grass	None	None	2B.1
Pleuropogon hooverianus	North Coast semaphore grass	None	Threatened	1B.1

SOURCE: CDFW CNDDB 2024.

**NOTES:*

1A PLANTS PRESUMED EXTINCT IN CALIFORNIA AND RARE/EXTINCT ELSEWHERE

1B.1 PLANTS RARE, THREATENED, OR ENDANGERED IN CALIFORNIA AND ELSEWHERE; SERIOUSLY THREATENED IN CALIFORNIA

1B.2 PLANTS RARE, THREATENED, OR ENDANGERED IN CALIFORNIA AND ELSEWHERE; FAIRLY THREATENED IN CALIFORNIA

1B.3 PLANTS RARE, THREATENED, OR ENDANGERED IN CALIFORNIA AND ELSEWHERE; NOT VERY THREATENED IN CALIFORNIA

2A PLANTS PRESUMED EXTIRPATED IN CALIFORNIA, BUT MORE COMMON ELSEWHERE

2B.1 PLANTS RARE, THREATENED, OR ENDANGERED IN CALIFORNIA, BUT MORE COMMON ELSEWHERE; SERIOUSLY THREATENED IN CALIFORNIA

2B.2 PLANTS RARE, THREATENED, OR ENDANGERED IN CALIFORNIA, BUT MORE COMMON ELSEWHERE; FAIRLY THREATENED IN CALIFORNIA

2B.3 PLANTS RARE, THREATENED, OR ENDANGERED IN CALIFORNIA, BUT MORE COMMON ELSEWHERE; NOT VERY THREATENED IN CALIFORNIA

3.1 PLANTS ABOUT WHICH WE NEED MORE INFORMATION; SERIOUSLY THREATENED IN CALIFORNIA

3.2 PLANTS ABOUT WHICH WE NEED MORE INFORMATION; FAIRLY THREATENED IN CALIFORNIA

3.3 PLANTS ABOUT WHICH WE NEED MORE INFORMATION; NOT VERY THREATENED IN CALIFORNIA

4.1 PLANTS OF LIMITED DISTRIBUTION; SERIOUSLY THREATENED IN CALIFORNIA
4.2 PLANTS OF LIMITED DISTRIBUTION; FAIRLY THREATENED IN CALIFORNIA
4.3 PLANTS OF LIMITED DISTRIBUTION; NOT VERY THREATENED IN CALIFORNIA

TABLE 3.4-3: SPECIAL STATUS PLANTS PRESENT OR POTENTIALLY PRESENT (11-QUADRANGLE SEARCH AREA)

PLANTS SPECIES LATIN NAME	*PLANTS SPECIES COMMON NAME*	*FEDERAL STATUS*	*STATE STATUS*	*CNPS**
Allium peninsulare var. franciscanum	Franciscan onion	None	None	1B.2
Alopecurus aequalis var. sonomensis	Sonoma alopecurus	Endangered	None	1B.1
Amorpha californica var. napensis	Napa false indigo	None	None	1B.2
Amsinckia lunaris	bent-flowered fiddleneck	None	None	1B.2
Aphyllon robbinsii	Robbins' broomrape	None	None	1B.1
Arctostaphylos franciscana	Franciscan manzanita	Endangered	None	1B.1
Arctostaphylos montana ssp. montana	Mt. Tamalpais manzanita	None	None	1B.3
Arctostaphylos montana ssp. ravenii	Presidio manzanita	Endangered	Endangered	1B.1
Arctostaphylos virgata	Marin manzanita	None	None	1B.2
Arenaria paludicola	marsh sandwort	Endangered	Endangered	1B.1
Astragalus pycnostachyus var. pycnostachyus	coastal marsh milk-vetch	None	None	1B.2
Astragalus tener var. tener	alkali milk-vetch	None	None	1B.2
Blennosperma bakeri	Sonoma sunshine	Endangered	Endangered	1B.1
Calochortus tiburonensis	Tiburon mariposa-lily	Threatened	Threatened	1B.1
Calystegia purpurata ssp. saxicola	coastal bluff morning-glory	None	None	1B.2
Cardamine angulata	seaside bittercress	None	None	2B.1
Carex comosa	bristly sedge	None	None	2B.1
Carex lyngbyei	Lyngbye's sedge	None	None	2B.2
Carex praticola	northern meadow sedge	None	None	2B.2
Castilleja affinis var. neglecta	Tiburon paintbrush	Endangered	Threatened	1B.2
Ceanothus decornutus	Nicasio ceanothus	None	None	1B.2
Ceanothus masonii	Mason's ceanothus	None	Rare	1B.2
Centromadia parryi ssp. parryi	pappose tarplant	None	None	1B.2
Chloropyron maritimum ssp. palustre	Point Reyes salty bird's-beak	None	None	1B.2
Chloropyron molle ssp. molle	soft salty bird's-beak	Endangered	Rare	1B.2
Chorizanthe cuspidata var. cuspidata	San Francisco Bay spineflower	None	None	1B.2
Chorizanthe valida	Sonoma spineflower	Endangered	Endangered	1B.1
Cirsium andrewsii	Franciscan thistle	None	None	1B.2
Cirsium hydrophilum var. vaseyi	Mt. Tamalpais thistle	None	None	1B.2
Clarkia franciscana	Presidio clarkia	Endangered	Endangered	1B.1
Coastal Terrace Prairie	Coastal Terrace Prairie	None	None	None
Collinsia corymbosa	round-headed collinsia	None	None	1B.2
Collinsia multicolor	San Francisco collinsia	None	None	1B.2
Delphinium bakeri	Baker's larkspur	Endangered	Endangered	1B.1
Delphinium luteum	golden larkspur	Endangered	Rare	1B.1
Dermatocarpon meiophyllizum	silverskin lichen	None	None	2B.3
Dirca occidentalis	western leatherwood	None	None	1B.2
Downingia pusilla	dwarf downingia	None	None	2B.2
Entosthodon kochii	Koch's cord moss	None	None	1B.3
Eriogonum luteolum var. caninum	Tiburon buckwheat	None	None	1B.2
Fissidens pauperculus	minute pocket moss	None	None	1B.2
Fritillaria lanceolata var. tristulis	Marin checker lily	None	None	1B.1
Fritillaria liliacea	fragrant fritillary	None	None	1B.2
Gilia capitata ssp. chamissonis	blue coast gilia	None	None	1B.1
Gilia capitata ssp. tomentosa	woolly-headed gilia	None	None	1B.1
Gilia millefoliata	dark-eyed gilia	None	None	1B.2
Grindelia hirsutula var. maritima	San Francisco gumplant	None	None	3.2
Helianthella castanea	Diablo helianthella	None	None	1B.2
Hemizonia congesta ssp. congesta	congested-headed hayfield tarplant	None	None	1B.2

PLANTS SPECIES LATIN NAME	*PLANTS SPECIES COMMON NAME*	*FEDERAL STATUS*	*STATE STATUS*	*CNPS**
Hesperolinon congestum	Marin western flax	Threatened	Threatened	1B.1
Heteranthera dubia	water star-grass	None	None	2B.2
Horkelia cuneata var. sericea	Kellogg's horkelia	None	None	1B.1
Horkelia marinensis	Point Reyes horkelia	None	None	1B.2
Horkelia tenuiloba	thin-lobed horkelia	None	None	1B.2
Hypogymnia schizidiata	island tube lichen	None	None	1B.3
Kopsiopsis hookeri	small groundcone	None	None	2B.3
Lasthenia conjugens	Contra Costa goldfields	Endangered	None	1B.1
Layia carnosa	beach layia	Threatened	Endangered	1B.1
Leptosiphon rosaceus	rose leptosiphon	None	None	1B.1
Lessingia germanorum	San Francisco lessingia	Endangered	Endangered	1B.1
Lessingia micradenia var. micradenia	Tamalpais lessingia	None	None	1B.2
Lilium pardalinum ssp. pitkinense	Pitkin Marsh lily	Endangered	Endangered	1B.1
Microseris paludosa	marsh microseris	None	None	1B.2
Mielichhoferia elongata	elongate copper moss	None	None	4.3
Navarretia leucocephala ssp. bakeri	Baker's navarretia	None	None	1B.1
Navarretia rosulata	Marin County navarretia	None	None	1B.2
Pentachaeta bellidiflora	white-rayed pentachaeta	Endangered	Endangered	1B.1
Plagiobothrys chorisianus var. chorisianus	Choris' popcornflower	None	None	1B.2
Plagiobothrys diffusus	San Francisco popcornflower	None	Endangered	1B.1
Plagiobothrys glaber	hairless popcornflower	None	None	1A
Plagiobothrys mollis var. vestitus	Petaluma popcornflower	None	None	1A
Pleuropogon hooverianus	North Coast semaphore grass	None	Threatened	1B.1
Polemonium carneum	Oregon polemonium	None	None	2B.2
Polygonum marinense	Marin knotweed	None	None	3.1
Quercus parvula var. tamalpaisensis	Tamalpais oak	None	None	1B.3
Sanicula maritima	adobe sanicle	None	Rare	1B.1
Serpentine Bunchgrass	Serpentine Bunchgrass	None	None	None
Sidalcea calycosa ssp. rhizomata	Point Reyes checkerbloom	None	None	1B.2
Silene scouleri ssp. scouleri	Scouler's catchfly	None	None	2B.2
Silene verecunda ssp. verecunda	San Francisco campion	None	None	1B.2
Spergularia macrotheca var. longistyla	long-styled sand-spurrey	None	None	1B.2
Stebbinsoseris decipiens	Santa Cruz microseris	None	None	1B.2
Streptanthus anomalus	Mount Burdell jewelflower	None	None	1B.1
Streptanthus batrachopus	Tamalpais jewelflower	None	None	1B.3
Streptanthus glandulosus ssp. niger	Tiburon jewelflower	Endangered	Endangered	1B.1
Streptanthus glandulosus ssp. pulchellus	Mt. Tamalpais bristly jewelflower	None	None	1B.2
Symphyotrichum lentum	Suisun Marsh aster	None	None	1B.2
Trifolium amoenum	two-fork clover	Endangered	None	1B.1
Trifolium hydrophilum	saline clover	None	None	1B.2
Trifolium polyodon	Pacific Grove clover	None	Rare	1B.1
Triphysaria floribunda	San Francisco owl's-clover	None	None	1B.2
Triquetrella californica	coastal triquetrella	None	None	1B.2
Lessingia micradenia var. micradenia	Tamalpais lessingia	None	None	1B.2
Lilium pardalinum ssp. pitkinense	Pitkin Marsh lily	Endangered	Endangered	1B.1
Microseris paludosa	marsh microseris	None	None	1B.2
Mielichhoferia elongata	elongate copper moss	None	None	4.3
Navarretia leucocephala ssp. bakeri	Baker's navarretia	None	None	1B.1
Navarretia rosulata	Marin County navarretia	None	None	1B.2
Pentachaeta bellidiflora	white-rayed pentachaeta	Endangered	Endangered	1B.1
Plagiobothrys chorisianus var. chorisianus	Choris' popcornflower	None	None	1B.2
Plagiobothrys diffusus	San Francisco popcornflower	None	Endangered	1B.1
Plagiobothrys glaber	hairless popcornflower	None	None	1A
Plagiobothrys mollis var. vestitus	Petaluma popcornflower	None	None	1A

PLANTS SPECIES LATIN NAME	*PLANTS SPECIES COMMON NAME*	*FEDERAL STATUS*	*STATE STATUS*	*CNPS**
Pleuropogon hooverianus	North Coast semaphore grass	None	Threatened	1B.1
Polemonium carneum	Oregon polemonium	None	None	2B.2
Polygonum marinense	Marin knotweed	None	None	3.1
Quercus parvula var. tamalpaisensis	Tamalpais oak	None	None	1B.3
Sanicula maritima	adobe sanicle	None	Rare	1B.1
Sidalcea calycosa ssp. rhizomata	Point Reyes checkerbloom	None	None	1B.2
Silene scouleri ssp. scouleri	Scouler's catchfly	None	None	2B.2
Silene verecunda ssp. verecunda	San Francisco campion	None	None	1B.2
Spergularia macrotheca var. longistyla	long-styled sand-spurrey	None	None	1B.2
Stebbinsoseris decipiens	Santa Cruz microseris	None	None	1B.2
Streptanthus anomalus	Mount Burdell jewelflower	None	None	1B.1
Streptanthus batrachopus	Tamalpais jewelflower	None	None	1B.3
Streptanthus glandulosus ssp. niger	Tiburon jewelflower	Endangered	Endangered	1B.1
Streptanthus glandulosus ssp. pulchellus	Mt. Tamalpais bristly jewelflower	None	None	1B.2
Symphyotrichum lentum	Suisun Marsh aster	None	None	1B.2
Trifolium amoenum	two-fork clover	Endangered	None	1B.1
Trifolium hydrophilum	saline clover	None	None	1B.2
Trifolium polyodon	Pacific Grove clover	None	Rare	1B.1
Triphysaria floribunda	San Francisco owl's-clover	None	None	1B.2
Triquetrella californica	coastal triquetrella	None	None	1B.2
Polygonum marinense	Marin knotweed	None	None	3.1
Quercus parvula var. tamalpaisensis	Tamalpais oak	None	None	1B.3
Sanicula maritima	adobe sanicle	None	Rare	1B.1
Serpentine Bunchgrass	Serpentine Bunchgrass	None	None	None
Sidalcea calycosa ssp. rhizomata	Point Reyes checkerbloom	None	None	1B.2
Silene scouleri ssp. scouleri	Scouler's catchfly	None	None	2B.2
Silene verecunda ssp. verecunda	San Francisco campion	None	None	1B.2
Spergularia macrotheca var. longistyla	long-styled sand-spurrey	None	None	1B.2
Stebbinsoseris decipiens	Santa Cruz microseris	None	None	1B.2
Streptanthus anomalus	Mount Burdell jewelflower	None	None	1B.1
Streptanthus batrachopus	Tamalpais jewelflower	None	None	1B.3
Streptanthus glandulosus ssp. niger	Tiburon jewelflower	Endangered	Endangered	1B.1
Streptanthus glandulosus ssp. pulchellus	Mt. Tamalpais bristly jewelflower	None	None	1B.2
Symphyotrichum lentum	Suisun Marsh aster	None	None	1B.2
Trifolium amoenum	two-fork clover	Endangered	None	1B.1
Trifolium hydrophilum	saline clover	None	None	1B.2
Trifolium polyodon	Pacific Grove clover	None	Rare	1B.1
Triphysaria floribunda	San Francisco owl's-clover	None	None	1B.2
Triquetrella californica	coastal triquetrella	None	None	1B.2

SOURCE: CDFW CNDDB 2024.

**NOTES:*

1A PLANTS PRESUMED EXTINCT IN CALIFORNIA AND RARE/EXTINCT ELSEWHERE

1B.1 PLANTS RARE, THREATENED, OR ENDANGERED IN CALIFORNIA AND ELSEWHERE; SERIOUSLY THREATENED IN CALIFORNIA

1B.2 PLANTS RARE, THREATENED, OR ENDANGERED IN CALIFORNIA AND ELSEWHERE; FAIRLY THREATENED IN CALIFORNIA

1B.3 PLANTS RARE, THREATENED, OR ENDANGERED IN CALIFORNIA AND ELSEWHERE; NOT VERY THREATENED IN CALIFORNIA

2A PLANTS PRESUMED EXTIRPATED IN CALIFORNIA, BUT MORE COMMON ELSEWHERE

2B.1 PLANTS RARE, THREATENED, OR ENDANGERED IN CALIFORNIA, BUT MORE COMMON ELSEWHERE; SERIOUSLY THREATENED IN CALIFORNIA

2B.2 PLANTS RARE, THREATENED, OR ENDANGERED IN CALIFORNIA, BUT MORE COMMON ELSEWHERE; FAIRLY THREATENED IN CALIFORNIA

2B.3 PLANTS RARE, THREATENED, OR ENDANGERED IN CALIFORNIA, BUT MORE COMMON ELSEWHERE; NOT VERY THREATENED IN CALIFORNIA

3.1 PLANTS ABOUT WHICH WE NEED MORE INFORMATION; SERIOUSLY THREATENED IN CALIFORNIA

3.2 PLANTS ABOUT WHICH WE NEED MORE INFORMATION; FAIRLY THREATENED IN CALIFORNIA

3.3 PLANTS ABOUT WHICH WE NEED MORE INFORMATION; NOT VERY THREATENED IN CALIFORNIA
4.1 PLANTS OF LIMITED DISTRIBUTION; SERIOUSLY THREATENED IN CALIFORNIA
4.2 PLANTS OF LIMITED DISTRIBUTION; FAIRLY THREATENED IN CALIFORNIA
4.3 PLANTS OF LIMITED DISTRIBUTION; NOT VERY THREATENED IN CALIFORNIA

Special Status Animals

The search revealed documented occurrences of 16 special status animal species within two miles of the Planning Area. The search revealed documented occurrences of 76 special status animal species within the 11-quadrangle search area of the Planning Area.

Table 3.4-4 and **Table 3.4-5** provide a list of the special status animal species that are documented within two miles and 11 quads of the Planning Area, and current status. Figure 3.4-3 illustrates the location of documented occurrences within 11 quads of the Planning Area.

TABLE 3.4-4: SPECIAL STATUS ANIMALS PRESENT OR POTENTIALLY PRESENT (2 MILE)

ANIMAL SPECIES	*COMMON NAME*	*FEDERAL STATUS*	*STATE STATUS*	*CDFW STATUS**	*STATE RANK***	*GLOBAL RANK***
AMPHIBIANS						
Dicamptodon ensatus	California giant salamander	None	None	SSC	S2S3	G2G3
Rana boylii pop. 1	foothill yellow-legged frog - north coast Distinct Population Segments - DPS	None	None	SSC	S4	G3T4
BIRDS						
Laterallus jamaicensis coturniculus	California black rail	None	Threatened	FP	S2	G3T1
Melospiza melodia samuelis	San Pablo song sparrow	None	None	SSC	S2	G5T2
Rallus obsoletus obsoletus	California Ridgway's rail	Endangered	Endangered	FP	S2	G3T1
FISH						
Eucyclogobius newberryi	tidewater goby	Endangered	None	SSC	S3	G3
Oncorhynchus kisutch pop. 4	coho salmon - central California coast Evolutionarily Significant Units - ESU	Endangered	Endangered	None	S2	G5T2Q
INSECTS						
Adela oplerella	Opler's longhorn moth	None	None	None	S2	G2
Bombus caliginosus	obscure bumble bee	None	None	None	S1S2	G2G3
Bombus occidentalis	western bumble bee	None	Candidate Endangered	None	S1	G3
Callophrys mossii marinensis	Marin elfin butterfly	None	None	None	S2	G4T1
Mammals						
Antrozous pallidus	pallid bat	None	None	SSC	S3	G4
Lasiurus cinereus	hoary bat	None	None	None	S4	G3G4
Reithrodontomys raviventris	salt-marsh harvest mouse	Endangered	Endangered	FP	S3	G1G2

ANIMAL SPECIES	*COMMON NAME*	*FEDERAL STATUS*	*STATE STATUS*	*CDFW STATUS**	*STATE RANK***	*GLOBAL RANK***
MOLLUSKS						
Vespericola marinensis	Marin hesperian	None	None	None	S2	G2
REPTILES						
Actinemys marmorata	northwestern pond turtle	Proposed Threatened	None	SSC	SNR	G2

*SOURCE: CDFW CNDDB 2024. *FP = FULLY PROTECTED; SSC = SPECIES OF SPECIAL CONCERN*

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GH POSSIBLY EXTINCT — KNOWN FROM ONLY HISTORICAL OCCURRENCES BUT STILL SOME HOPE OF REDISCOVERY. THERE IS EVIDENCE THAT THE SPECIES MAY BE EXTINCT OR THE ECOSYSTEM MAY BE ELIMINATED THROUGHOUT ITS RANGE, BUT NOT ENOUGH TO STATE THIS WITH CERTAINTY. EXAMPLES OF SUCH EVIDENCE INCLUDE 1) THAT A SPECIES HAS NOT BEEN DOCUMENTED IN APPROXIMATELY 20–40 YEARS DESPITE SOME SEARCHING OR SOME EVIDENCE OF SIGNIFICANT HABITAT LOSS OR DEGRADATION; 2) THAT A SPECIES OR ECOSYSTEM HAS BEEN SEARCHED FOR UNSUCCESSFULLY, BUT NOT THOROUGHLY ENOUGH TO PRESUME THAT IT IS EXTINCT OR ELIMINATED THROUGHOUT ITS RANGE.

G1 CRITICALLY IMPERILED — AT VERY HIGH RISK OF EXTINCTION DUE TO EXTREME RARITY (OFTEN 5 OR FEWER POPULATIONS), VERY STEEP DECLINES, OR OTHER FACTORS.

G2 IMPERILED — AT HIGH RISK OF EXTINCTION DUE TO VERY RESTRICTED RANGE, VERY FEW POPULATIONS (OFTEN 20 OR FEWER), STEEP DECLINES, OR OTHER FACTORS.

G3 VULNERABLE — AT MODERATE RISK OF EXTINCTION OR ELIMINATION DUE TO A RESTRICTED RANGE, RELATIVELY FEW POPULATIONS (OFTEN 80 OR FEWER), RECENT AND WIDESPREAD DECLINES, OR OTHER FACTORS.

G4 APPARENTLY SECURE — UNCOMMON BUT NOT RARE; SOME CAUSE FOR LONG-TERM CONCERN DUE TO DECLINES OR OTHER FACTORS.

G5 SECURE — COMMON; WIDESPREAD AND ABUNDANT.

GNR UNRANKED — GLOBAL RANK NOT YET ASSESSED.

GU UNRANKABLE — CURRENTLY UNRANKABLE DUE TO A LACK OF INFORMATION OR DUE TO SUBSTANTIALLY CONFLICTING INFORMATION ABOUT STATUS OR TRENDS.

G#G# RANGE RANK — A NUMERIC RANGE RANK (E.G., G2G3) IS USED TO INDICATE THE RANGE OF UNCERTAINTY ABOUT THE EXACT STATUS OF A TAXON OR COMMUNITY.

G#T# INFRASPECIFIC TAXON — THE STATUS OF INFRASPECIFIC TAXA (SUBSPECIES OR VARIETIES) ARE INDICATED BY A "T-RANK" FOLLOWING THE SPECIES' GLOBAL RANK. RULES FOR ASSIGNING T-RANKS FOLLOW THE SAME PRINCIPLES AS THOSE FOR GLOBAL RANKS. HOWEVER, A T-RANK CANNOT IMPLY THE SUBSPECIES OR VARIETY IS MORE ABUNDANT THAN THE SPECIES. WITH THE SUBSPECIES, THE G-RANK REFLECTS THE CONDITION OF THE ENTIRE SPECIES, WHEREAS THE T-RANK REFLECTS THE GLOBAL SITUATION OF JUST THE SUBSPECIES OR VARIETY.

Q QUALIFIER: QUESTIONABLE TAXONOMY — THE DISTINCTIVENESS OF THIS ENTITY AS A TAXON OR COMMUNITY AT THE CURRENT LEVEL IS QUESTIONABLE; RESOLUTION OF THIS UNCERTAINTY MAY RESULT IN CHANGE FROM A SPECIES TO A SUBSPECIES OR HYBRID, OR INCLUSION OF THIS TAXON OR TYPE IN ANOTHER TAXON OR TYPE, WITH THE RESULTING TAXON HAVING A LOWER-PRIORITY (NUMERICALLY HIGHER) CONSERVATION STATUS RANK.

C QUALIFIER: CAPTIVE OR CULTIVATED ONLY — THE TAXON OR COMMUNITY AT PRESENT IS PRESUMED OR POSSIBLY EXTINCT OR ELIMINATED IN THE WILD ACROSS ITS ENTIRE NATIVE RANGE BUT IS EXTANT IN CULTIVATION, IN CAPTIVITY, AS A NATURALIZED POPULATION (OR POPULATIONS) OUTSIDE ITS NATIVE RANGE, OR AS A REINTRODUCED POPULATION OR ECOSYSTEM RESTORATION, NOT YET ESTABLISHED.

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S1 *CRITICALLY IMPERILED — CRITICALLY IMPERILED IN THE STATE BECAUSE OF EXTREME RARITY (OFTEN 5 OR FEWER OCCURRENCES) OR BECAUSE OF SOME FACTOR(S) SUCH AS VERY STEEP DECLINES MAKING IT ESPECIALLY VULNERABLE TO EXTIRPATION FROM THE STATE.*

S2 *IMPERILED — IMPERILED IN THE STATE BECAUSE OF RARITY DUE TO VERY RESTRICTED RANGE, VERY FEW POPULATIONS (OFTEN 20 OR FEWER), STEEP DECLINES, OR OTHER FACTORS MAKING IT VERY VULNERABLE TO EXTIRPATION FROM THE NATION OR STATE.*

S3 *VULNERABLE — VULNERABLE IN THE STATE DUE TO A RESTRICTED RANGE, RELATIVELY FEW POPULATIONS (OFTEN 80 OR FEWER), RECENT AND WIDESPREAD DECLINES, OR OTHER FACTORS MAKING IT VULNERABLE TO EXTIRPATION.*

S4 *APPARENTLY SECURE — UNCOMMON BUT NOT RARE; SOME CAUSE FOR LONG-TERM CONCERN DUE TO DECLINES OR OTHER FACTORS.*

S5 *SECURE — COMMON, WIDESPREAD, AND ABUNDANT IN THE STATE.*

SNR *UNRANKED — STATE CONSERVATION STATUS NOT YET ASSESSED.*

SU *UNRANKABLE — CURRENTLY UNRANKABLE DUE TO A LACK OF INFORMATION OR DUE TO SUBSTANTIALLY CONFLICTING INFORMATION ABOUT STATUS OR TRENDS.*

S#S# *RANGE RANK — A NUMERIC RANGE RANK (E.G., S2S3) IS USED TO INDICATE ANY RANGE OF UNCERTAINTY ABOUT THE STATUS OF THE SPECIES OR COMMUNITY.*

TABLE 3.4-5: SPECIAL STATUS ANIMALS PRESENT OR POTENTIALLY PRESENT (11-QUADRANGLE SEARCH AREA)

ANIMAL SPECIES	*COMMON NAME*	*FEDERAL STATUS*	*STATE STATUS*	*CDFW STATUS**	*STATE RANK***	*GLOBAL RANK***
			AMPHIBIANS			
Ambystoma californiense pop. 3	California tiger salamander - Sonoma County DPS	Endangered	Threatened	WL	S2	G2G3T2
Dicamptodon ensatus	California giant salamander	None	None	SSC	S2S3	G2G3
Rana boylii pop. 1	foothill yellow-legged frog - north coast DPS	None	None	SSC	S4	G3T4
Rana draytonii	California red-legged frog	Threatened	None	SSC	S2S3	G2G3
Taricha rivularis	red-bellied newt	None	None	SSC	S2	G2
			ARACHNIDS			
Calicina diminua	Marin blind harvestman	None	None	None	S1	G1
Microcina tiburona	Tiburon micro-blind harvestman	None	None	None	S2	G2
Talanites ubicki	Ubick's gnaphosid spider	None	None	None	S1	G1
			BIRDS			
Accipiter cooperii	Cooper's hawk	None	None	WL	S4	G5
Agelaius tricolor	tricolored blackbird	None	Threatened	SSC	S2	G1G2
Ardea alba	great egret	None	None	None	S4	G5
Ardea herodias	great blue heron	None	None	None	S4	G5
Asio flammeus	short-eared owl	None	None	SSC	S2	G5
Athene cunicularia	burrowing owl	None	None	SSC	S2	G4
Buteo swainsoni	Swainson's hawk	None	Threatened	None	S4	G5
Charadrius nivosus nivosus	western snowy plover	Threatened	None	SSC	S3	G3T3

ANIMAL SPECIES	*COMMON NAME*	*FEDERAL STATUS*	*STATE STATUS*	*CDFW STATUS**	*STATE RANK***	*GLOBAL RANK***
Circus hudsonius	northern harrier	None	None	SSC	S3	G5
Cypseloides niger	black swift	None	None	SSC	S3	G4
Egretta thula	snowy egret	None	None	None	S4	G5
Elanus leucurus	white-tailed kite	None	None	FP	S3S4	G5
Falco peregrinus anatum	American peregrine falcon	Delisted	Delisted	None	S3S4	G4T4
Geothlypis trichas sinuosa	saltmarsh common yellowthroat	None	None	SSC	S3	G5T3
Laterallus jamaicensis coturniculus	California black rail	None	Threatened	FP	S2	G3T1
Melospiza melodia pusillula	Alameda song sparrow	None	None	SSC	S2	G5T2T3
Melospiza melodia samuelis	San Pablo song sparrow	None	None	SSC	S2	G5T2
Nannopterum auritum	double-crested cormorant	None	None	WL	S4	G5
Nycticorax nycticorax	black-crowned night heron	None	None	None	S4	G5
Rallus obsoletus obsoletus	California Ridgway's rail	Endangered	Endangered	FP	S2	G3T1
Riparia riparia	bank swallow	None	Threatened	None	S3	G5
CRUSTACEANS						
Caecidotea tomalensis	Tomales isopod	None	None	None	S2S3	G2
Stygobromus hyporheicus	hyporheic amphipod	None	None	None	SX	G1
Syncaris pacifica	California freshwater shrimp	Endangered	Endangered	None	S2	G2
FISH						
Acipenser medirostris pop. 1	green sturgeon - southern DPS	Threatened	None	SSC	S1	G2T1
Eucyclogobius newberryi	tidewater goby	Endangered	None	SSC	S3	G3
Hesperoleucus venustus subditus	southern coastal roach	None	None	SSC	S2	GNRT2
Oncorhynchus kisutch pop. 4	coho salmon - central California coast ESU	Endangered	Endangered	None	S2	G5T2Q
Oncorhynchus mykiss irideus pop. 8	steelhead - central California coast DPS	Threatened	None	SSC	S3	G5T3Q
Pogonichthys macrolepidotus	Sacramento splittail	None	None	SSC	S3	G3
Spirinchus thaleichthys	longfin smelt	Proposed Endangered	Threatened	None	S1	G5
Thaleichthys pacificus	eulachon	Threatened	None	SSC	S1	G5
INSECTS						
Adela oplerella	Opler's longhorn moth	None	None	None	S2	G2
Andrena blennospermatis	Blennosperma vernal pool andrenid bee	None	None	None	S1	G2
Bombus caliginosus	obscure bumble bee	None	None	None	S1S2	G2G3
Bombus occidentalis	western bumble bee	None	Candidate Endangered	None	S1	G3

ANIMAL SPECIES	*COMMON NAME*	*FEDERAL STATUS*	*STATE STATUS*	*CDFW STATUS**	*STATE RANK***	*GLOBAL RANK***
Callophrys mossii marinensis	Marin elfin butterfly	None	None	None	S2	G4T1
Cicindela hirticollis gravida	sandy beach tiger beetle	None	None	None	S2	G5T2
Danaus plexippus plexippus pop. 1	monarch - California overwintering population	Candidate	None	None	S2	G4T1T2Q
Euphydryas editha bayensis	Bay checkerspot butterfly	Threatened	None	None	S3	G5T1
Hydrochara ricksecker	Ricksecker's water scavenger beetle	None	None	None	S2?	G2?
Icaricia icarioides missionensis	Mission blue butterfly	Endangered	None	None	S2	G5T2
Icaricia icarioides pheres	Pheres blue butterfly	None	None	None	SX	G5TX
Lichnanthe ursina	bumblebee scarab beetle	None	None	None	S2	G2
Speyeria callippe callippe	callippe silverspot butterfly	Endangered	None	None	S1	G5T1
Speyeria zerene sonomensis	Sonoma zerene fritillary	None	None	None	S1	G5T1
Trachusa gummifera	San Francisco Bay Area leaf-cutter bee	None	None	None	S1	G1
MAMMALS						
Antrozous pallidus	pallid bat	None	None	SSC	S3	G4
Aplodontia rufa phaea	Point Reyes mountain beaver	None	None	SSC	S2	G5T2
Corynorhinus townsendii	Townsend's big-eared bat	None	None	SSC	S2	G4
Enhydra lutris nereis	southern sea otter	Threatened	None	FP	S3	G4T2
Erethizon dorsatum	North American porcupine	None	None	None	S3	G5
Eumetopias jubatus	Steller sea lion	Delisted	None	None	S2	G3
Lasiurus cinereus	hoary bat	None	None	None	S4	G3G4
Lasiurus frantzii	western red bat	None	None	SSC	S3	G4
Microtus californicus sanpabloensis	San Pablo vole	None	None	SSC	S1S2	G5T1T2
Reithrodontomys raviventris	salt-marsh harvest mouse	Endangered	Endangered	FP	S3	G1G2
Scapanus latimanus insularis	Angel Island mole	None	None	None	S2?	G5T1
Sorex ornatus sinuosus	Suisun shrew	None	None	SSC	S1S2	G5T1T2Q
Sorex vagrans halicoetes	salt-marsh wandering shrew	None	None	SSC	S1	G5T1
Taxidea taxus	American badger	None	None	SSC	S3	G5
Zapus trinotatus orarius	Point Reyes jumping mouse	None	None	SSC	S2	G5T2
MOLLUSKS						
Gonidea angulata	western ridged mussel	None	None	None	S2	G3
Pomatiopsis binneyi	robust walker	None	None	None	S1	G1

ANIMAL SPECIES	*COMMON NAME*	*FEDERAL STATUS*	*STATE STATUS*	*CDFW STATUS**	*STATE RANK***	*GLOBAL RANK***
Pomatiopsis californica	Pacific walker	None	None	None	S1	G1
Tryonia imitator	mimic tryonia (California brackishwater snail)	None	None	None	S2	G2
Vespericola marinensis	Marin hesperian	None	None	None	S2	G2
REPTILES						
Actinemys marmorata	northwestern pond turtle	Proposed Threatened	None	SSC	SNR	G2

*SOURCE: CDFW CNDDB 2024. *FP = FULLY PROTECTED; SSC = SPECIES OF SPECIAL CONCERN*

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Sensitive Natural Communities

The CDFW considers sensitive natural communities to have significant biotic value, with species of plants and animals unique to each community, and the CDFW considers them "highest inventory priorities" for future conservation. The CNDDB search revealed four sensitive natural communities within 11 quadrangle search area of San Anselmo, as shown on Figure 3.4-3. This includes: (1) Coastal Brackish Marsh, salt marshes where a significant freshwater influx dilutes the seawater to brackish levels of salinity, (2) Northern Coastal Salt Marsh, a non-tidal, non-forested wetland that is continuously or frequently flooded and contains saltwater; (3) Northern Vernal Pool, a vernal pool wetland; and (4) Serpentine Bunchgrass, a valley and foothill grassland. None of the sensitive natural communities identified within the 11-quadrangle search area have been identified within the Planning Area.

3.4.2 REGULATORY SETTING

There are a number of regulatory agencies whose responsibility includes the oversight of the natural resources of the State and nation including the CDFW, the USFWS, the USACE, and the National Marine Fisheries Service (NMFS). These agencies often respond to declines in the quantity of a particular habitat or plant or animal species by developing protective measures for those species or habitat type. The following is an overview of the federal, State, and local regulations that are applicable to implementing the General Plan.

FEDERAL

Federal Endangered Species Act

The Federal Endangered Species Act (FESA), passed in 1973, defines an endangered species as any species or subspecies that is in danger of extinction throughout all or a significant portion of its

range. A threatened species is defined as any species or subspecies that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

Once a species is listed, it is fully protected from a "take" unless a take permit is issued by the USFWS. A take is defined as the harassing, harming, pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collecting wildlife species or any attempt to engage in such conduct, including modification of its habitat (16 USC 1532, 50 CFR 17.3). Proposed endangered or threatened species are those species for which a proposed regulation, but not a final rule, has been published in the Federal Register.

Migratory Bird Treaty Act

To kill, possess, or trade a migratory bird, bird part, nest, or egg is a violation of the Federal Migratory Bird Treaty Act (FMBTA: 16 U.S.C., §703, Supp. I, 1989), unless it is in accordance with the regulations that have been set forth by the Secretary of the Interior.

Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act (16 USC Section 668) protects these birds from direct take and prohibits the take or commerce of any part of these species. The USFWS administers the Bald and Golden Eagle Protection Act, and reviews federal agency actions that may affect these species.

Clean Water Act – Section 404

CWA Section 404 regulates all discharges of dredged or fill material into WOTUS. Discharges of fill material includes the placement of fill that is necessary for the construction of any structure, or impoundment requiring rock, sand, dirt, or other material for its construction; site-development fills for recreational, industrial, commercial, residential, and other uses; causeways or road fills; and fill for intake and outfall pipes and subaqueous utility lines [33 C.F.R. §323.2(f)]. The USACE is the agency responsible for administering the permit process for activities that affect WOTUS. Executive Order 11990 is a federal implementation policy, which is intended to result in no net loss of wetlands.

Clean Water Act – Section 401

CWA Section 401 (33 U.S.C. 1341) requires an applicant who is seeking a 404 permit to first obtain a water quality certification from the Regional Water Quality Control Board (RWQCB). To obtain the water quality certification, the RWQCB must indicate that the proposed fill would be consistent with the standards set forth by the State.

Department of Transportation Act - Section 4(f)

Section 4(f) has been part of Federal law since 1966. It was enacted as Section 4(f) of the Department of Transportation (DOT) Act of 1966 and set forth in Title 49 United States Code (U.S.C.), Section 1653(f). In January 1983, as part of an overall recodification of the DOT Act, Section 4(f) was amended and codified in 49 U.S.C. Section 303. This law established policy on Lands, Wildlife and Waterfowl Refuges, and Historic Sites.

Rivers and Harbors Act of 1899

The Rivers and Harbors Act prohibits the obstruction or alteration of any navigable water of the United States. The Rivers and Harbors Act requires authorization from the USACE for any excavation or deposition of materials into these waters or for any work that could affect the course, location, condition, or capacity of rivers or harbors.

STATE

Fish and Game Code §2050-2097 - California Endangered Species Act

The California Endangered Species Act (CESA) protects certain plant and animal species when they are of special ecological, educational, historical, recreational, aesthetic, economic, and scientific value to the people of the State. CESA established that it is State policy to conserve, protect, restore, and enhance endangered species and their habitats.

CESA was expanded upon the original Native Plant Protection Act and enhanced legal protection for plants. To be consistent with federal regulations, CESA created the categories of "threatened" and "endangered" species. It converted all "rare" animals into CESA as threatened species, but did not do so for rare plants. Thus, there are three listing categories for plants in California: rare, threatened, and endangered. Under State law, plant and animal species may be formally designated through official listing by the California Fish and Game Commission.

Fish and Game Code §1900-1913 California Native Plant Protection Act

In 1977, the State legislature passed the California Native Plant Protection Act (NPPA) in recognition of rare and endangered plants of the state. The intent of the law was to preserve, protect, and enhance endangered plants. The NPPA gave the California Fish and Game Commission the power to designate native plants as endangered or rare, and to require permits for collecting, transporting, or selling such plants. The NPPA includes provisions that prohibit the taking of plants designated as "rare" from the wild, and a salvage mandate for landowners, which requires notification of the CDFW 10 days in advance of approving a building site.

Fish and Game Code §3503, 3503.5, 3800 - Predatory Birds

Under the California Fish and Game Code, all predatory birds in the order Falconiformes or Strigiformes in California, generally called “raptors,” are protected. The California Fish and Game Code indicates that it is unlawful to take, posses, or destroy the nest or eggs of any such bird unless it is in accordance with the code. Any activity that would cause a nest to be abandoned or cause a reduction or loss in a reproductive effort is considered a take. This generally includes construction activities.

Fish and Game Code §1601-1603 – Streambed Alteration

Under the California Fish and Game Code, CDFW has jurisdiction over any proposed activities that would divert or obstruct the natural flow or change the bed, channel, or bank of any lake or stream. Private landowners or project proponents must obtain a “Streambed Alteration Agreement” from

CDFW prior to any alteration of a lakebed, stream channel, or their banks. Through this agreement, the CDFW may impose conditions to limit and fully mitigate impacts on fish and wildlife resources. These agreements are usually initiated through the local CDFW warden and will specify timing and construction conditions, including any mitigation necessary to protect fish and wildlife from impacts of the work.

Public Resources Code § 21000 - California Environmental Quality Act

Public Resources Code Section 21000 enacts CEQA and identifies that a species that is not listed on the federal or State endangered species list may be considered rare or endangered if the species meets certain criteria. Under CEQA, public agencies must determine if a project would adversely affect a species that is not protected by FESA or CESA. Species that are not listed under FESA or CESA, but are otherwise eligible for listing (i.e., candidate or proposed) may be protected by the local government until the opportunity to list the species arises for the responsible agency.

Species that may be considered for review are included on a list of "Species of Special Concern," developed by the CDFW. Additionally, the CNPS maintains a list of plant species native to California that have low numbers, limited distribution, or are otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Vascular Plants of California. List 1A contains plants that are believed to be extinct. List 1B contains plants that are rare, threatened, or endangered in California and elsewhere. List 2 contains plants that are rare, threatened, or endangered in California, but more numerous elsewhere. List 3 contains plants where additional information is needed. List 4 contains plants with a limited distribution.

Public Resources Code § 21083.4 - Oak Woodlands Conservation

In 2004, the California legislature enacted Senate Bill (SB) 1334, which added oak woodland conservation regulations to the Public Resources Code. SB 1334 law requires a county to determine whether a project, within its jurisdiction, may result in a conversion of oak woodlands that will have a significant effect on the environment. If a county determines that there may be a significant effect to oak woodlands, the county must require oak woodland mitigation alternatives to mitigate the significant effect of the conversion of oak woodlands. Such mitigation alternatives include conservation through the use of conservation easements; planting and maintaining an appropriate number of replacement trees; contribution of funds to the Oak Woodlands Conservation Fund for the purpose of purchasing oak woodlands conservation easements; and/or other mitigation measures developed by the county.

California Oak Woodland Conservation Act

The California legislature passed Assembly Bill (AB) 1334, known as the California Oak Woodland Conservation Act, in 2001 as a result of widespread changes in land use patterns across the landscape that were fragmenting oak woodlands' character over extensive areas. AB 1334 created the California Oak Woodland Conservation Program within the Wildlife Conservation Board. AB 1334 provides funding and incentives to ensure the future viability of California's oak woodlands resources by maintaining large scale land holdings or smaller multiple holdings that are not divided into fragmented, nonfunctioning biological units. AB 1334 acknowledged that the conservation of

oak woodlands enhances the natural scenic beauty for residents and visitors, increases real property values, promotes ecological balance, provides habitat for over 300 wildlife species, moderates temperature extremes, reduces soil erosion, sustains water quality, and aids with nutrient cycling, all of which affect and improve the health, safety, and general welfare of the residents of the state.

California Wetlands Conservation Policy

In August 1993, Governor Pete Wilson announced the "California Wetlands Conservation Policy." The goals of the policy are to establish a framework and strategy that will:

- Ensure no overall net loss and to achieve a long-term net gain in the quantity, quality, and permanence of wetland acreage and values in California in a manner that fosters creativity, stewardship, and respect for private property.
- Reduce procedural complexity in the administration of state and federal wetland conservation programs.
- Encourage partnerships to make landowner incentive programs and cooperative planning efforts the primary focus of wetland conservation and restoration.

Governor Wilson also signed Executive Order W-59-93, which incorporates the goals and objectives contained in the new policy and directs the Resources Agency to establish an Interagency Task Force to direct and coordinate administration and implementation of the policy.

Assembly Bill 1889 (The Room to Roam Act)

Signed by Governor Gavin Newsom, Executive Order N-80-20 (30x30 Initiative) commits California to conserving 30% of its land and coastal waters by 2030 to combat climate change and rapid biodiversity loss. Assembly Bill 1889 is one operational vehicle to achieve this macro goal.

Assembly Bill 1889, officially codified as the Room to Roam Act, fundamentally reshapes how California's local governments approach urban development by integrating ecological connectivity into the local planning pipeline. Signed into law in September 2024, the regulation amends the State's Planning and Zoning Law to mandate that cities and counties explicitly safeguard wildlife migration paths. Upon their next general plan revisions occurring on or after January 1, 2028, local jurisdictions must formally update their "conservation elements" to identify, analyze, and map existing habitat connectivity, permeability, and natural landscape features within their borders.

The regulation shifts the developer paradigm from reactive mitigation to proactive, early-stage conservation planning. Under AB 1889, local approval bodies are required to "avoid, minimize, or mitigate" structural impacts on wildlife movement, standardizing infrastructure designs to feature wildlife-friendly fencing, targeted low-impact lighting, and designated natural land bridges. By legally bridging the traditional gap between municipal land-use zoning and regional biological requirements, the bill prevents expanding infrastructure from creating fatal dead-ends or isolated genetic islands for native species such as mountain lions, desert tortoises, and amphibians.

Wildlife Connectivity Action Plan (AB 2344)

The Wildlife Connectivity Action Plan was legally established under Assembly Bill 2344 (the Safe Roads and Wildlife Protection Act) to build a synchronized, data-driven framework for mitigating traffic-related ecological fragmentation. Enacted in late 2022, this directive requires the California Department of Fish and Wildlife (CDFW) and the California Department of Transportation (Caltrans) to jointly author, publish, and systematically update a comprehensive statewide connectivity plan every five years. Grounded in deep systemic tracking, the plan generates highly detailed mapping layers to isolate regional "hotspots" where major transit corridors intersect critical migratory routes, directly resulting in elevated wildlife-vehicle collisions.

Operationally, the plan acts as a binding baseline for state transit infrastructure, removing bureaucratic barriers to wildlife highway infrastructure. Caltrans is mandated to complete rigorous wildlife barrier assessments before launching any State- or federally funded transit projects situated within areas mapped by the action plan. Furthermore, the State must implement at least 10 priority connectivity projects from this list annually—utilizing streamlined programmatic environmental reviews to rapidly build wildlife overpasses, subterranean culverts, and directional exclusionary fencing.

Natural Community Conservation Planning Act

The Natural Community Conservation Planning Act provides long-term protection of species and habitats through regional, multi-species planning before the special measures of the CESA become necessary.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act authorizes the SWRCB to regulate State water quality and protect beneficial uses.

LOCAL

Existing Town of San Anselmo General Plan

The following goals, objectives, policies, and actions are applicable to biological resources.

CONSERVATION ELEMENT

Goal 4. Preserve and protect significant habitats for fish, wildlife, and flora.

Policy 1. Air, water, and noise pollution shall be prevented or minimized.

Policy 2. Radioactive, chemical, and biological health hazards shall not be created, and existing levels shall be reduced.

Policy 3. Activities causing damage to hydrological and biological processes shall be discouraged.

Policy 4. Streams shall be maintained in or restored to their natural state. A flood channel maintaining the natural settings on San Anselmo Creek and Sleepy Hollow Creek shall be of adequate width and properly maintained to allow passage of flood waters and preservation of riparian vegetation and habitat. Removal of vegetation on the hillsides should be closely controlled in order to minimize erosion, siltation of watercourses, and runoff.

Policy 5. Unique geological, ecological, and historic sites shall be protected: a. Significant natural features shall be included for preservation in their natural state and in an appropriate setting in any design or plan. b. It is hereby declared to be the intent of the Town to preserve all buildings of architectural or historical merit, as may be designated by the Council from time to time, and to that end the Town shall withhold any razing permit for a period of one (1) year allowing time for the people of San Anselmo to consider whether they wish to assist in the maintenance or acquisition of such properties.

Policy 6. A diversity and abundance of wildlife and waterlife shall be maintained or encouraged where it does not now exist. Vegetation and animal habitats shall be preserved wherever possible.

Town of San Anselmo Municipal Code

San Anselmo Municipal Code (Town Code) Chapter 9, Street Trees, outlines regulations and responsibilities for managing trees in public spaces within the town. This chapter, established by Ordinance 1020, aims to regulate the management of street trees to maintain their health, preserve the urban landscape, and ensure public safety within the town.

3.4.3 IMPACTS AND MITIGATION MEASURES

METHODS OF ANALYSIS

The General Plan 2045 (available online at: https://sananselmogp2045.org/) is the primary document used as the basis for the environmental setting and the analysis in this section. Specifically, the Open Space and Conservation Element addresses biological resources. Impacts related to biological resources were evaluated using the thresholds of significance listed below. Future development under the General Plan 2045 was reviewed to determine if existing biological resources (species and their associated habitat) would be converted or otherwise impacted. These types of impacts would be the greatest where large infill opportunities exist or in undeveloped areas; therefore, these are the areas that are focused on in the analysis. Impacts are evaluated assuming full buildout of the Planning Area.

GENERAL PLAN 2045 GOALS AND POLICIES

The following draft goals and policies from the General Plan 2045 are relevant to biological resources.

OPEN SPACE AND CONSERVATION ELEMENT

GOAL OSC-B. Protect and improve the quality of the natural environment through collaborative conservation, restoration, management, regenerative practices, and pollution reduction and control.

Policy OSC-B.1: Habitat Preservation. Preserve and enhance wildlife and plant communities in open spaces, riparian corridors, and other biologically sensitive areas to the greatest extent possible, while supporting environmental health and community well-being.

Policy OSC-B.2: Wildlife Corridors. Preserve and protect areas that function as wildlife corridors, particularly those areas that provide connections and mobility between larger natural areas.

Action OSC-B.2.a: Wildlife Corridor Analysis and Development Review. Conduct a wildlife corridor identification effort in collaboration with relevant agencies and stakeholders to implement AB 1889. Require development projects on vacant or connected sites to assess potential impacts on wildlife movement and incorporate feasible measures to maintain habitat connectivity.

Action OSC-B.2.b: Rewilding Campaign. Explore the feasibility of a "Rewild San Anselmo" campaign to encourage ecological restoration on private and public lands. This effort may include developing accessible public resources, such as planting guides and design templates, organizing volunteer habitat restoration days open to a broad range of participants, and partnering with schools and community organizations to expand engagement and awareness.

Action OSC-B.2.c: Wildlife Fencing. Adopt wildlife-friendly fencing guidelines to minimize habitat fragmentation, especially near creeks and the Wildland-Urban Interface.

Policy OSC-B.3: Special Status Species. Conserve and protect special status plants and animals and their associated habitats, including those listed by the State or federal agencies as threatened and/or endangered, those considered to be candidate species for listing, and other species that have been assigned special status by the California Native Plant Society and the California Fish and Game Code. Avoidance of impacts, accompanied by habitat restoration, is the preferred approach to conservation, but mitigation strategies shall be considered when avoidance is not possible.

Action OSC-B.3.a: Biological Surveys. Require surveys of sites, including buffer areas potentially affected by proposed projects, with potentially suitable habitat for special status species, including creek corridors, to determine the presence or absence of

special status species, critical habitat, and riparian habitat to be prepared by a qualified biologist prior to development and other management approvals. Require projects to implement measures to avoid or minimize harm to special status species, critical habitat, and riparian to a less than significant level. Consult with resource agencies as required by federal and State regulations.

Action OSC-B.3.b: Avoidance of Nesting Birds. Avoid disturbance of nests of native birds in compliance with State and federal regulations which may include precluding vegetation clearing and construction on sites where nesting birds may be present during nesting season (typically February 1 through August 31). Require pre-construction surveys by a qualified biologist prior to any disturbance. If nests are found, the project shall implement appropriate avoidance measures, such as fenced buffer areas or staged tree removal periods.

Policy OSC-B.4: Creek Protection. Protect and conserve creeks for riparian habitat, fish and wildlife movement, biodiversity, groundwater recharge, and stormwater conveyance for ecological function and community benefit.

Action OSC-B.4.a: Agency Consultation. Refer proposals for grading, filling, or construction that would alter a watercourse shown on Figure OSC-3 to the State Department of Fish and Wildlife, U.S. Army Corps of Engineers, San Francisco Bay Regional Water Quality Control Board, the Marin County Flood Control District, and other regulatory agencies for consultation.

Action OSC-B.4.b: Creek Setbacks. Continue to require development to comply with the creek setback standards in the Town's Watercourse regulations.

Policy OSC-B.5: Creek Enhancement. Require creek enhancement and riparian habitat restoration for construction projects adjacent to creeks and drainageways to reduce erosion, maintain storm flows, improve water quality, improve habitat value, and preserve natural shade, whenever possible.

Policy OSC-B.6: Water Quality. Minimize pollutants in stormwater runoff including discharge of soil sediments.

Action OSC-B.6.a: Watershed Management. Ensure that new development complies with the requirements of the federal and state Clean Water Acts, National Pollutant Discharge Elimination System (NPDES), and the Town's Urban Runoff Pollution Prevention regulations.

Action OSC-B.6.b: Low-Impact Design Measures. Require the incorporation of Low-Impact Design (LID) measures and other site design elements that slow stormwater flows, promote groundwater recharge, and filter out pollutants.

Policy OSC-B.7: Creek Education and Awareness. Increase awareness and appreciation of San Anselmo's creeks and their role in sustaining fish and wildlife and providing flood protection through accessible education and outreach.

Action OSC-B.7.a: Creek Signage and Education. Develop signage and education displays in clear and accessible formats that describe native habitat, history, and restoration efforts. Partner with local schools, conservation and environmental groups, and community groups to increase awareness of the town's creeks.

Policy OSC-B.8: Tree Protection. Continue to maintain and preserve protected and heritage trees as defined in the Municipal Code to preserve the natural and cultural characteristics of the town.

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on biological resources if it will:

- 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;
- 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;
- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- 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;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

CEQA Guidelines Section 15065(a), Mandatory Findings of Significance, states that a project may have a significant effect on the environment if it would have *"... the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare or threatened species ..."*

An evaluation of whether an impact on biological resources would be substantial must consider both the resource itself and how that resource fits into a regional and/or local context. Substantial impacts would be those that would substantially diminish or result in the loss of, an important

biological resource or those that would obviously conflict with local, State, or federal resource conservation plans, goals, or regulations. Impacts are sometimes locally adverse but not significant because, although they would result in an adverse alteration of existing conditions, they would not substantially diminish or result in the permanent loss of an important resource on a population- or region-wide basis.

CEQA Guidelines Section 15380, *Endangered, Rare or Threatened Species*, states that a lead agency can consider a non-listed species to be Rare, Threatened, or Endangered for the purposes of CEQA if the species can be shown to meet the criteria in the definition of Rare, Threatened, or Endangered. For the purposes of this discussion, the current scientific knowledge on the population size and distribution for each special status species was considered according to the definitions for Rare, Threatened, and Endangered listed in CEQA Guidelines Section 15380.

IMPACTS AND MITIGATION

Impact 3.4-1: General Plan implementation could 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 Wildlife or U.S. Fish and Wildlife Service (Less than Significant)

Approval of the General Plan 2045 would not directly approve or entitle any development or infrastructure projects. However, implementation of the General Plan 2045 and Land Use Map would allow and facilitate future development in San Anselmo, which could result in adverse impacts to special status plant and wildlife species, as well as sensitive natural habitat or wildlife movement corridors.

SPECIAL STATUS PLANT SPECIES

The search revealed documented occurrences of 20 special status plant species within two miles of the Planning Area. The search revealed documented occurrences of 93 special status plant species within the 11-quadrangle search area of the Planning Area. Tables 3.4-2 and 3.4-3 provide a list of special status plant species that are documented within two miles and the 11-quadrangle search area for the Planning Area, and their current status. Figure 3.4-3 illustrates the special status species located within the 11-quadrangle search area for the Planning Area.

Subsequent development under the proposed General Plan could result in the direct loss of habitat areas associated with these special status plant species, since suitable habitat for these species does occur in the region. Additionally, indirect impacts to special status plant species could occur with implementation of the General Plan 2045. Indirect impacts could include habitat degradation as a result of impacts to water quality.

Special status plant species receive protection from various federal and State laws and regulations, including FESA and CESA. These regulations generally prohibit the taking of the plant species without a special permit. Additionally, the proposed General Plan 2045 includes numerous policies and

actions intended to reduce or avoid impacts to special status plant species. These policies and actions are listed previously.

SPECIAL STATUS ANIMAL SPECIES

The search revealed documented occurrences of 16 special status animal species within two miles of the Planning Area. The search revealed documented occurrences of 76 special status animal species within the 11-quadrangle search area of the Planning Area. Tables 3.4-4 and 3.4-5 provide a list of the special status animal species that are documented within two miles and 11 quads of the Planning Area, and current status. Figure 3.4-3 illustrates the location of documented occurrences within 11 quads of the Planning Area.

While most new development in San Anselmo that would occur as a result of General Plan 2045 implementation would occur in areas that have been previously developed, subsequent development under the proposed General Plan 2045 could result in the direct loss of habitat areas associated with these special status animal species, since suitable habitat for these species does occur in the region, and may occur on future development project sites within San Anselmo. Additionally, indirect impacts to special status animal species could occur with implementation of the General Plan 2045. Indirect impacts could include habitat degradation as a result of impacts to water quality, increased human presence, and the loss of foraging habitat.

Special status animal species receive protection from various regulations, including FESA and CESA, which generally prohibit the taking of a species or direct impact to foraging and breeding habitat without a special permit. Additionally, the proposed General Plan 2045 includes numerous policies and actions intended to reduce or avoid impacts to special status animal species. These policies and actions are listed previously.

CONCLUSION

Construction and maintenance activities associated with future development projects under the proposed General Plan 2045 could result in the direct and indirect loss or indirect disturbance of special status plant or animal species or their habitats that are known to occur, or have potential to occur, in the region. Impacts to special status species or their habitats could result in a substantial reduction in local population size, lowered reproductive success, or habitat fragmentation. Significant impacts on special status species associated with individual subsequent projects could include:

- increased mortality caused by higher numbers of automobiles in new areas of development;
- direct mortality from the collapse of underground burrows, resulting from soil compaction;
- direct mortality resulting from the movement of equipment and vehicles through construction areas;
- direct mortality resulting from removal of trees with active nests;
- direct mortality or loss of suitable habitat resulting from the trimming or removal of obligate host plants;
- direct mortality resulting from fill of wetlands features;

- loss of breeding and foraging habitat resulting from the filling of seasonal or perennial wetlands;
- loss of breeding, foraging, and refuge habitat resulting from the permanent removal of riparian vegetation;
- loss of suitable habitat for vernal pool invertebrates resulting from the destruction or degradation of vernal pools or seasonal wetlands;
- abandoned eggs or young and subsequent nest failure for special status nesting birds, including raptors, and other non-special status migratory birds resulting from construction-related noises;
- loss or disturbance of rookeries and other colonial nests;
- loss of suitable foraging habitat for special status raptor species;
- loss of migration corridors resulting from the construction of permanent structures or features; and
- impacts to fisheries/species associated with waterways.

Implementation of the General Plan 2045 policies and actions listed previously would reduce the potential for impacts related to this topic. Subsequent development projects will be required to comply with the General Plan and applicable federal site-specific biological resources assessment as required by CEQA for development located in or adjacent to potential habitat or ecologically sensitive areas. If any special status species or sensitive habitats are identified, contact the appropriate resource agencies and establish appropriate management strategies to reduce impacts on sensitive habitat and special status species.

The Town has prepared the General Plan 2045 to include numerous policies and actions intended to protect special status plants and animals, including habitat, from adverse effects associated with future development and improvement projects. For example, Action OSC-B.3.a requires surveys of sites with potentially suitable habitat for special status species to determine the presence or absence of special status species, critical habitat, and riparian habitat to be prepared by a qualified biologist prior to development and other management approvals. This policy also requires projects to implement measures to avoid or minimize harm to special status species, critical habitat, and riparian to a less than significant level, and consult with resource agencies as required by federal and State regulations. Action OSC-B.3.b requires avoidance of nests of native birds in compliance with State and federal regulations, precludes vegetation clearing and construction on sites where nesting birds may be present during nesting season (typically February 1 through August 31), and requires pre-construction surveys by a qualified biologist prior to any disturbance. Further, Policy OSC-B.1 aims to preserve and enhance wildlife and plant communities in open spaces, riparian corridors, and other biologically sensitive areas to the greatest extent possible, while supporting environmental health and community well-being.

Adoption and implementation of the General Plan 2045 policies and actions, combined with federal and State laws protecting biological resources would ensure that adverse effects on significant biological resources are avoided. Therefore, the impact would be **less than significant**.

Impact 3.4-2: General Plan implementation could 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 Wildlife or U.S. Fish and Wildlife Service (Less than Significant)

The CDFW considers sensitive natural communities to have significant biotic value, with species of plants and animals unique to each community. The CNDDB search revealed four sensitive natural communities within 11-quadrangle search area of San Anselmo, as shown on Figure 3.4-3. This includes: (1) Coastal Brackish Marsh, salt marshes where a significant freshwater influx dilutes the seawater to brackish levels of salinity, (2) Northern Coastal Salt Marsh, a non-tidal, non-forested wetland that is continuously or frequently flooded and contains saltwater; (3) Northern Vernal Pool, a vernal pool wetland; and (4) Serpentine Bunchgrass, a valley and foothill grassland. None of the sensitive natural communities identified within the 11-quadrangle search area have been identified within the Planning Area. All of these community types were once more widely distributed throughout California, but have been modified or destroyed by grazing, cultivation, and urban development.

While not always documented as a sensitive natural community in the CNDDB, streams, rivers, wet meadows, and vernal pools are of high concern, because they provide unique aquatic habitat for many endemic species, including special status plants, birds, invertebrates, and amphibians. The town contains aquatic habitats that qualify as sensitive habitats. The following aquatic resources are found in the Planning Area: Sleepy Hollow Creek and San Anselmo Creek.

Subsequent development projects will be required to comply with the General Plan 2045 and adopted federal, State, and local regulations for the protection of sensitive natural communities, including riparian habitat. The Town has prepared the General Plan 2045 to include numerous policies and actions intended to protect sensitive natural communities, including riparian habitat and creeks, from adverse effects associated with future development and improvement projects. For example, Action OSC-B.3.a requires surveys of sites, including buffer areas potentially affected by proposed projects, with potentially suitable habitat for special status species, including creek corridors, to determine the presence or absence of special status species, critical habitat, and riparian habitat to be prepared by a qualified biologist prior to development and other management approvals. As part of this action, future projects would be required to implement measures to avoid or minimize harm to special status species, critical habitat, and riparian habitat. Action OSC-B.4.a requires that prior to any alteration of a watercourse, the Town or project applicant must coordinate with the State Department of Fish and Wildlife, U.S. Army Corps of Engineers, San Francisco Bay Regional Water Quality Control Board, the Marin County Flood Control District, and other regulatory agencies for consultation. Additionally, disturbance to creeks and associated riparian habitat would be avoided because Action OSC-B.4.b requires development to comply with the creek setback standards in the Town's Watercourse regulations.

Adoption and implementation of the General Plan 2045 policies and actions, combined with federal and State laws protecting biological resources would ensure that adverse effects on significant

riparian and other sensitive habitat are avoided. Therefore, the impact would be **less than significant**.

Impact 3.4-3: General Plan implementation could have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (Less than Significant)

Streams, rivers, wet meadows, and vernal pools (wetlands and jurisdictional waters) are of high concern because they provide unique aquatic habitat (perennial and ephemeral) for many endemic species, including special status plants, birds, invertebrates, and amphibians. These aquatic habitats oftentimes qualify as protected wetlands or jurisdictional waters and are protected from disturbance through the CWA.

San Anselmo contains aquatic and riparian habitats that qualify as State or federally protected wetlands and jurisdictional waters. The following aquatic resources are found in the Planning Area: Sleepy Hollow Creek and San Anselmo Creek. As noted in Impact 3.4-2, of the two sensitive natural communities documented within the 11-quadrangle search area for San Anselmo, neither of the sensitive natural communities identified within the 11-quadrangle search area have been identified within the Planning Area.

While CWA Section 404 requires compensatory mitigation for impacts to jurisdictional WOTUS, and California's Porter-Cologne Act and CDFW jurisdiction provide additional protections for State waters and streambed features, no regulatory framework guarantees a functional no-net-loss outcome in all cases.

Construction activities associated with individual future projects could result in the disturbance or loss of WOTUS. This includes perennial and intermittent drainages; unnamed drainages; vernal pools; freshwater marshes; and other types of seasonal and perennial wetland communities. Wetlands and other WOTUS could be affected through direct removal, filling, hydrological interruption (including dewatering), alteration of bed and bank, and other construction-related activities.

The proposed project is a planning document that does not itself approve any specific physical changes to the environment; therefore, adoption of the proposed project would not directly impact the environment. However, project implementation could have an indirect change on the physical environment through subsequently approved projects that are consistent with the buildout that is contemplated in the General Plan 2045. The implementation of an individual project would require a detailed and site-specific review to determine the presence or absence of water features. If water features are present and disturbance is required, federal and State laws, as implemented through the permit process, require measures to reduce, avoid, or compensate for impacts to these resources.

Subsequent development projects will be required to comply with the General Plan 2045 and adopted federal, State, and local regulations for the protection of sensitive natural communities,

including protected wetlands. The Town has prepared the General Plan 2045 to include numerous policies and actions intended to protect Sleepy Hollow Creek and San Anselmo Creek from adverse effects associated with future development and improvement projects. For example, Policy OSC-B.5 requires creek enhancement and riparian habitat restoration for construction projects adjacent to creeks and drainageways to reduce erosion, maintain storm flows, improve water quality, improve habitat value, and preserve natural shade, whenever possible. Action OSC-B.4.a requires that proposals for grading, filling, or construction that would alter a watercourse shown on Figure OSC-3 be referred to the State Department of Fish and Wildlife, U.S. Army Corps of Engineers, San Francisco Bay Regional Water Quality Control Board, the Marin County Flood Control District, and other regulatory agencies for consultation. Additionally, disturbance to creeks and associated riparian habitat would be avoided because Action OSC-B.4.b requires development to comply with the creek setback standards in the Town's Watercourse regulations.

Although future development facilitated by the General Plan 2045 could affect wetlands or other jurisdictional waters, such projects would be required to comply with applicable federal, State, and local regulations governing the protection of aquatic resources. These regulations require avoidance and minimization of impacts where feasible and compensatory mitigation for unavoidable impacts. In addition, implementation of General Plan policies and actions protecting creeks, riparian corridors, and sensitive habitats would further reduce the potential for adverse effects. Therefore, impacts to wetlands and other jurisdictional waters would be **less than significant**.

Impact 3.4-4: General Plan implementation would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (Less than Significant)

Habitat loss, fragmentation, and degradation resulting from land use changes or habitat conversion can alter the use and viability of wildlife movement corridors (i.e., linear habitats that naturally connect and provide passage between two or more otherwise disjunct larger habitats or habitat fragments). Wildlife habitat corridors maintain connectivity for daily movement, travel, mate-seeking, and migration; plant propagation; genetic interchange; population movement in response to environmental change or natural disaster; and recolonization of habitats subject to local extirpation or removal. The suitability of a habitat as a wildlife movement corridor is related to, among other factors, the habitat corridor's dimensions (length and width), topography, vegetation, exposure to human influence, and the species in question.

Species utilize movement corridors in several ways. "Passage species" are those species that use corridors as thru-ways between outlying habitats. The habitat requirements for passage species are generally less than those for corridor dwellers. Passage species use corridors for brief durations, such as for seasonal migrations or movement within a home range. As such, movement corridors do not necessarily have to meet any of the habitat requirements necessary for a passage species everyday survival. "Corridor dwellers" are those species that have limited dispersal capabilities – a

category that includes most plants, insects, reptiles, amphibians, small mammals, and birds – and use corridors for a greater length of time.

San Anselmo contains two named aquatic habitats that may be used for wildlife movement. As noted in Impact 3.4-2, the following aquatic resources are found in the Planning Area: Sleepy Hollow Creek and San Anselmo Creek. Wildlife may use both creeks as migration corridors. Some channels of both creeks have been altered with culverts to divert the creeks underground at road crossings. Although some culverts on these creeks exist in the Planning Area, the creeks still support the necessary attributes needed to support animal movement, namely vegetation for cover and topography to guide animals up and downstream.

As shown in the proposed General Plan 2045 Land Use Map, Single Family Residential land uses are generally found adjacent to and along Sleepy Hollow Creek and San Anselmo Creek. It is noted, however, that the areas designated for Single Family Residential uses by the proposed Land Use Map near both creeks are generally developed with urban uses currently. With implementation of the proposed project, these areas would continue to be used by wildlife as movement corridors.

Because the proposed project is a planning document, and thus, no physical changes will occur to the environment, adoption of the proposed project would not directly impact the environment. There is a reasonable chance that movement corridors could be impacted throughout the buildout of subsequent individual projects accommodated by the General Plan 2045. The development of an individual project would require a detailed and site-specific review to determine the presence or absence of movement corridors on a given project site. If movement corridors are present and disturbance is required, federal and State laws, implemented through the permit process, require measures to reduce, avoid, or compensate for impacts to these resources.

Subsequent development projects will be required to comply with the General Plan 2045 and adopted federal, State, and local regulations for the protection of movement corridors. The Town has prepared the General Plan 2045 to include policies and actions intended to protect movement corridors and contiguous natural habitat areas from adverse effects associated with future development and improvement projects. For example, Action OSC-B.2.a requires development projects on vacant or connected sites to assess potential impacts on wildlife movement and incorporate feasible measures to maintain habitat connectivity. Adoption and implementation of the General Plan 2045 policies and actions, combined with federal and State laws protecting biological resources would ensure that adverse effects on migratory fish and wildlife are avoided. Therefore, the impact would be **less than significant**.

Impact 3.4-5: The General Plan would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (Less than Significant)

The proposed project is a policy document, in which local policies are established. This EIR presents the numerous policies of the General Plan 2045. The General Plan 2045 itself does not conflict with its policies. The General Plan 2045 carries forward or strengthens existing General Plan policies that protect biological resources. For example, Policy OSC-B.3 aims to conserve and protect special status

plants and animals and their associated habitats, including those listed by the State or federal agencies as threatened and/or endangered, those considered to be candidate species for listing, and other species that have been assigned special status by the California Native Plant Society and the California Fish and Game Code. Avoidance of impacts, accompanied by habitat restoration, is the preferred approach to conservation, but mitigation strategies shall be considered when avoidance is not possible. To support this policy, the General Plan 2045 includes Actions OSC-B.3.a and OSC-B.3.b, which require biological surveys for future projects and avoidance of nesting birds if present during nesting season.

Additionally, San Anselmo Municipal Code (Town Code) Chapter 9, Street Trees, outlines regulations and responsibilities for managing trees in public spaces within the town. This chapter, established by Ordinance 1020, aims to regulate the management of street trees to maintain their health, preserve the urban landscape, and ensure public safety within the town. As required by Section 4-906 of the code, no person, without a written permit therefor, shall cut, prune, break, injure, or remove any living tree in, upon, or along any street, sidewalk, or walkway, or cut, disturb, or interfere in any way with the roots of any tree in, upon, or along any street, sidewalk, or walkway, or spray with any chemical or insecticide any tree in, upon, or along any street, sidewalk, or walkway, or place any sign, poster, or other fixture on any tree or tree guard, or injure, misuse, or remove any device placed to protect any tree in, upon, or along any street, sidewalk, or walkway in the town. Additionally, whenever any tree shall, pursuant to a permit issued therefore, be cut down or removed in or from any sidewalk area, its butt and roots shall be dug up and removed or cut level with the ground as directed by the Public Works Director. Future development in accordance with the proposed General Plan 2045 would be required to comply with the Municipal Code, including Chapter 9, Street Trees.

Adoption and implementation of the General Plan 2045 policies and actions and the Town's Municipal Code, combined with federal and State laws protecting biological resources would not conflict with applicable policies or ordinances protecting biological resources. Therefore, the impact would be **less than significant**.

Subsequent development projects will be required to comply with the General Plan 2045 policies, as well as the Municipal Code. This impact would be **less than significant**, and no mitigation is required.

Impact 3.4-6: General Plan implementation would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan (No Impact)

The Town of San Anselmo is not subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, **no impact** would occur.

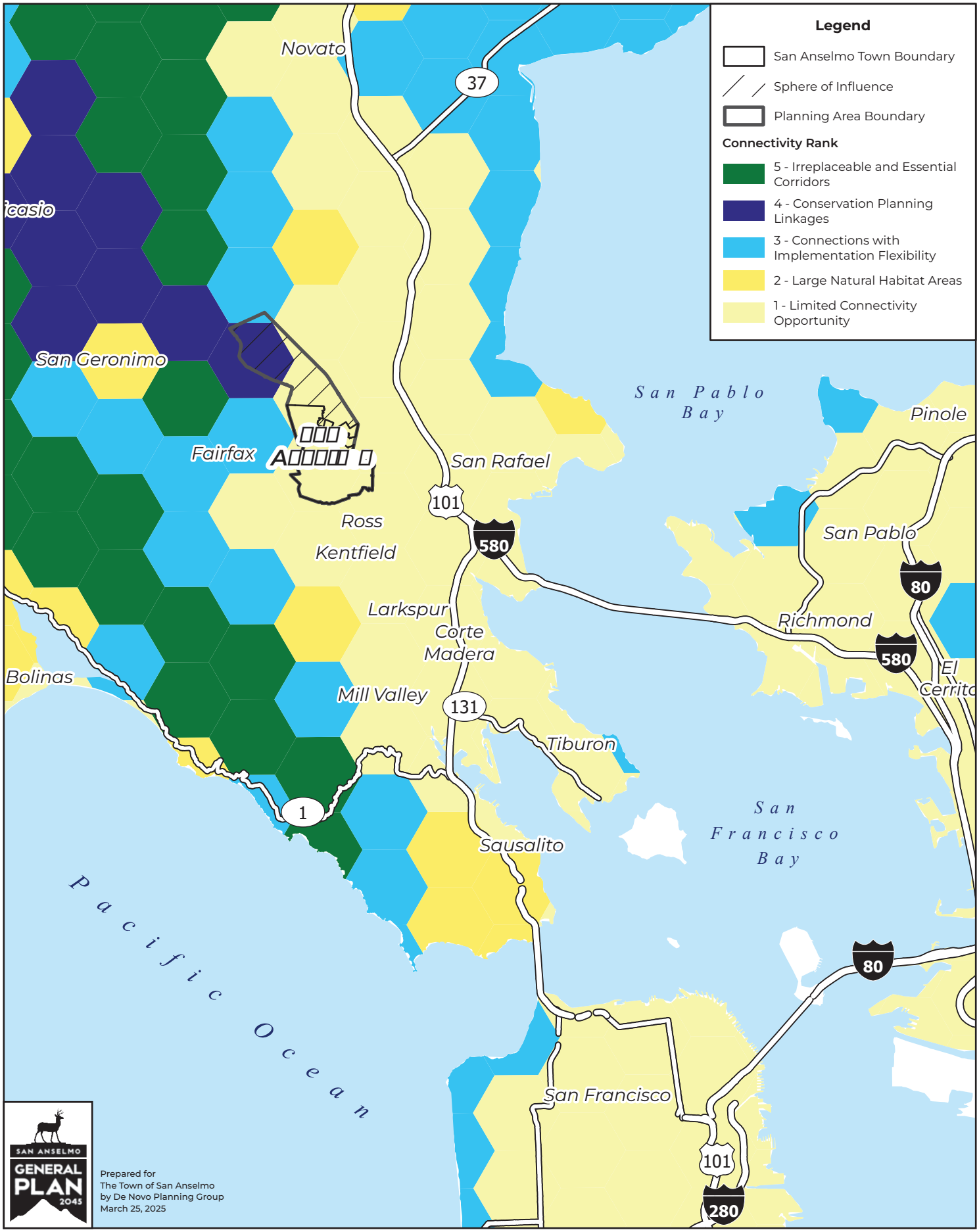
Impact 3.4-7: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts to biological resources. (Less than Significant)

The context for cumulative impacts to biological resources is the whole of Marin County. The Marin Countywide Plan governs growth patterns throughout the county, and establishes goals, policies, and actions to preserve natural and biological resources. One of the overarching countywide goals is to protect, restore, and enhance Marin watersheds, natural habitats, wildlife corridors, and open space. Marin's geographic location lends itself to having a distinctive natural setting, with water surrounding the county on three sides. The county includes a number of important habitat types including riparian habitat, wetlands, Baylands, marshes, streams, forests, woodlands, grasslands, and chaparral. Preservation of large parts of Marin County has served to protect important biological resources and the biodiversity of the region. Nevertheless, future development may threaten sensitive resources in Marin County and contribute to further fragmentation of natural areas.[2] Construction in the county generally has left important physical features intact, such as ridgelines, hillsides, and riparian areas, with development generally directed to the City-Centered Corridor along Highway 101 in an intentional effort to keep development away from the Coastal Corridor, the Inland Rural Corridor, and the Baylands Corridor.[3] However, cumulative development anticipated throughout the greater Marin County region will result in impacts to biological resources, including the permanent loss of habitat for special status species, corridor fragmentation, direct and indirect impacts to special status species, and reduction and degradation of sensitive habitat. Cumulative impacts to biological resources are potentially significant.

Subsequent projects implemented under the General Plan 2045 would be required to be consistent with the policies and actions of the General Plan 2045 as well as applicable federal, State, and regional regulations. Development under the General Plan 2045 concentrate growth within the existing town limits, and would not extend development or infrastructure into the SOI beyond the town limits. By limiting development to areas that are primarily built out, impacts to sensitive habitats and species would be limited. The implementation of an individual project in the Planning Area would require a detailed and site-specific review of the site to determine the presence or absence of movement corridors, special status species, and sensitive habitat on a given project site. If movement corridors, special status species, or sensitive habitat are present and disturbance is required, federal and State laws require measures to reduce, avoid, or compensate for impacts to these resources. The requirements of these Federal and State laws are implemented through the permit process. However, with implementation of the policies and actions included within the General Plan 2045, implementation of the proposed project would not generate a significant impact on biological resources. Therefore, the proposed General Plan 2045's incremental contribution to this cumulative impact would not be considerable, and the cumulative impact to biological resources would be **less than significant**.

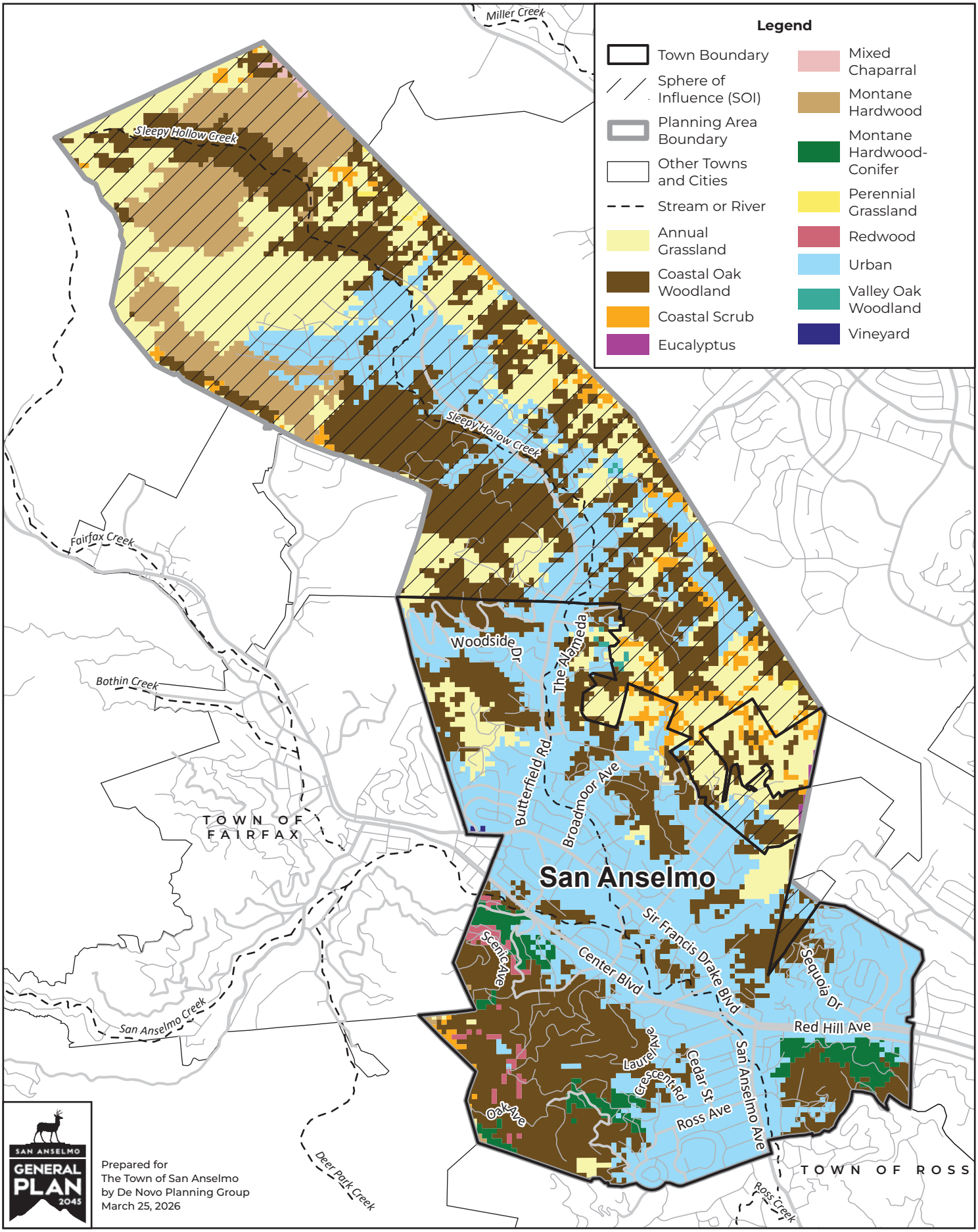
[2] Marin County, 2023. Marin Countywide Plan. Natural Systems and Agriculture Element. pp. 2.1-1 and 2.1-2. Amended January 24.

[3] Marin County, 2023. Marin Countywide Plan. Built Environment Element. pp. 3.4-1 and 3.4-2. Amended January 24.



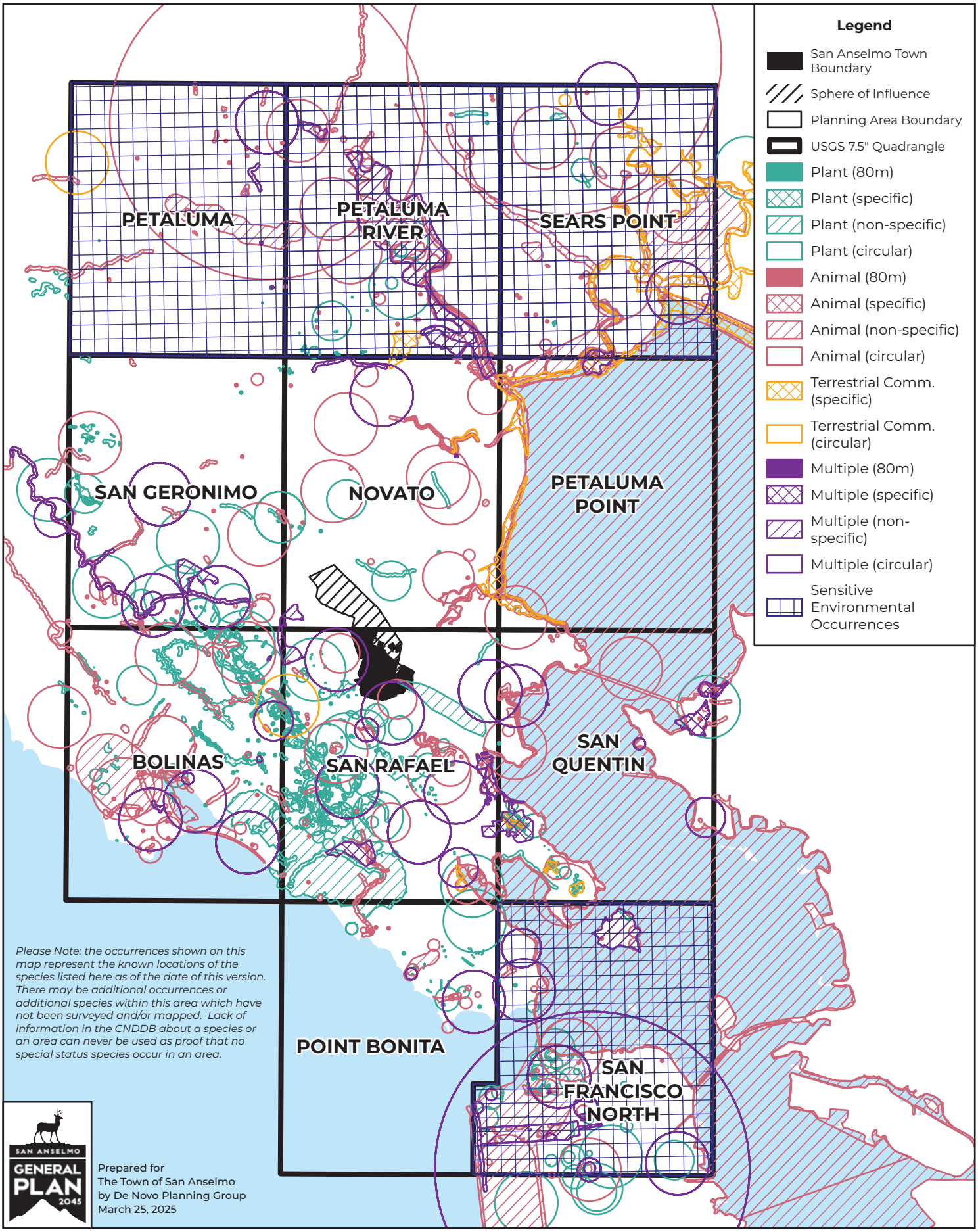
Base Data Sources: Marin County LAFCO; USGS National Transportation Dataset; ESRI World Hillshade Map Service.
Theme Source: California Department of Fish and Wildlife Terrestrial Habitat Connectivity Dataset, last updated 3/13/2024.

Figure 3.4-1.
CALIFORNIA TERRESTRIAL HABITAT CONNECTIVITY



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: CAL FIRE Fire and Resource Assessment Program, Wildlife-Habitat Relationship System dataset FVEG15_1, 2015.

FIGURE 3.4-2.
LAND COVER TYPES



Sources: State of California Department of Fish and Game, Biogeographic Branch, California Natural Diversity Database version 7/1/2024.

Figure 3.4-3.
CALIFORNIA NATURAL DIVERSITY DATABASE

Cultural resources are defined as buildings, sites, structures, or objects that may have historical, architectural, archaeological, cultural, or scientific importance. Preservation of the Town's cultural heritage should be considered when planning for the future.

This section provides a background discussion of the prehistory, ethnology, historical period background, and cultural resources found in San Anselmo. This section is organized with an existing setting, regulatory setting, and impact analysis.

One comment letter was received during the NOP comment period related to this environmental topic (see Appendix A). The Native American Heritage Commission (NAHC) provided procedural guidance on the implementation of Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52). These topics are discussed in this section.

KEY TERMS

The following key terms are used throughout this section to describe cultural and tribal resources and the framework that regulates them:

Archaeology. The study of historic or prehistoric peoples and their cultures by analysis of their artifacts and monuments.

Ethnography. The study of contemporary human cultures.

Complex. A patterned grouping of similar artifact assemblages from two or more sites, presumed to represent an archaeological culture.

Midden. A deposit marking a former habitation site and containing such materials as discarded artifacts, bone and shell fragments, food refuse, charcoal, ash, rock, human remains, structural remnants, and other cultural leavings.

3.5.1. ENVIRONMENTAL SETTING

PREHISTORY

Humans are believed to have resided in southern Marin County for the past 13,000 years. Archaeologists who have studied these past cultures have uncovered evidence of widespread activities that allowed them to divide these previous 13,000 years into periods or phases based on the kinds of subsistence behaviors practiced.

Six periods have been identified with locally defined phases and regional cultures added to the mix. The six periods are:

- Early Holocene (Lower Archaic), 8000 B.C. - 3500 B.C
- The Early Middle Period (Middle Archaic), 3500 B.C. - 500 B.C.
- The Lower Middle Period (Initial Upper Archaic), 500 B.C. – A.D. 430
- Upper Middle Period (Late Upper Archaic), A.D. 430 – A.D. 1050

- Initial Late Period (Lower Emergent), A.D. 1050 – A.D. 1550
- Terminal Late Period: Protohistoric Ambiguities, A.D. 1550 – A.D. 1775[1]

EARLY HOLOCENE (LOWER ARCHAIC), 8000 B.C. – 3500 B.C.

Few Bay Area sites have been discovered to represent this time period. A pattern of generalized mobile foraging with artifacts such as the milling slab and hand stone (mano and metate), and large wide stem- and leaf-shaped projectile points are common.

THE EARLY MIDDLE PERIOD (MIDDLE ARCHAIC), 3500 B.C. – 500 B.C.

New technological advances involving the use of the mortar and pestle first appear during this period as does the first evidence for the manufacture of shell beads. Researchers suggest increased sedentism occurred along with an expansion in trade.

THE LOWER MIDDLE PERIOD (INITIAL UPPER ARCHAIC), 500 B.C. – A.D. 430

A dramatic shift in the types of shell beads being manufactured is observed at sites with components dating to this period. New types of bone tools, such as the barbless fishhooks, first appeared indicating an increasing exploitation of the immediate environment, probably brought on by increasing populations pressures.

UPPER MIDDLE PERIOD (LATE UPPER ARCHAIC), A.D. 430 – A.D. 1050

Another dramatic shift began in A.D. 430 when the selection of bead styles and the way people were buried changed. What caused this dramatic cultural upheaval is uncertain. The formally popular style of shell beads became obsolete with new, smaller varieties becoming widespread.

INITIAL LATE PERIOD (LOWER EMERGENT), A.D. 1050 – A.D. 1550

Population continued to increase, as did resource exploitation, and with it a whole new level of the manufacture of numerous, finely made grave goods that were buried with the dead. Social stratification can also be observed in the differing amounts of grave goods interred with a particular individual. The bow and arrow appeared in the area around A.D. 1250, causing a shift in the procurement of rock types and sources used in the manufacture in this new technological innovation.

TERMINAL LATE PERIOD: PROTOHISTORIC AMBIGUITIES, A.D. 1550 – A.D. 1775

Once again, the style of shell beads abruptly changed throughout the Bay Area. Grave goods became less common, and some researchers have suggested that populations were faced with increasing stress by overpopulation and perhaps the early introduction of European-based diseases.

ETHNOLOGY

COAST MIWOK

The voyages of Drake in 1579 and Cermeño in 1595 resulted in early accounts by the Europeans of encounters with the Coast Miwok people prior to disruption of the native culture. The Coast Miwok traditional way of life disappeared rapidly after the founding of the mission in San Francisco in 1776 and the later missions in San Rafael and Sonoma. Forced movement of the Coast Miwok people to

1 Jones, Terry I. and Katherine A. Klar, editors. 2009. California Prehistory. Alta Mira Press, London.

the missions and the determination of the friars to convert the natives to Christianity and destroy all vestiges of their former life, along with epidemic diseases of the whites, soon left few natives that could remember the pre-contact culture. The Russian colony at Fort Ross used Bodega Bay in Coast Miwok territory as a port, but the Russian policy was to interfere with Indian life only to the extent necessary to harvest the maximum number of sea otter pelts.

The Coast Miwok occupied what is now Marin County and part of Sonoma County, with the traditional territory extending from Sausalito in the south to as far north as the vicinity of Sebastopol and from the Pacific Ocean in the west to as far east as Sonoma. There is extensive coastline in this territory, and resources from the sea and salt marshes were important in Coast Miwok subsistence; however, the resources available in the interior of their territory were by no means ignored. Sea mammals were not part of the diet, but various species of fish were taken with nets, seines, weirs, spears, and line-with-gorge technologies. Even more important in the diet were clams and some species of mussel, resulting in the characteristic coastal shell middens familiar through archaeology.

The most important food resource, as with most California Native Americans, was the acorn. It was leached to remove most of the tannic acid and then ground into meal and prepared in various ways. It was particularly valuable because the meal could be stored against times of shortage of other foods. Kelp was collected, dried, and stored as another hedge against seasonal shortages. The interior of the territory provided, in addition to acorns, the many mammals and rodents that were hunted or trapped. Birds, both interior and coastal, were netted and a wide variety of vegetable foods were collected. Despite the relative abundance of their food sources, winter and early spring were still times of short food supply, and stored acorns and kelp were then the primary foods.

Villages were situated to be in proximity to food resources at various times of year. The Coast Miwok moved among residences on the coast, around salt or freshwater marshes, and on interior streams so that they would be close to the most abundant food supply available at a particular season. Dwellings were conical brush-on-frame structures capable of sheltering up to ten individuals. Other structures including sweat lodges and dance houses were round semi-subterranean structures. Sweat lodges served as something of a men's club, and--at major villages--a dance house for religious ceremonies. The dance house had an excavation about two feet deep and fifteen feet in diameter, forming the floor, and a timber framework supported a brush dome capped with earth.

Archaeology has provided an extensive collection of the stone tools that were used by the Coast Miwok including arrowheads, hand stones, drills, and mortars, but it is clear from ethnology that basketry and cordage were used for many utilitarian objects. These materials do not preserve well, so they are uncommon in archaeological sites. Basket making was a highly developed skill and baskets were woven tightly enough to hold water; cooking of acorn mush was accomplished by dropping hot rocks into baskets containing the mush. Cordage was used for the variety of nets used in taking fish, birds, and small mammals.

In terms of socio-political organization, the term Coast Miwok is primarily a convenience for anthropologists, denoting a group speaking the same language and occupying a contiguous territory. In fact, there was no overall political control of this group, and the real basis of social organization was the main village. Major villages were occupied by a group of related families under the authority

of a headman. Even at this level, the powers of the headman were limited and, basically, advisory. No overall authority for Coast Miwok was recognized, and village groups were sometimes on better terms with their Pomo or Patwin neighbors than with other Coast Miwok village groups. Within the village group, close ties were maintained through the extensive religious/ceremonial life and through kinship ties (Kelly 1978).

Through much of aboriginal California, shell beads served as a form of currency. As a coastal people, the Coast Miwok had access to the raw material, and bead manufacture was an important industry because it provided currency to trade for goods from neighboring groups. This allowed the Coast Miwok to import obsidian from the Wappo to the north to use in making arrowheads and other edged tools. Chert was used to form more utilitarian edged implements, but obsidian was the preferred material. Yellow ocher was also obtained from the Wappo for paint, and venison and magnesite cylinders were obtained from the Pomo (Kelly 1978). Despite their access to clam shell, the trade relationships of the Coast Miwok do not appear to have been very extensive. Perhaps this reflects the relative abundance of resources available in their own territory.

HISTORIC PERIOD BACKGROUND

The San Anselmo community has a well-documented history, supported by the efforts of the San Anselmo Historical Society. The group's volunteer efforts have resulted in the recordation of a major portion of older buildings in the community. The group also participated in the preparation of a pictorial book that has been published on the history of the community, with photographs documenting many buildings within San Anselmo:

Judy Coy and the San Anselmo Historical Society
2006 *Images of America: San Anselmo*. Arcadia Publishing, Charleston.

Two online sources provide information on different aspects of the history, community growth, and economy of the town:

- A Short History of San Anselmo: https://www.townofsananselmo.org/DocumentCenter/View/333/A-Short-History?bidId=
- A Brief History: https://sananselmohistory.org/brief-history/

In brief, the town lies on portions of three Mexican land grants. Cañada de Herrera was awarded in 1839 to Domingo Sais. Another grant was awarded to John Rogers Cooper in 1840: Punta de Quentin, Corte de Madera, La Laguna y Cañada de San Anselmo. Timothy Murphy received the third land grant in 1844 for San Pedro, Santa Margarita, and Las Gallinas. The land changed hands many times, broken down into smaller holdings. The land remained rural with scattered homes.

In 1874, the Northern Pacific Coast (NPC) railroad completed a narrow gauge line between Sausalito and San Rafael. In 1875, the line to the west was completed, with San Anselmo located in the middle. The area was called "Junction" until 1884, when the name changed to San Anselmo.

In 1902, the NPC became the North Shore Railroad, with tracks converted to standard gauge. In 1907, the railroad system was further consolidated with other lines and became the Northwestern

Pacific Railroad. The interurban train and ferry service provided service to San Francisco, leading to development along the route (Coy/SAHS 2013).

The San Francisco Theological Seminary, now located in San Anselmo, began as the dream of William Anderson Scott, a Doctor of Divinity. He came to San Francisco in 1854 with a vision of a training center for a Presbyterian ministry. The school began in San Francisco and moved within the city three times, with the last San Francisco move in 1877. A citizen of San Rafael, A. W. Foster, donated the San Anselmo property to the school in 1891. The substantial buildings were placed on a small hill that overlooks the community. The Montgomery Memorial Chapel, at the foot of the hill, was a gift from the chief benefactor of the seminary, Alexander Montgomery. His remains were interred there.

The establishment of the school, as well as a rapidly growing community in part resulting from the San Francisco earthquake and fire in 1906, led to incorporation of San Anselmo in 1907. The Mission-style Town Hall was completed in 1911, with the Spanish Revival-style library completed in 1915. The Mission-style train station, completed in 1911, was located just south of The Hub along the former Ross Landing & Red Hill County Road (now Sir Francis Drake Boulevard) across from Bank Street and was later razed in 1963.

The population increased in the post-World War II era, and the town continues to be characterized as a small family town.

CULTURAL RESOURCES IN THE SAN ANSELMO PLANNING AREA

California Historic Resources Inventory System

One hundred and forty-six eligible cultural resources have been identified within the town's boundaries according to files maintained by the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS). The identified cultural resources may represent both the prehistoric and historic periods (see **Table 3.5-1**) and include eligible sites, buildings, structures, districts, and a tribal cultural property. **Figures 3.5-1a-c** identify the eligible historic buildings described in Table 3.5-1.

Terminology

The following definitions, based on those provided in the California Code of Regulations Tit. 14, div. 3, ch. 11.5, app A, outline key terms used in the context of historic preservation:

- A **building** is a resource, such as a house, barn, church, factory, hotel, or similar structure, created principally to shelter or assist in carrying out any form of human activity. Building is also used to refer to a historically and functionally related unit such as a courthouse and jail or a house and barn.
- A **structure** is a construction made for a functional purpose rather than creating human shelter. A "structure" is distinguished from "building" as a structure does not typically create human shelter. Examples of structures include bridges, tunnels, gold dredges, fire towers, canals, turbines, dams, power plants, corncribs, silos, roadways, shot towers, windmills, grain elevators, kilns, mounds, cairns, palisade fortifications, earthworks,

railroad grades, systems of roadways and paths, boats and ships, railroad locomotives and cars, telescopes, carousels, bandstands, gazebos, and aircraft.

- A **site** is the location of a significant event, prehistoric or historic occupation or activity, or a building or structure, whether standing, vanished, or damaged, where the location itself possesses historic, cultural, or archaeological value regardless of the value of any existing building, structure, or object. A "site" need not be marked by physical remains if it is the location of a prehistoric or historic event and if no buildings, structures, or objects marked it at that time. Examples include trails, designed landscapes, battlefields, habitation sites, Native American ceremonial areas, petroglyphs, and pictographs.
- A **district** is a geographic area which possesses a significant concentration, linkage, or continuity of sites, buildings, areas, structures, or objects which are united historically, culturally, or aesthetically by plan, history, or physical development. This term is generally interchangeable with “Historic District.”

Resources Identified in Planning Area

The types of eligible cultural resources present in the Planning Area are summarized below using the term for the type of resource. The majority of these identified resources are buildings, including both residential and commercial buildings and structures. These eligible resources are listed in Table 3.5-1.

BUILDINGS

There are 47 buildings used primarily for commercial purposes that have been identified. Many of these buildings have changed use several times since they were first built to serve the changing needs of the town residents. An additional 74 resources are residential buildings. A church (San Anselmo Seventh Day Adventist Church), a seminary (San Francisco Theological Seminary), and public buildings (San Anselmo Town Hall, San Anselmo Carnegie Library, and Post Office) are also identified. The primary types of resources identified in San Anselmo are buildings with a rating of “5S2”. This means the buildings are eligible for local listing or designation. OHP provides a list of California Historical Resources Codes for various types of properties on the Built Environment Resources Directory (BERD) list which provides information regarding non-archaeological resources in the Office of Historic Preservation’s (OHP) inventory.

STRUCTURES

Eighteen structures have been identified, all of which are bridges.

SITES

There are no historic sites in the Planning Area that are listed as eligible for the National Register of Historic Places or the CRHR. However as identified in Table 3.5-1, two eligible prehistoric sites have been identified in the Planning Area. The location of eligible prehistoric sites is confidential and cannot be published in this report. The number of waterways requiring bridges to cross them suggests that there could be more prehistoric sites present. They may be lost through historic use of the land or lie beneath older buildings in the town.

TABLE 3.5-1: RESOURCES LISTED WITH THE NORTHWEST INFORMATION CENTER FILE DIRECTORY

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
	PREHISTORIC							
NA	P-21-000104	CA-MRN-000074	Resource Name - Nelson No. 74; Other - Sais Site	Confidential	Site	Prehistoric	1907 (N.C. Nelson, [none]); 2002 (Stephen Bryne, Garcia and Associates)	Not on BERD list
NA	P-21-002554		Resource Name - Sorich Ranch Park	Confidential	Other	Prehistoric	2003 (J. Fentriss, John Walters, San Francisco State University & Sorich Ranch Park); 2005 (S. Massey, P Kaijankoski, Anthropological Studies Center); 2022 (M. Osterlye, Far Western)	Not on BERD list
NA	P-21-002621		Resource Name - Madrone Ave.	Confidential	Site	Prehistoric	2006 (Stephen Bryne, Kruger Frank, Caltrans District 4)	Not on BERD list
	PREHISTORIC AND HISTORIC							
NA	P-21-003157		Resource Name - Mount Tamalpais	Mount Tamalpais district extends into southwest portion of San Anselmo, from the Town borders to approximately Sir Francis Drake Boulevard	District	Prehistoric, Historic	2022 (California State Parks, Federated Indians of Graton Rancheria, Environmental Science Associates)	Tribal/cultural resource
	HISTORIC							
1	P-21-001334		Resource Name - The Breck/Igloo House & Water Tower, Marilyn Gump House; OHP Property Number - 001567; OHP PRN - 4960-0001-9999; OHP PRN - 4960-0001-0001; OHP PRN - 4960-0001-0002; OHP Property Number - 001565; OHP Property	100 Alder Ave	Building, District	Historic	1977 (Marilyn G. Montague, San Anselmo Historical Commission); 1987 (Katherine Coddington, S.A. Historical Commission)	3D

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
			Number - 001566; Voided - P-21-001332; Voided - P-21-001333					
2	P-21-001337		Resource Name - The Tuff House; OHP Property Number - 001570; OHP PRN - 4960-0004-0000; OHP PRN - 4960-0355-0000	14 Entrata Ave	Building	Historic	1977 (Erwin Berliner, San Anselmo Historical Commission); 1987 (Katherine Coddington, S.A. Historical Commission)	3S
3	P-21-001338		Resource Name - Taylor House; OHP PRN - 4960-0351-0000; OHP PRN - 4960-0007-0000; OHP Property Number - 001571	206 Saunders Ave	Building	Historic	1977 (Jacquelyn Mollenkopf, San Anselmo Historical Commission); 1987 (Katherine Coddington, S.A. Historical Commission)	3S
4	P-21-001341		Resource Name - The Carrigan House; OHP PRN - 4960-0351-0000; OHP Property Number - 001574	96 Park Dr	Building	Historic	1977 (Erwin Berliner, San Anselmo Historical Commission); 1987 (Katherine Coddington, S.A. Historical Commission)	3S
5	P-21-001342		Resource Name - The Lucas House; Other - The Tompkins House; OHP PRN - 4960-0353-0000; OHP PRN - 4960-0010-0000; OHP Property Number - 001575	52 Park Wy	Building	Historic	1977 (Chas. Daiber, Jacquelyn Mollenkopf, San Anselmo Historical Commission); 1987 (Katherine Coddington, S.A. Historical Commission)	3S
6	P-21-001343		Resource Name - Curtis House; OHP Property Number - 001576; OHP PRN - 4960-0347-0000; OHP PRN - 4960-0012-0000	9 Prospect Ave	Building	Historic	1977 (Erwin Berliner, San Anselmo Historical Commission); 1987 (Katherine Coddington, S.A. Historical Commission)	7N
7	P-21-001344		Resource Name - Arroyo Avenue Bridge;	Arroyo Ave	Structure	Historic	1979 (Carroll Pursell, UC Santa Barbara)	7R

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
			OHP Property Number - 001577; OHP PRN - 4960-0015-0000					
8	P-21-001345		Resource Name - Barber Ave. Bridge; Caltrans - Bridge 27C-73; OHP Property Number - 001578; OHP PRN - 4960-0016-0000	Barber Ave	Structure	Historic	1979 (Carroll Pursell, UC Santa Barbara)	7N
9	P-21-001346		Resource Name - Bridge Avenue Bridge; Caltrans - Bridge 27C-100; OHP Property Number - 001579; OHP PRN - 4960-0017-0000	Bridge Ave	Structure	Historic	1979 (Carroll Pursell, UC Santa Barbara)	7N
10	P-21-001347		Resource Name - Broadmoor Bridge; OHP Property Number - 001580; OHP PRN - 4960-0018-0000	Broadmoor Ave	Structure	Historic	1979 (Carroll Pursell, UC Santa Barbara)	7R
11	P-21-001348		Resource Name - High School Bridge; OHP Property Number - 001581; OHP PRN - 4960-0019-0000	Sir Francis Drake Blvd	Structure	Historic	1979 (Carroll Pursell, UC Santa Barbara)	7R
12	P-21-001349		Resource Name - Morningside Drive Bridge; OHP Property Number - 001582; OHP PRN - 4960-0020-0000	Morningside Dr	Structure	Historic	1979 (Carroll Pursell, UC Santa Barbara)	7R
13	P-21-001350		Resource Name - Madrone Ave. Bridge; Caltrans - Bridge 27C-80; OHP Property Number - 001583; OHP PRN - 4960-0021-0000	Madrone Ave	Structure	Historic	1979 (Carroll Pursell, UC Santa Barbara)	7N
14	P-21-001351		Resource Name - Mountain View Bridge;	Mountain View Rd	Structure	Historic	1979 (Carroll Pursell, UC Santa Barbara)	7R

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
			OHP Property Number - 001584; OHP PRN - 4960-0022-0000					
15	P-21-001352		Resource Name - Nokomis Ave. Bridge; OHP Property Number - 001585; OHP PRN - 4960-0023-0000	Nokomis Ave	Structure	Historic	1979 (Carroll Pursell, UC Santa Barbara)	7N
16	P-21-001354		Resource Name - Red Hill Bridge; OHP PRN - 4960-0025-0000; Caltrans - Bridge 27C-40; Other - HAER Inventory Site I.D. No. 4960-25; OHP Property Number - 001587	Sir Francis Drake Blvd	Structure	Historic	1979 (Carroll Pursell, University of California, Santa Barbara)	3S
17	P-21-001355		Resource Name - San Anselmo Avenue Bridge; Caltrans - Bridge 27C-101; OHP Property Number - 001588; OHP PRN - 4960-0026-0000; Voided - P-21-002678; Other - Lansdale Avenue Culvert, San Anselmo, California	San Anselmo Ave	Structure	Historic	1979 (Carroll Pursell, UC Santa Barbara); 2008 (Jennifer Lang, Garcia and Associates)	7N
18	P-21-001356		Resource Name - Saunders Ave Bridge #1; OHP PRN - 4960-0027-0000; Caltrans - Bridge 27C-94; OHP Property Number - 001589	Saunders Ave	Structure	Historic	1979 (Carroll Pursell, University of California, Santa Barbara); 2010 (Jennifer Lang, Garcia and Associates)	7N
19	P-21-001357		Resource Name - Saunders Avenue Bridge #2; OHP Property Number - 001590; OHP PRN - 4960-0028-0000	Saunders Ave	Structure	Historic	1979 (Carroll Pursell, UC Santa Barbara)	7N

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
20	P-21-001358		Resource Name - Sycamore Avenue Bridge; Caltrans - Bridge 27C-79; OHP Property Number - 001591; OHP PRN - 4960-0029-0000	Sycamore Ave	Structure	Historic	1979 (Carroll Pursell, UC Santa Barbara)	7N
21	P-21-001359		Resource Name - Taylor Street Bridge; OHP Property Number - 001592; OHP PRN - 4960-0030-0000	Taylor St	Structure	Historic	1979 (Carroll Pursell, UC Santa Barbara)	7N
22	P-21-001360		Resource Name - Deer Hollow Bridge; OHP Property Number - 001593; OHP PRN - 4960-0031-0000	Deer Hollow Rd	Structure	Historic	1979 (Carroll Pursell, UC Santa Barbara); 2022 (Montse Osterlye and Melinda Pacheco Patrick, Far Western Anthropological Research Group, Inc.)	7R
23	P-21-001361		Resource Name - Fawn Drive Bridge; OHP Property Number - 001594; OHP PRN - 4960-0032-0000	Fawn Dr	Structure	Historic	1979 (Carroll Pursell, UC Santa Barbara)	7R
24	P-21-001362		Resource Name - Caleta Avenue Bridge; Caltrans - Bridge 27C-81; OHP Property Number - 001595; OHP PRN - 4960-0033-0000	Caleta Ave	Structure	Historic	1979 (Carroll Pursell, UC Santa Barbara)	7R
25	P-21-001381		Resource Name - Grosjeans Market (Delivery Entrance); Other - Mel Pierce Upholstering; OHP PRN - 4960-0053-0000; OHP Property Number - 001614	2 Bank St	Building	Historic	1987 ([none], [none])	5S2
26	P-21-001383		Resource Name - The O'Hara House; Other - The Orthober House; OHP Property	42 Barber Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
			Number - 001616; OHP PRN - 4960-0055-0000					
27	P-21-001385		Resource Name - The Wonderly House; OHP PRN - 4960-0057-0000; OHP Property Number - 001618	15 Belle Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
28	P-21-001389		Resource Name - The Conners House; OHP PRN - 4960-0061-0000; OHP Property Number - 001622	14 Bolinas Ave	Building	Historic	1987 (Jason Schwager, Frank Howard Allen)	5S2
29	P-21-001393		Resource Name - The Parker House; OHP PRN - 4960-0065-0000; OHP Property Number - 001626	100 Calumet Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
30	P-21-001394		Resource Name - The Madden House; OHP PRN - 4960-0066-0000; OHP Property Number - 001627	104 Calumet Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
31	P-21-001395		Resource Name - The Knecht House; OHP PRN - 4960-0067-0000; OHP Property Number - 001628	114 Calumet Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
32	P-21-001396		Resource Name - Farnkopft House; OHP PRN - 4960-0068-0000; OHP Property Number - 001629	122 Calumet Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	7N

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
33	P-21-001399		Resource Name - The Adams House; OHP PRN - 4960-0071-0000; OHP Property Number - 001632	35 City Hall Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
34	P-21-001444		Resource Name - San Francisco Theological Seminary; OHP Property Number - 001677; OTIS Resource Number - 404731; OHP PRN - 4960-0098-9999	2 Kensington Rd	Building, District	Historic	([none], [none])	7N
35	P-21-001448		Resource Name - 15 Laurel Avenue; OHP Property Number - 001681; OHP PRN - 4960-0102-0000	15 Laurel Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
36	P-21-001449		Resource Name - 16 Laurel Avenue; OHP PRN - 4960-0103-0000; OHP Property Number - 001682	16 Laurel Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
37	P-21-001450		Resource Name - 42 Laurel Avenue; OHP PRN - 4960-0104-0000; OHP Property Number - 001683	42 Laurel Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
38	P-21-001451		Resource Name - 52 Laurel Avenue; OHP PRN - 4960-0105-0000; OHP Property Number - 001684	52 Laurel Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
39	P-21-001452		Resource Name - 205 Laurel Avenue;	205 Laurel Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
			OHP PRN - 4960-0106-0000; OHP Property Number - 001685					
40	P-21-001453		Resource Name - 208 Laurel Avenue; OHP PRN - 4960-0107-0000; OHP Property Number - 001686	208 Laurel Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	7N
41	P-21-001454		Resource Name - Sanitary District Building; OHP Property Number - 001687; OHP PRN - 4960-0108-0000; OHP Property Number - 001687	11 Library Pl	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
42	P-21-001460		Resource Name - 16 Madrone Avenue; OHP PRN - 4960-0114-0000; OHP Property Number - 001693	16 Madrone Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	7N
43	P-21-001461		Resource Name - 30 Madrone Avenue; OTIS Resource Number - 404748; OHP PRN - 4960-0115-0000	30 Madrone Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
44	P-21-001462		Resource Name - 55 Madrone Avenue; OHP PRN - 4960-0116-0000; OHP Property Number - 001695	55 Madrone Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
45	P-21-001463		Resource Name - 62 Madrone Avenue; OHP PRN - 4960-0117-0000;	62 Madrone Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
			OHP Property Number - 001696					
46	P-21-001478		Resource Name - 15 Nokomis Avenue; OHP PRN - 4960-0132-0000; OHP Property Number - 001711	15 Nokomis Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
47	P-21-001479		Resource Name - 22 Nokomis Ave; OHP Property Number - 001712; OHP PRN - 4960-0133-0000	22 Nokomis Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
48	P-21-001480		Resource Name - 43 Nokomis Ave; OHP Property Number - 001713; OHP PRN - 4960-0134-0000	43 Nokomis Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
49	P-21-001481		Resource Name - Frates House; OHP Property Number - 001714; OHP PRN - 4960-0135-0000	16 Oak Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
50	P-21-001482		Resource Name - Frank Frates Home; OHP Property Number - 001715; OHP PRN - 4960-0136-0000	20 Oak Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
51	P-21-001483		Resource Name - 30 Oak Avenue; OHP Property Number - 001716; OHP PRN - 4960-0137-0000	30 Oak Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
52	P-21-001490		Resource Name - Rutherford House; Seiderman House; Other - 18 Park Dr; OHP Property Number - 001723; OHP PRN - 4960-0144-0000	18 Park Dr	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
53	P-21-001491		Resource Name - Willis House; Other - 26 Park Dr; OHP Property Number - 001724; OHP PRN - 4960-0145-0000	26 Park Dr	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
54	P-21-001492		Resource Name - 62 Park Dr; OHP Property Number - 001725; OHP PRN - 4960-0146-0000	62 Park Dr	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
55	P-21-001493		Resource Name - 79 Park Dr; OHP Property Number - 001726; OHP PRN - 4960-0147-0000	79 Park Dr	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
56	P-21-001511		Resource Name - The George Newell House; Other - The Purdom House; OHP PRN - 4960-0165-0000; OHP Property Number - 001744	15 Prospect Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
57	P-21-001538		Resource Name - Murphy House; OHP Property Number - 001771; Other - 30 Sais Ave; OHP PRN - 4960-0192-0000	30 Sais Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
58	P-21-001539		Resource Name - John Goldsmith House; Gulick House; Other - 42 Sais House; OHP Property Number - 001772; OHP PRN - 4960-0193-0000	42 Sais Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	7N
59	P-21-001540		Resource Name - Jedeikin House; Other - 50 Sais Ave; OHP Property Number - 001773; OHP PRN - 4960-0194-0000	50 Sais Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
60	P-21-001541		Resource Name - "Bill's"/ Kruezer Meats; Other - Avenue Dogs; OHP PRN - 4960-195-0000; OHP Property Number - 001774	29 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
61	P-21-001545		Resource Name - The Daggett Building; OHP PRN - 4960-0199-0000; OHP Property Number - 1778	233 San Anselmo Ave	Building	Historic	1987 (Richard McLaren, S.A. Historical Commission)	7N
62	P-21-001546		Resource Name - The Wessell Garage; Other - The Ongaro Building; OHP PRN - 4960-200-0000; OHP Property Number - 1779	243 San Anselmo Ave	Building	Historic	1987 (Richard McLaren, S.A. Historical Commission)	5S2
63	P-21-001548		Resource Name - The Fairfax French Cleaners; OHP PRN - 4960-0202-0000; OHP Property Number - 1781	310 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
64	P-21-001549		Resource Name - George Hund's Poppy Seed Drug Store; Other - San Anselmo Hotel; OHP Property Number - 1782; OHP PRN - 4960-0203-0000	337 San Anselmo Ave	Building	Historic	1987 (Richard McLaren, S.A. Historical Commission)	5S2
65	P-21-001550		Resource Name - The Hunter Building; OHP PRN - 4960-0204-0000; OHP Property Number - 1783	341 San Anselmo Ave	Building	Historic	1987 (Richard McLaren, S.A. Historical Commission)	5S2

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
66	P-21-001551		Resource Name - Bank of Italy; Other - Bank of America; OHP PRN - 4960-0205-0000; OHP Property Number - 1784	401 San Anselmo Ave	Building	Historic	1987 (Richard McLaren, S.A. Historical Commission)	5S2
67	P-21-001552		Resource Name - Home Market; Other - "The Courtyard"; OHP Property Number - 001785; OHP PRN - 4960-0206-0000	407 San Anselmo Ave	Building	Historic	1987 (Richard McLaren, S.A. Historical Commission)	5S2
68	P-21-001553		Resource Name - Le Bistro/ Talk of the Town/ Andromeda; OHP PRN - 4960-0207-0000; OHP Property Number - 001786	417 San Anselmo Ave	Building	Historic	1987 (Richard McLaren, S.A. Historical Commission)	5S2
69	P-21-001554		Resource Name - The Card Fair; OHP PRN - 4960-0208-0000; OHP Property Number - 001787	429 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
70	P-21-001555		Resource Name - Studley Building; Other - Ludwig's Liquors; OHP Property Number - 001788; OHP PRN - 4960-0209-0000	431 San Anselmo Ave	Building	Historic	1986 (Richard McLaren, S.A. Historical Commission)	5S2
71	P-21-001556		Resource Name - The Cheda Building; OHP PRN - 4960-0210-0000; OHP Property Number - 001789	500 San Anselmo Ave	Building	Historic	1987 (Richard McLaren, S.A. Historical Commission)	3S
72	P-21-001557		Resource Name - The Paganini Building;	510 San Anselmo Ave	Building	Historic	1987 (Richard McLaren, S.A. Historical Commission)	7N

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
			Other - Bridge Place; OHP PRN - 4960-0211-0000; OHP Property Number - 001790					
73	P-21-001558		Resource Name - San Anselmo Town Hall; OHP PRN - 4690-0212-0000; OHP Property Number - 001791; Other - San Anselmo Town Hall Complex; Other - Town Hall	525 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A Historical Commission); 2011 ([none], URS Corporation)	5S2
74	P-21-001559		Resource Name - Rossi Brothers Pharmacy; OHP Property Number - 001792; OHP PRN - 4960-0213-0000	535 San Anselmo Ave	Building	Historic	1987 (Richard McLaren, S.A. Historical Commission)	5S2
75	P-21-001560		Resource Name - Albert's Department Store; Other - Kaufman's; OHP Property Number - 001793; OHP PRN - 4960-0214-0000	540 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
76	P-21-001561		Resource Name - Gunning's Hobby/ Shop For All Seasons; OHP Property Number - 001794; OHP PRN - 4960-0215-0000	550 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
77	P-21-001562		Resource Name - Hotel Tivoli; Other - Café Nuvo/ La Maison du Far West; OHP Property Number - 001795; OHP PRN - 4960-0216-0000	554 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	7N
78	P-21-001563		Resource Name - One Hour Photo/ Miscellaneous;	560 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
			OHP Property Number - 001796; OHP PRN - 4960-0217-0000					
79	P-21-001564		Resource Name - 566-570 San Anselmo Avenue; OHP PRN - 4960-0218-0000; OHP Property Number - 001797	566 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
80	P-21-001565		Resource Name - Duprea Jewelry Store; Other - Gelato Classico (572)/ Antique Timepieces & Jewelry (574); OHP Property Number - 001798; OHP PRN - 4960-0219-0000	572 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
81	P-21-001566		Resource Name - Kientz's Bakery; Other - Royal Sweet Bakery; OHP Property Number - 001799; OHP PRN - 4960-0220-0000	625 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
82	P-21-001567		Resource Name - Paper Ships; OHP Property Number - 001800; OHP PRN - 4960-0221-0000	630 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission); 2017 (Johanna Kahn, ESA)	5S2
83	P-21-001568		Resource Name - Hearthrobs/ Hilda's; OHP Property Number - 001801; OHP PRN - 4960-0222-0000	637 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
84	P-21-001569		Resource Name - The Whalen Building; OHP Property Number - 001802; OHP PRN - 4960-0223-0000	629 San Anselmo Ave	Building	Historic	1987 (Richard McLaren, S.A. Historical Commission)	7N
85	P-21-001574		Resource Name - 853 San Anselmo Ave;	853 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
			OHP Property Number - 001807; OHP PRN - 4960-0228-0000					
86	P-21-001575		Resource Name - 855 San Anselmo Ave; OHP Property Number - 001808; OHP PRN - 4960-0229-0000	855 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
87	P-21-001576		Resource Name - 867 San Anselmo Ave; OHP Property Number - 001809; OHP PRN - 4960-0230-0000	867 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
88	P-21-001577		Resource Name - 945 San Anselmo Ave; OHP Property Number - 001810; OHP PRN - 4960-0231-0000	945 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
89	P-21-001578		Resource Name - 947 San Anselmo Ave; OHP Property Number - 001811; OHP PRN - 4960-0232-0000	947 San Anselmo Ave	Building	Historic	1986 (Katherine Coddington, S.A. Historical Commission)	5S2
90	P-21-001579		Resource Name - 1001 San Anselmo; OHP Property Number - 001812; OHP PRN - 4960-0233-0000	1001 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
91	P-21-001580		Resource Name - 1009 San Anselmo Ave; OHP Property Number - 001813; OHP PRN - 4960-0234-0000	1009 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
92	P-21-001581		Resource Name - 1115 San Anselmo Ave; OHP Property Number - 001814; OHP PRN - 4960-0235-0000	1115 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	7N

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
93	P-21-001582		Resource Name - Lavaroni Brothers Market; Center Market; OHP Property Number - 001815; OHP PRN - 4960-0236-0000	1119 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
94	P-21-001583		Resource Name - Raphael Building; OHP Property Number - 001816; OHP PRN - 4960-0237-0000	1218 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
95	P-21-001584		Resource Name - 1225 San Anselmo Ave; OHP Property Number - 001817; OHP PRN - 4960-0238-0000	1225 San Anselmo Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
96	P-21-001587		Resource Name - 11 San Rafael Ave; OHP Property Number - 001820; OHP PRN - 4960-0241-0000	11 San Rafael Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
97	P-21-001588		Resource Name - 16 San Rafael Ave; OHP Property Number - 001821; OHP PRN - 4960-0242-0000	16 San Rafael Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
98	P-21-001589		Resource Name - 18 San Rafael Ave; OHP Property Number - 001822; OHP PRN - 4960-0243-0000	18 San Rafael Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
99	P-21-001590		Resource Name - 19 San Rafael Ave; OHP Property Number - 001823; OHP PRN - 4960-0244-0000	19 San Rafael Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
100	P-21-001591		Resource Name - 22 San Rafael Ave;	22 San Rafael Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
			OHP Property Number - 001824; OHP PRN - 4960-0245-0000					
101	P-21-001592		Resource Name - 25 San Rafael Ave; OHP Property Number - 001825; OHP PRN - 4960-0246-0000	25 San Rafael Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
102	P-21-001593		Resource Name - 26 San Rafael Ave; OHP Property Number - 001826; OHP PRN - 4960-0247-0000	26 San Rafael Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Consultants)	5S2
103	P-21-001594		Resource Name - Vonderheide House; Other - 27 San Rafael Ave; OHP Property Number - 001827; OHP PRN - 4960-0248-0000	27 San Rafael Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
104	P-21-001595		Resource Name - Butler House; Other - 43 San Rafael Ave; OHP Property Number - 001828; OHP PRN - 4960-0249-0000	43 San Rafael Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	7N
105	P-21-001596		Resource Name - 44 San Rafael Ave; OHP Property Number - 001829; OHP PRN - 4960-0250-0000	44 San Rafael Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
106	P-21-001597		Resource Name - 48 San Rafael Ave; OHP Property Number - 001830; OHP PRN - 4960-0251-0000	48 San Rafael Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
107	P-21-001598		Resource Name - 54 San Rafael Ave;	54 San Rafael Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
			OHP Property Number - 001832; OHP PRN - 4960-0252-0000					
108	P-21-001599		Resource Name - 55 San Rafael Ave; OHP Property Number - 001832; OHP PRN - 4960-0253-0000	55 San Rafael Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
109	P-21-001600		Resource Name - 65 San Rafael Ave; OHP Property Number - 001833; OHP PRN - 4960-0254-0000	65 San Rafael Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
110	P-21-001601		Resource Name - 71 San Rafael Ave; OHP Property Number - 001834; OHP PRN - 4960-0255-0000	71 San Rafael Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	7N
111	P-21-001615		Resource Name - The Campbell House; OHP PRN - 4960-0269-0000; OHP Property Number - 001848	34 Sir Francis Drake Blvd	Building	Historic	1987 (Katherin Coddington, S.A. Historical Commission)	7N
112	P-21-001616		Resource Name - Marcellin House; OHP Property Number - 001849; OHP PRN - 4960-0270-0000	40 Sir Francis Drake Blvd	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
113	P-21-001617		Resource Name - Winkler's Restaurant; OHP PRN - 4960-0271-0000; OHP Property Number - 001850	198 Sir Francis Drake Blvd	Building	Historic	1987 (Richard McLaren, S.A. Historical Commission)	5S2
114	P-21-001618		Resource Name - Hunter's Depot; OHP Property Number - 001851; OHP PRN - 4960-0272-0000	204 Sir Francis Drake Blvd	Building	Historic	1987 (Richard McLaren, S.A. Historical Commission)	7N

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
115	P-21-001619		Resource Name - The Bauer Building; Other - Ted's Bar & Restaurant; OHP PRN - 4960-0273-0000; OHP Property Number - 001852	218 Sir Francis Drake Blvd	Building	Historic	1987 (Richard McLaren, S.A. Historical Commission)	5S2
116	P-21-001620		Resource Name - Orrick Travel Bureau; OHP PRN - 4960-0274-0000; OHP Property Number - 1853	222 Sir Francis Drake Blvd	Building	Historic	1987 (Richard McLaren, S.A. Historical Commission)	5S2
117	P-21-001621		Resource Name - The Croker Building; Other - Farrington Jones & Son; OHP PRN - 4960-0275-0000; OHP Property Number - 1854	224 Sir Francis Drake Blvd	Building	Historic	1987 (Richard McLaren, S.A. Historical Commission)	5S2
118	P-21-001622		Resource Name - Pacific Antiques; OHP PRN - 4960-0276-0000; OHP Property Number - 1855	208 Sir Francis Drake Blvd	Building	Historic	1987 (Katherine Coddington, S.A Historical Commission)	5S2
119	P-21-001623		Resource Name - Grosjeans Market; Other - Ten Bank Street Antiques; OHP PRN - 4960-0277-0000; OHP Property Number - 1856	226 Sir Francis Drake Blvd	Building	Historic	1987 (Richard McLaren, S.A Historical Commission)	5S2
120	P-21-001624		Resource Name - First Bank of San Anselmo; Other - Country Garden Antiques; OHP PRN - 4960-0278-0000;	232 Sir Francis Drake Blvd	Building	Historic	1987 (Katheine Coddington, S.A. Historical Commission)	5S2

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
			OHP Property Number - 1857					
121	P-21-001625		Resource Name - The Country Store; OHP PRN - 4960-0279-0000; OHP Property Number - 1858	312 Sir Francis Drake Blvd	Building	Historic	1987 (Richard McLaren, S.A. Historical Commission)	5S2
122	P-21-001626		Resource Name - The Ford Dealership; Other - Carousel Antiques; OHP PRN - 4960-0280-0000; OHP Property Number - 1859	316 Sir Francis Drake Blvd	Building	Historic	1987 (Richard McLaren, S.A. Historical Commission)	5S2
123	P-21-001627		Resource Name - Tamalpais Theater; Other - The Tamalpais Community Theatre; OTIS Resource Number - 404914; OHP Property Number - 001860; OHP PRN - 4960-0281-0000; OHP PRN - DOE-21-02-0001- 0000; OHP PRN - DOE-21-01-0001- 0000; OHP PRN - FCC020311D; OHP PRN - FCC010713A; Voided - P-21-002536	324 Sir Francis Drake Blvd	Building	Historic	1987 (Richard McLaren, S.A. Historical Commission); 2002 (L. Billat, EarthTouch LLC)	3S/6Y
124	P-21-001628		Resource Name - The Pavillion Antiques; OHP PRN - 4960-0282-0000; OHP Property Number - 001861	610 Sir Francis Drake Blvd	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	7N
125	P-21-001651		Resource Name - Royce Brier House;	108 Tamalpais Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
			Other - 108 Tamalpais Ave; OHP Property Number - 001884; OHP PRN - 4960-0305-0000					
126	P-21-001652		Resource Name - 122 Tamalpais Ave; OHP Property Number - 001885; OHP PRN - 4960-0306-0000	122 Tamalpais Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
127	P-21-001653		Resource Name - 126 Tamalpais Ave; OHP Property Number - 001886; OHP PRN - 4960-0307-0000	126 Tamalpais Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
128	P-21-001654		Resource Name - American Merchantile Trust Building; Other - Wells Fargo Bank Building; OHP PRN - 4960-0308-0000; OHP Property Number - 1887	3 Tunstead Ave	Building	Historic	1987 ([none], [none])	7N
129	P-21-001655		Resource Name - San Anselmo Carnegie Library; Other - San Anselmo Library; OHP PRN - 4960-0309-0000; Other - 1888	110 Tunstead Ave	Building	Historic	1987 (Katherin Coddington, S.A. Historical Commission)	3S
130	P-21-001656		Resource Name - Post Office Building; OHP PRN - 4960-0310-0000; OHP Property Number - 1889	135 Tunstead Ave	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	3S
131	P-21-001678		Resource Name - Watson House, Bryant House; OHP Property Number - 001911; OHP PRN - 4960-0333-0000;	15 Yolanda Dr	Building	Historic	1987 (Lena Kasdan, San Anselmo Chamber)	5S2

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
			Other - 15 Yolanda Dr					
132	P-21-001679		Resource Name - 21 Yolanda Dr; Other - 001912; OHP PRN - 4960-0334-0000	21 Yolanda Dr	Building	Historic	([none], [none])	5S2
133	P-21-001681		Resource Name - 33 Yolanda Dr; OHP Property Number - 001914; OHP PRN - 4960-0336-0000	33 Yolanda Dr	Building	Historic	1987 (Lena Kasdan, S.A. Chamber of Commerce)	5S2
134	P-21-001682		Resource Name - 39 Yolanda Dr; OHP Property Number - 001915; OHP PRN - 4960-0337-0000	39 Yolanda Dr	Building	Historic	1987 (Katherine Coddington, S.A. Historical Commission)	5S2
135	P-21-002565		Resource Name - ARS 04-074- 01; Other - 61 Woodland Avenue, San Anselmo	61 Woodland Ave	Building	Historic	2004 (Cassandra Chattan, Archaeological Resource Service)	6Y
136	P-21-002619		Resource Name - San Anselmo Auto Body Building; OTIS Resource Number - 678516	640 Sir Francis Drake Blvd	Building	Historic	2006 (Dana E. Supernowicz, Historic Resource Associates); 2018 (Alexandra Bevk, Archaeological Resources Technology)	6Y
137	P-21-002679		Resource Name - 2240 4th Street Commercial Building; Other - TH's Gym & Crossfit; Other - Stapleton School of Performing Arts; Other - Smith Anderson North; OHP Property Number - 183739; OHP PRN - FCC100322I	2240 4th St	Building	Historic	2010 (Dana E. Supernowicz, Historic Resource Associates)	6Y
138	P-21-002687		Resource Name - ARS 09-041- 01; OHP PRN - 4960-0098-0017;	53 Seminary Dr	Building, Element of district	Historic	1987 (Katherine Coddington, S.A. Historical Commission); 2009 (Cassandra Chattan, Archaeological Resource Service)	Not listed

MAP ID	PRIMARY NO.	TRINOMIAL	OTHER IDS	ADDRESS/APN	TYPE	AGE	RECORDED BY	OTHER LISTED STATUS[1]
			Other - 53 Seminary Drive; Other - Moore House; OHP Property Number - 001675					
139	P-21-002699		Resource Name - 305 San Anselmo Avenue; Resource Name - U.S. Bank Building	305 San Anselmo Ave	Building	Historic	2011 ([none], URS Corporation)	Not listed
140	P-21-002700		Resource Name - 1509 Sir Francis Drake Boulevard	1509 Sir Francis Drake Blvd	Building	Historic	2005 (K. Haley, Jones & Stokes)	Not listed
141	P-21-003002		Resource Name - 634-636 San Anselmo Avenue	634-636 San Anselmo Ave	Building	Historic	2017 (Johanna Kahn, ESA)	Not listed
142	P-21-003010		Resource Name - 1573 Sir Francis Drake Blvd; Other - "Old Timer's Tavern"	1573 Sir Francis Drake Blvd	Building	Historic	2017 (Alice P. Duffee, APD Preservation LLC)	Not listed

NOTES:

1. *STATUS CODES -*

   3D: APPEARS ELIGIBLE FOR NATIONAL REGISTER AS A CONTRIBUTOR TO A NATIONAL REGISTER ELIGIBLE MULTI-COMPONENT RESOURCE THROUGH SURVEY EVALUATION.

   3S: APPEARS ELIGIBLE FOR NATIONAL REGISTER AS AN INDIVIDUAL PROPERTY THROUGH SURVEY EVALUATION.

   5S2: INDIVIDUAL PROPERTY THAT IS ELIGIBLE FOR LOCAL LISTING OR DESIGNATION.

   6Y: DETERMINED INELIGIBLE FOR NATIONAL REGISTER BY CONSENSUS THROUGH SECTION 106 PROCESS – NOT EVALUATED FOR CALIFORNIA REGISTER OR LOCAL LISTING.

   7N: NEEDS TO BE REEVALUATED - FORMERLY CODED AS MAY BECOME NR ELIGIBLE WITH SPECIFIC CONDITIONS.

   7R: IDENTIFIED IN RECONNAISSANCE LEVEL SURVEY OR IN AN AREA OF POTENTIAL EFFECT (APE): NOT EVALUATED.

SOURCE: NORTHWEST INFORMATION CENTER, CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM, CALIFORNIA STATE UNIVERSITY, SONOMA; CALIFORNIA HISTORICAL RESOURCE STATUS CODES, 2020

DISTRICTS

No districts in the Planning Area have been listed on the National Register or the CRHR. A code of the current review status is included in Table 3.5-1. One prehistoric/historic district (Mount Tamalpais district) has been identified and extends into the southwest portion of San Anselmo, from the Town borders to approximately Sir Francis Drake Boulevard. There are several sites that could potentially contribute to an eligible district, with one site identified with a California Historical Resource Status Code 3D (appears eligible for National Register as a contributor to a National Register eligible multi-component resource through survey evaluation).

NATIVE AMERICAN CONSULTATION

In July 2024, the Native American Heritage Commission (NAHC) completed a check of the Sacred Lands files with negative results. The NAHC provided a list of tribes located within the boundaries of Marin County. This included the Federated Indians of Graton Rancheria and the Guidiville Indian Rancheria.

In 2024, the Town invited the Federated Indians of Graton Rancheria and the Guidiville Indian Rancheria to consult on the General Plan 2045. The Town did not receive a request for consultation from the Guidiville Indian Rancheria following that notification.

The Town and consultant team met with the Federated Indians of Graton Rancheria on October 14, 2024. The Federated Indians of Graton Rancheria requested that the General Plan 2045 acknowledge the Coast Miwok tribal history and contributions to the region, that information developed for the General Plan related to tribal cultural resources be shared with the tribe, and continued involvement in the General Plan 2045. Following that meeting, the Town provided the draft Vision Statement and Guiding Principles to the Federated Indians of Graton Rancheria for review. No comments were received, and no further consultation was requested at that time.

On November 19, 2025, the Town again invited the Federated Indians of Graton Rancheria and the Guidiville Indian Rancheria to consult on the General Plan 2045. No responses were received from either tribe.

HISTORIC GROUP CONSULTATION

Letters requesting information on concerns regarding cultural resources were sent to the San Anselmo Historical Museum and the Marin History Museum on June 26, 2024. To date, no reply has been received.

3.5.2. REGULATORY SETTING

FEDERAL

National Historic Preservation Act

Most regulations at the Federal level stem from the National Environmental Policy Act (NEPA) and historic preservation legislation such as the National Historic Preservation Act (NHPA) of 1966, as amended. NHPA established guidelines to "preserve important historic, cultural, and natural aspects

of our national heritage, and to maintain, wherever possible, an environment that supports diversity and a variety of individual choice." The NHPA includes regulations specifically for federal land-holding agencies, but also includes regulations (Section 106) which pertain to all projects that are funded, permitted, or approved by any Federal agency and which have the potential to affect cultural resources. All projects that are subject to NEPA are also subject to compliance with Section 106 of the NHPA and NEPA requirements concerning cultural resources. Provisions of NHPA establish a National Register of Historic Places (The National Register) maintained by the National Park Service, the Advisory Councils on Historic Preservation, State Historic Preservation Offices (SHPO), and grants-in-aid programs.

American Indian Religious Freedom Act and Native American Graves and Repatriation Act

The American Indian Religious Freedom Act recognizes that Native American religious practices, sacred sites, and sacred objects have not been properly protected under other statutes. It establishes as national policy that traditional practices and beliefs, sites (including right of access), and the use of sacred objects shall be protected and preserved. Additionally, Native American remains are protected by the Native American Graves and Repatriation Act of 1990.

Other Federal Legislation

Historic preservation legislation was initiated by the Antiquities Act of 1906, which aimed to protect important historic and archaeological sites. It established a system of permits for conducting archaeological studies on Federal land, as well as setting penalties for noncompliance. This permit process controls the disturbance of archaeological sites on Federal land. New permits are currently issued under the Archaeological Resources Protection Act (ARPA) of 1979. The purpose of ARPA is to enhance preservation and protection of archaeological resources on public and Native American lands. The Historic Sites Act of 1935 declared that it is national policy to "Preserve for public use historic sites, buildings, and objects of national significance."

STATE

California Register of Historic Resources (CRHR)

California state law also provides for the protection of cultural resources by requiring evaluations of the significance of prehistoric and historic resources identified in documents prepared pursuant to CEQA. Under CEQA, a cultural resource is considered an important historical resource if it meets any of the criteria found in Section 15064.5(a) of the CEQA Guidelines. Criteria identified in the CEQA Guidelines are similar to those described under the NHPA. SHPO maintains the California Register of Historic Resources (CRHR). Historic properties listed, or formally designated for eligibility to be listed, on The National Register are automatically listed on the CRHR. State Landmarks and Points of Interest are also automatically listed. The CRHR can also include properties designated under local preservation ordinances or identified through local historical resource surveys.

California Environmental Quality Act (CEQA)

CEQA requires that lead agencies determine whether projects may have a significant effect on archaeological and historical resources. This determination applies to those resources which meet significance criteria qualifying them as "unique," "important," listed on the CRHR, or eligible for listing on the CRHR. If the agency determines that a project may have a significant effect on a significant resource, the project is determined to have a significant effect on the environment, and these effects must be addressed. If a cultural resource is found not to be significant under the qualifying criteria, it need not be considered further in the planning process.

CEQA emphasizes avoidance of archaeological and historical resources as the preferred means of reducing potential significant environmental effects resulting from projects. If avoidance is not feasible, an excavation program or some other form of mitigation must be developed to mitigate the impacts. In order to adequately address the level of potential impacts, and thereby design appropriate mitigation measures, the significance and nature of the cultural resources must be determined. The following are steps typically taken to assess and mitigate potential impacts to cultural resources for the purposes of CEQA:

- identify cultural resources,
- evaluate the significance of the cultural resources found,
- evaluate the effects of the project on cultural resources, and
- develop and implement measures to mitigate the effects of the project on cultural resources that would be significantly affected.

California Public Resources Code

Section 5097 of the Public Resources Code specifies the procedures to be followed in the event of the unexpected discovery of historic, archaeological, and paleontological resources, including human remains, historic or prehistoric resources, paleontological resources on nonfederal land. The disposition of Native American burial falls within the jurisdiction of the NAHC. Section 5097.5 of the Code states the following:

> *No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.*

State Laws Pertaining to Human Remains

Section 7050.5 of the California Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the county coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the NAHC. CEQA Guidelines (Section 15064.5) specify the procedures to be followed in case of the discovery of human remains on non-Federal land. The disposition of Native American burials falls within the jurisdiction of the NAHC.

Senate Bill 18 (Burton, Chapter 905, Statutes 2004)

Senate Bill (SB) 18 requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. This legislation, which amended §65040.2, §65092, §65351, §65352, and §65560, and added §65352.3, §65352.4, and §65562.5 to the Government Code; also requires the Governor's Office of Planning and Research (OPR) to include in the General Plan Guidelines advice to local governments on how to conduct these consultations. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. These consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code §65300 et seq.) and specific plans (defined in Government Code §65450 et seq.).

Assembly Bill 978

In 2001, Assembly Bill (AB) 978 expanded the reach of Native American Graves Protection and Repatriation Act of 1990 and established a state commission with statutory powers to assure that federal and state laws regarding the repatriation of Native American human remains and items of patrimony are fully complied with. In addition, AB 978 also included non-Federally recognized tribes for repatriation.

Assembly Bill 52

Assembly Bill (AB) 52 establishes a formal consultation process for California tribes as part of CEQA and equates significant impacts on "tribal cultural resources" with significant environmental impacts (PRC Section 21084.2). AB 52 defines a "California Native American Tribe" as a Native American tribe located in California and included on the contact list maintained by the NAHC. AB 52 requires formal consultation with California Native American Tribes prior to determining the level of environmental document if a tribe has requested to be informed by the lead agency of proposed projects. AB 52 also requires that the consultation address project alternatives and mitigation measures, for significant effects, if requested by the California Native American Tribe, and that consultation be considered concluded when either the parties agree to measures to mitigate or avoid a significant effect, or the agency concludes that mutual agreement cannot be reached.

LOCAL

San Anselmo Historical Commission

San Anselmo established the San Anselmo Historical Commission (Historical Commission) in 1976. The Historical Commission is charged with researching aspects of San Anselmo history, interviewing residents, and recording their oral histories, and collecting memorabilia for permanent and temporary displays for the San Anselmo Historical Museum. Volunteers from the Historical Commission were responsible for assessing buildings within the town in 1987 which helped populate

the state's CHRIS database. The volunteers' effort was not an assessment of all potentially historic buildings in town, and it is likely that there are additional historic resources.

Town of San Anselmo Municipal Code

San Anselmo Municipal Code does not establish standards for cultural, historic, or tribal cultural resources.

3.5.3. IMPACTS AND MITIGATION MEASURES

GENERAL PLAN 2045 GOALS AND POLICIES

The following draft goals and policies from the General Plan 2045 are relevant to cultural and tribal cultural resources.

LAND USE ELEMENT – COMMUNITY DESIGN

Goal LU-E: Preserve, protect, and enhance elements of the town's history to connect San Anselmo with the past.

Policy LU-E.1: Historic Preservation. Endeavor to protect from demolition or destruction or major alteration any building, feature, or site of local, State, or federal historic value.

Action LU-E.1.a: Historic Context Statement. Prepare a historic context statement to better understand the cultural and historical themes and patterns that shaped the town over time.

Action LU-E.1.b: Historic Survey and Inventory. Prepare a historic survey and maintain an inventory of potential sites and structures of architectural, historic, archaeological, and cultural significance. Consider listing the most significant structures or sites on the California Register of Historical Resources and the National Register of Historic Places or adopting a local historic register.

Action LU-E.1.c: Historic Preservation Ordinance. Develop and adopt a historic preservation ordinance and program to protect historic resources and culturally important areas.

Action LU-E.1.d: Historic District Formation. Consider the establishment of a historic district(s). Upon establishment, apply to be a Certified Local Government in order to be eligible for grant funding related to historic preservation efforts.

Action LU-E.1.e: Adjacent Resources. Prior to any construction activities within or adjacent to historic resources in the town, including sites listed or eligible for the National Register of Historic Places or sites listed on or eligible for the California Register of Historic Resources Places, a qualified historian or architectural historian shall survey adjacent parcels for potential historic resources on those parcels. The survey shall include archival research, field inspection, and

consultation with local historical societies or preservation organizations. Based on the survey findings, the project proponent shall develop a Historic Resource Protection Plan (HRPP) that outlines specific measures for the avoidance, protection, and documentation of those identified historic resources. If resources adjacent to the proposed project site are determined to be eligible for listing on the Historic Register, or are already registered as such, the HRPP shall include additional mitigation measures, such as avoidance, preservation in place, or data recovery to ensure that no significant historic resources are inadvertently damaged or destroyed during construction. Measures identified in the HRPP shall reflect the requirements identified in the Secretary of the Interior's Standards for the Treatment of Historic Properties. The HRPP shall be prepared by a qualified historian or architectural historian, and subject to review and approval by the Town of San Anselmo Community Development Director or the Historical Commission, as appropriate.

Policy LU-E.2: Preservation Organizations. Support the efforts of the San Anselmo Historical Commission and Historical Society to preserve and document the town's historical heritage and promote historical awareness and appreciation among residents.

OPEN SPACE AND CONSERVATION ELEMENT – TRIBAL CULTURAL RESOURCES

GOAL OSC-C: Honor and protect San Anselmo's Native American heritage.

Policy OSC-C.1: Protection of Archaeological Resources. Protect significant archaeological, tribal cultural, and paleontological resources.

Action OSC-C.1.a: Development Review. Require that projects proposed for sites that have the possibility of containing cultural and tribal cultural resources and resulting in-ground disturbance be evaluated by a qualified archaeologist prior to project approval and require such projects to implement mitigation strategies to reduce or avoid impacts to any identified or inadvertently discovered cultural resources. Continue to refer development proposals to the Northwest Information Center of the California Archaeological Inventory, Native American Heritage Commission, and local Native American Tribes for review and recommendations regarding supplemental field investigation.

Action OSC-C.1.b: Tribal Consultation. Consult with Native American Tribes, as required by Senate Bill 18 and Assembly Bill 52, during the environmental review process for new development proposals and amendments to the General Plan to facilitate identification and preservation of tribal cultural resources.

Action OSC-C.1.c: Undiscovered Resources. If previously undiscovered, suspected historic, cultural, tribal cultural, or archaeological resources are encountered during ground-disturbing activities, construction activities shall be halted within 50 feet of the find. A qualified archaeologist shall evaluate the resources to assess

the find. Further ground disturbances in the vicinity of the find shall remain stopped while an assessment is underway and until the archaeologist can provide recommendations for treatment of the discovery. If a potentially significant find cannot be avoided by the project, the retained archaeologist, who meets the Secretary of the Interior's Professional Qualifications Standards, will develop an evaluation plan in consultation with the Town that contains a research design to guide assessments of the resource's significance and scientific potential. The recommendations provided in the report shall be implemented.

Action OSC-C.1.d: Human Remains. If an inadvertent discovery of human remains is made at any time during project-related construction activities or project planning, the following performance standards shall be met before implementing or continuing actions such as construction that may result in damage to or destruction of human remains. In accordance with the California Health and Safety Code (HSC), if human remains are encountered during ground-disturbing activities, the Town shall immediately halt potentially damaging excavation in the area of the remains and notify the Marin County Coroner and a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology) to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (HSC Section 7050.5[b]).

If the human remains are of historic age and are determined by the Marin County Coroner to be not of Native American origin, the Town will follow the provisions of HSC Section 7000 et seq. regarding the disinterment and removal of non–Native American human remains.

If the coroner determines that the remains are those of a Native American, the coroner must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section 7050[c]). After the coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant, in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the Town for acting upon notification of a discovery of Native American human remains are identified in Public Resources Code Section 5097.9 et seq.

Policy OSC-C.2: Partner with Native American Tribes. Partner with Native American Tribes to steward and celebrate cultural heritage and sites.

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project is considered to have a significant impact on cultural or tribal cultural resources if it will:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;
- Disturb any human remains, including those interred outside of dedicated cemeteries;
- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
    - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or
    - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.

IMPACTS AND MITIGATION MEASURES

Impact 3.5-1: General Plan implementation could cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 (Less than Significant)

A substantial adverse change in the significance of an historic resource is defined in Section 15064.5 (b)(1) of the CEQA Guidelines as the "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." Known historic and prehistoric resource sites are located throughout the Planning Area, as shown in Table 3.5-1, and it is expected that additional undiscovered historical sites may be located in various areas of the town as well.

On June 26, 2024, consultation letters were sent to the San Anselmo Historical Museum and the Marin History Museum requesting information regarding any concerns about historical resources. To date, no reply has been received.

While the General Plan 2045 does not directly propose any adverse changes to any historic resources, and there are no historic sites in the Planning Area that are listed as eligible for the National Register of Historic Places or the CRHR, future development allowed under the General Plan 2045 could affect known historical resources or unknown historical resources which have not yet been identified. There are no historic districts in the Planning Area on the National Register of the CRHR, although one prehistoric district (Mount Tamalpais district) has been identified and extends into southwest portion of San Anselmo, from the Town borders to approximately Sir Francis Drake Boulevard. As future development and infrastructure projects are considered by the Town, each project will be evaluated for conformance with the Town's General Plan 2045, Municipal Code, and other applicable state and local regulations.

The General Plan 2045 includes policies and actions that would reduce impacts to cultural and historic resources. General Plan 2045 Policy LU-E.1 would seek to protect any building, feature, or site of local, state, or federal historic value from demolition, destruction, or major alteration. Action LU-E.1.e would require a qualified historian or architectural historian to survey adjacent parcels for potential historic resources on those parcels and implement measures for the avoidance, protection, and documentation of those identified historic resources. Implementation of General Plan 2045 Policy LU-E.2 encourages the Town to support the efforts of the San Anselmo Historical Commission and Historical Society to preserve and document the town's historical heritage and promote historical awareness and appreciation among residents.

To better understand the historic resources in the town, General Plan 2045 Action LU-E.1.b would prompt the Town to prepare a historic survey and maintain an inventory of potential sites and structures of architectural, historic, archaeological, and cultural significance. The most significant structures or sites may be considered for listing on the California Register of Historical Resources and the National Register of Historic Places, or adopting a local historic register to further protect important historic resources.

In the event a suspected historic, cultural, tribal cultural, or archaeological resource is encountered during ground-disturbing activities, Action OSC-C.1.c would require construction activities to stop within 50 feet of the find and evaluated by a qualified archaeologist. An evaluation plan would be developed and would guide the treatment of the resource.

Adoption and implementation of the General Plan 2045 policies and actions, together with applicable federal, state and local regulations, would reduce the potential for adverse effects on historic resources through project-level review, resource identification, avoidance where feasible, and implementation of appropriate protective measures.Therefore, the impact would be **less than significant**.

Impact 3.5-2: General Plan implementation could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 (Less than Significant)

Undeveloped hillsides and areas along existing or previously daylighted water courses in San Anselmo and the surrounding area have the potential for subsurface prehistoric archaeological deposits. Details regarding the exact nature and location of archaeological resources are intentionally withheld from this EIR in order to help protect the integrity of these resources. Confidential versions of cultural resources reports are maintained by the Town of San Anselmo.

While the General Plan 2045 does not directly propose any adverse changes to any archaeological resources, future development allowed under the General Plan 2045 could affect known archaeological resources or unknown archaeological resources which have not yet been identified.

As future development and infrastructure projects are considered by the Town, each project will be evaluated for conformance with the Town's General Plan 2045 and other applicable state and local

regulations. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA.

The General Plan 2045 includes policies and actions that would reduce impacts to cultural, historic, and archaeological resources, as well as policies and actions for the conservation of cultural, historic, and archaeological resources. Specifically, Policy OSC-C-1 requires the protection of significant archaeological, tribal cultural, and paleontological resources from destruction in order to preserve, and potentially interpret, them for future scientific research, and public educational programs. Additionally, General Plan Action OSC-C.1.a requires that project sites that have the possibility of containing cultural and tribal cultural resources be evaluated by a qualified archaeologist prior to project approval, and require such projects to implement mitigation strategies to reduce or avoid impacts to any identified or inadvertently discovered cultural resources. In the event a suspected archaeological resource is encountered during ground-disturbing activities, Action OSC-C.1.c would require construction activities to stop within 50 feet of the find and evaluated by a qualified archaeologist. An evaluation plan would be developed and would guide the treatment of the resource. Therefore, the impact to archaeological resources would be **less than significant**.

Impact 3.5-3: Implementation of the General Plan could lead to the disturbance of any human remains (Less than Significant)

Humans are believed to have resided in southern Marin County for the past 13,000 years, and it is not always possible to predict where human remains may occur outside of formal burials. Therefore, excavation and construction activities allowed under the General Plan 2045 may yield human remains that may not be marked in formal burials.

Although Native American human remains are normally associated with former residential village locations, isolated burials and cremations have been found in many other locations. Future projects may disturb or destroy buried Native American human remains, including those interred outside of formal cemeteries. Consistent with state laws protecting these remains (that is, Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98), sites containing Native American human remains must be treated in a sensitive manner.

As future development and infrastructure projects are considered by the Town, each project will be evaluated for conformance with applicable state and local regulations. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. Under CEQA, human remains are protected under the definition of archaeological materials as being “any evidence of human activity.” Public Resources Code Section 5097 has specific stop-work and notification procedures to follow in the event that Native American human remains are inadvertently discovered during development activities. Further, Action OSC-C.1.d requires the Town to immediately halt potentially damaging excavation in the area of the remains and notify the Marin County Coroner and a qualified archaeologist (meeting the Secretary of the Interior’s Professional Qualifications Standards for Archaeology) to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (HSC Section 7050.5[b]). If the human remains are of historic age and are determined by the Marin County Coroner to be not of Native

American origin, the Town will follow the provisions of HSC Section 7000 et seq. regarding the disinterment and removal of non–Native American human remains.

If the coroner determines that the remains are those of a Native American, the coroner must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section 7050[c]). After the coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant, in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains.

While there is no indication that the Planning Area contains human remains, if previously unknown human remains are discovered during construction activities associated with the General Plan 2045, compliance with existing laws would protect such resources, and the impact would be **less than significant**.

Impact 3.5-4: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or a resource determined by the lead agency (Less than Significant).

A check of the Sacred Lands Files through the NAHC was completed in July 2024. NAHC responded indicating that no properties in the vicinity of the Planning Area had been recorded as cultural resources.

The Town of San Anselmo conducted Native American consultations under SB 18 (Chapter 905, Statutes of 2004), also known as SB 18, which requires local governments to consult with Tribes prior to making certain planning decisions and requires consultation and notice for a general and specific plan adoption or amendments in order to preserve, or mitigate impacts to, cultural places that may be affected. In addition to SB 18 consultation, the Town conducted tribal consultations under the provisions of CEQA (Public Resources Code section 21080.3.1 subdivisions (b), (d) and (e)), also known as AB 52, which requires consulting for projects within the Town of San Anselmo's jurisdiction and within the traditional territory of the tribal organizations who have previously requested AB 52 consultations with the Town. Pursuant to these requirements, the Town sent letters to the Federated Indians of Graton Rancheria and the Guidiville Indian Rancheria.

In 2024, the Town invited the Federated Indians of Graton Rancheria and the Guidiville Indian Rancheria to consult on the General Plan 2045. The Town did not receive a request for consultation from the Guidiville Indian Rancheria following that notification.

The Town and consultant team met with the Federated Indians of Graton Rancheria on October 14, 2024. The Federated Indians of Graton Rancheria requested that the General Plan acknowledge the Coast Miwok tribal history and contributions to the region, that information developed for the General Plan related to tribal cultural resources be shared with the tribe, and continued involvement in the General Plan 2045. Following that meeting, the Town provided the draft Vision Statement and

Guiding Principles to the Federated Indians of Graton Rancheria for review. No comments were received, and no further consultation was requested at that time.

On November 19, 2025, the Town again invited the Federated Indians of Graton Rancheria and the Guidiville Indian Rancheria to consult on the General Plan 2045. No responses were received from either tribe.

While no specific resources have been identified through consultation with affiliated tribes, it is possible that unknown tribal cultural resources may be present within the Planning Area and could be adversely affected by future projects that may be accommodated by the General Plan 2045. In the event a suspected tribal cultural resource is encountered during ground-disturbing activities, Action OSC-C.1.c would require construction activities to stop within 50 feet of the find and evaluated by a qualified archaeologist. An evaluation plan would be developed and would guide the treatment of the resource.

Specific locations for future development and improvements have not been identified. Future projects would be required to be evaluated for project-specific impacts under CEQA at the time of application. The General Plan 2045 and CEQA Guidelines require tribal consultation and the protections of any identified archaeological and tribal resources.

All future development projects would be required to follow development requirements, including compliance with local policies, ordinances, and applicable permitting procedures related to protection of tribal resources. Subsequent projects would be required to prepare site-specific project-level analysis to fulfill CEQA requirements, which also may include additional AB 52 consultation that could lead to the identification of potential site-specific tribal resources. Therefore, impacts to tribal cultural resources would be **less than significant**.

Impact 3.5-5: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts to cultural or tribal cultural resources. (Less than Significant)

The context of the cumulative impact assessment for historic resources is Marin County, and Marin County and Sonoma County for tribal cultural resources.

Rural areas in West Marin are defined by historic ranches and small towns. Historic residential and commercial architectural styles in the county are varied, and several small towns along the bay maintain their historic character and historic downtowns.[2]

In recent years, Marin County has seen a loss of its historical resources due to demolition and substantial alterations to historic structures. In rural areas this has occurred where large private family compounds replaced historic ranches. In the City-Centered Corridor this has occurred in historic subdivisions where smaller historic homes have been replaced or were substantially altered. The majority of archaeological sites in the county exist in the rural areas and inland along the bay.

2 Marin County, 2023. Marin Countywide Plan. Socioeconomic Element: Historical and Archaeological Resources. Adopted November 6, 2007. Revised January 24, 2023.

However, these resources remain at risk. Marin County contains many historic vistas that are endangered by future development, including rock outcroppings, groves of historic trees, and views along ridgelines. Increased tourism in Marin may also impact historic and archaeological resources if they are not carefully managed.[3]

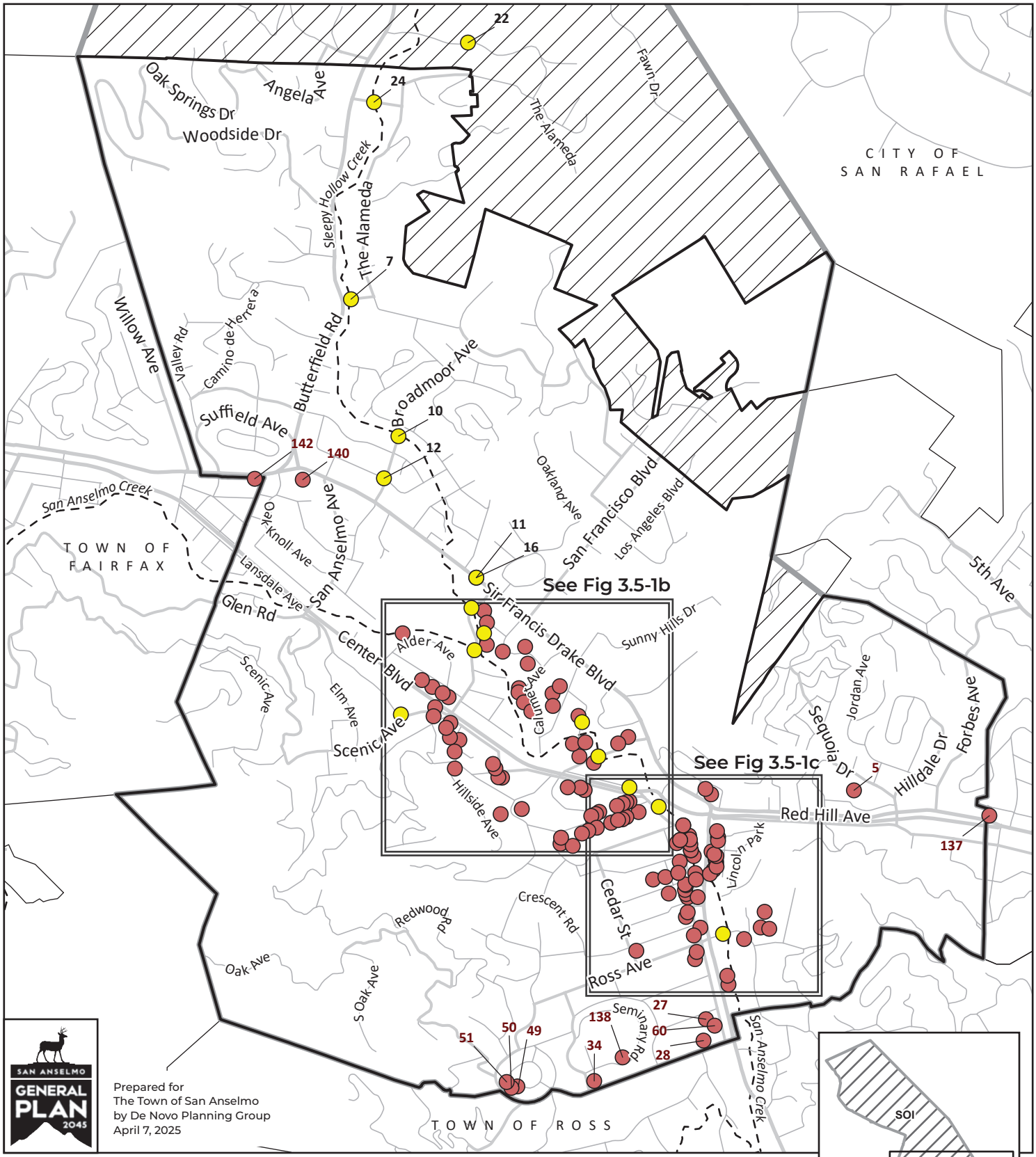
Although the Marin Countywide Plan seeks to identify and protect archaeological and historical resources throughout Marin County, the loss of previously unidentified historic, cultural, and archaeological resources may be impacted as development occurs throughout the county. Therefore, the cumulative impact to historic, cultural, and archaeological resources is potentially significant.

The Coast Miwok occupied what is now Marin County and part of Sonoma County, with the traditional territory extending from Sausalito in the south to as far north as the vicinity of Sebastopol and from the Pacific Ocean in the west to as far east as Sonoma. There is extensive coastline in this territory, and resources from the sea and salt marshes were important in Coast Miwok subsistence. Villages were situated to be in proximity to food resources at various times of year. The Coast Miwok moved among residences on the coast, around salt or freshwater marshes, and on interior streams so that they would be close to the most abundant food supply available at a particular season.

However, the continued development in Marin and Sonoma counties has the potential to adversely impact tribal cultural resources through the alteration, demolition, or removal of such resources during ground disturbing activities. Further, human remains interred outside of recognized cemeteries may be encountered during development construction. Therefore, the cumulative impact to tribal cultural resources is potentially significant.

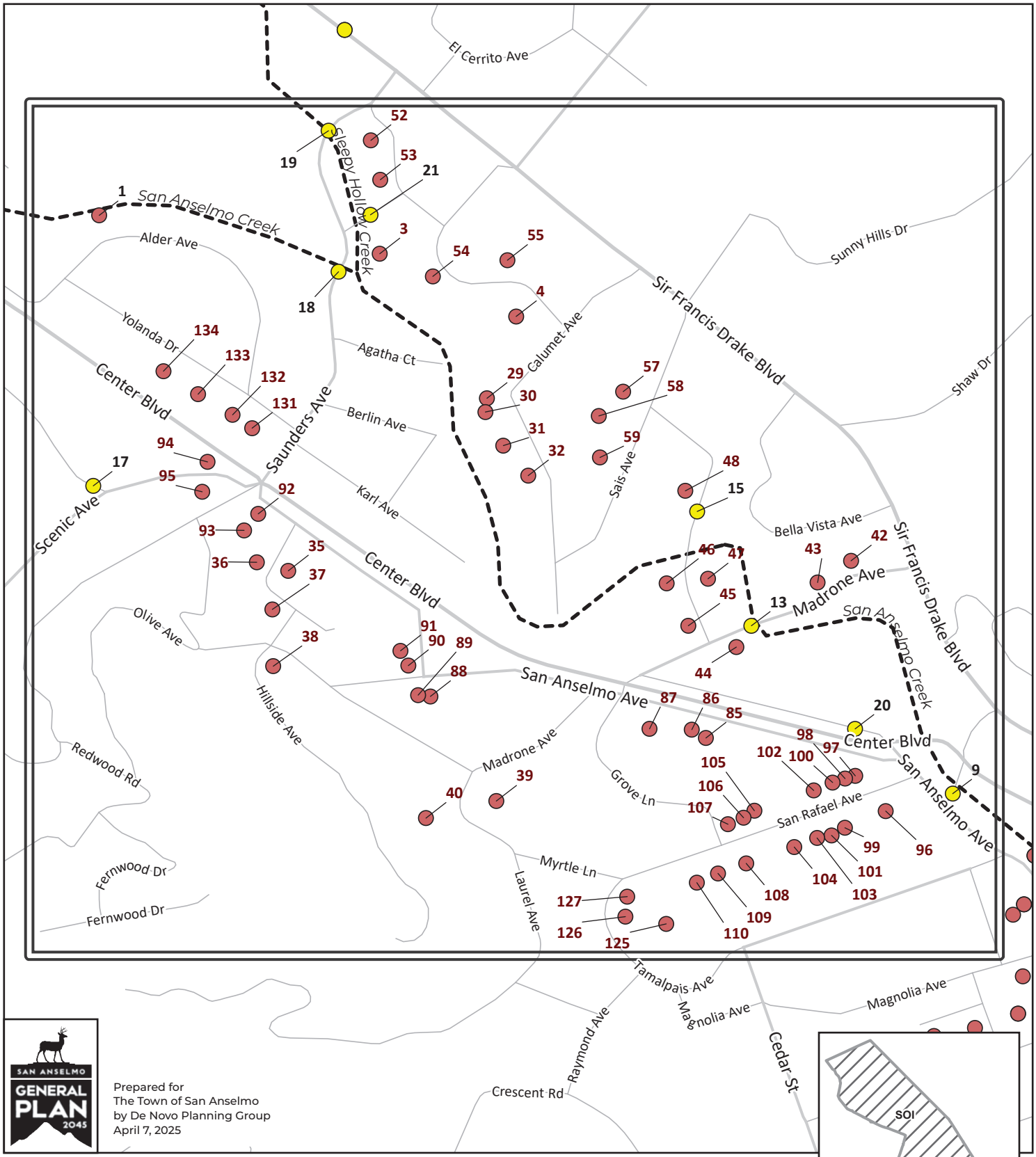
The General Plan 2045 includes policies and actions intended to preserve historic, cultural, archaeological, and tribal cultural resources. However, construction of the individual development projects allowed under the land use designations of the General Plan 2045 may result in the discovery and removal of cultural resources, including archaeological, historical, and Native American resources and human remains. The proposed General Plan 2045 policies and actions, as well as state and Federal regulations, would reduce the risk to resources in the region. Each project would require specific surveys for potential resources and the evaluation of any resources discovered during construction activities. Adherence to these policies, actions, and regulations would avoid and/or minimize a cumulative loss of these important resources if they are found during project-specific surveys or construction as a result of the General Plan 2045. Therefore, the contribution to the loss of cultural and tribal cultural resources of the General Plan 2045 would be less than considerable, and the cumulative impact on cultural and tribal cultural resources would be **less than significant**.

3 Marin County, 2023. Marin Countywide Plan. Socioeconomic Element: Historical and Archaeological Resources. Adopted November 6, 2007. Revised January 24, 2023.



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: Peak & Associates.

Figure 3.5-1a
ELIGIBLE HISTORIC RESOURCES



SAN ANSELMO GENERAL PLAN 2045

Prepared for
The Town of San Anselmo
by De Novo Planning Group
April 7, 2025

Legend

- San Anselmo Town Boundary
- Sphere of Influence
- Planning Area Boundary

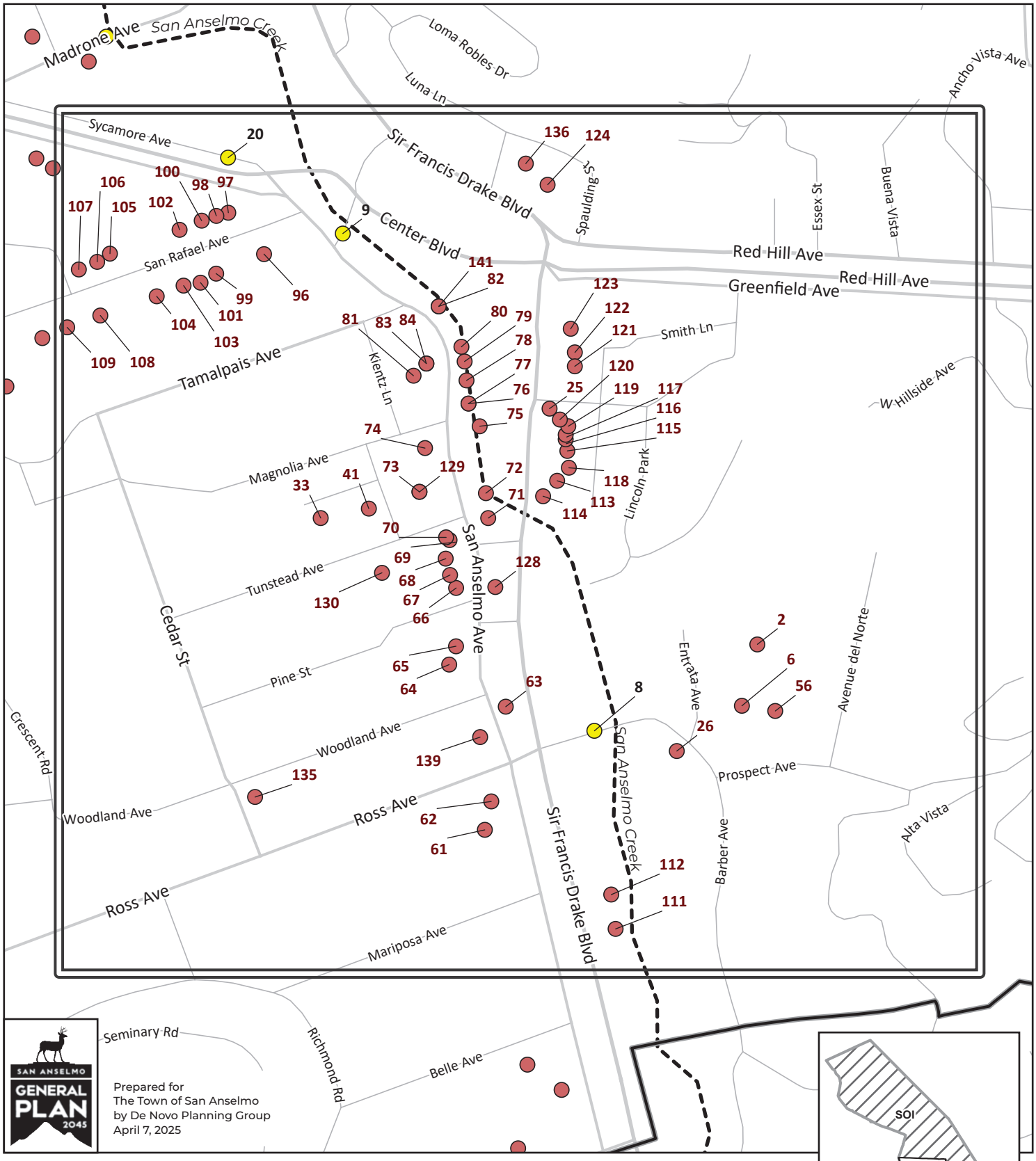
Eligible Historic Resources

- Building
- Structure

0 250 500 Feet

Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: Peak & Associates.

Figure 3.5-1b.
ELIGIBLE HISTORIC RESOURCES



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: Peak & Associates.

Figure 3.5-1c.
ELIGIBLE HISTORIC RESOURCES

The purpose of this EIR section is to identify the energy impacts that are likely to result from project implementation. Following this discussion is an assessment of consistency of the proposed project with applicable policies and local plans. Section 3.3, Air Quality, and Section 3.8, Greenhouse Gas Emissions and Climate Change, address similar, somewhat overlapping topics as this energy analysis. While the topics are interrelated, this section focuses solely on energy.

The analysis and discussion of the energy impacts in this section focus on the proposed Project's consistency with local, regional, statewide, and federal energy conservation efforts and discusses the context of these planning efforts as they relate to the proposed Project.

During the NOP comment period for the EIR, there were no comments received relating to this environmental topic (Appendix A).

3.6.1 ENVIRONMENTAL SETTING

ENERGY CONSUMPTION

Energy in California is consumed from a wide variety of sources. Fossil fuels (including gasoline and diesel fuel, natural gas, and energy used to generate electricity) are the most widely used form of energy in the State. However, renewable sources of energy (such as solar and wind) are growing in proportion to California's overall energy mix. A large driver of renewable sources of energy in California is the State's current Renewable Portfolio Standard (RPS), which requires the State to derive at least 60 percent of electricity generated by 2030, and to achieve zero carbon emissions by 2045 (as passed in September 2018, under Senate Bill 100). The 2021 SB 100 Joint Agency Report was published in 2021, which found that the long-term goals contained in SB 100 are technically achievable through multiple pathways, although achieving 100 clean electricity would increase the total annual electricity system cost by 6 percent relative to the cost under the state's Renewables Portfolio Standard requirement of having at least 60 percent clean electricity by the end of 2030. These estimates will change over time as markets change, new technologies are commercialized, and additional factors such as grid reliability are included in future analyses.

Overall, in 2019, California's per capita energy usage was ranked second-lowest in the nation. California's per capita rate of energy usage has remained relatively constant since the 1970s. Many State regulations since the 1970s, including new building energy efficiency standards, vehicle fleet efficiency measures, as well as growing public awareness, have helped to keep per capita energy usage in the State in check.

The consumption of non-renewable energy (i.e., fossil fuels) associated with the operation of passenger, public transit, and commercial vehicles results in GHG emissions that contribute to global climate change. Alternative fuels such as natural gas, ethanol, and electricity (unless derived from solar, wind, nuclear, or other energy sources that do not produce carbon emissions) also result in GHG emissions and contribute to global climate change.

Electricity Consumption

California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and a very small amount of nuclear generation resources. California typically receives

between one-fifth and one-third of its electricity supply comes from facilities outside of the State. Much of the power delivered to California from states in the Pacific Northwest was generated by wind. States in the Southwest delivered power generated at coal-fired power plants, at natural gas-fired power plants, and from nuclear generating stations.[1] In 2024, approximately 35 percent of California's utility-scale net electricity generation was fueled by natural gas. In addition, about 57 percent of the State's electricity generation came from renewable sources, such as solar, wind, geothermal, hydropower, and biomass. Nuclear energy powered an additional 7 percent. The amount of electricity generated from coal was effectively zero. The percentage of renewable resources as a proportion of California's overall energy portfolio is increasing over time, as directed by the State's Renewable Portfolio Standard (RPS).[2] Total electricity consumption for the State is 282,783 GWh.[3]

PG&E is a publicly traded utility company that, under contract with the California Public Utilities Commission (CPUC), generates, purchases, and distributes energy. PG&E's service area covers 70,000 square miles, roughly extending north to south from Eureka to Bakersfield and east to west from the Sierra Nevada to the Pacific Ocean.

PG&E's electricity is generated from a combination of traditional sources, such as coal-fired plants, nuclear power plants, and hydroelectric dams, as well as newer sources of energy, such as wind turbines and photovoltaic plants, or "solar farms." "The grid," or bulk electric grid, is a network of high-voltage transmission lines that link power plants to the PG&E system. The distribution system, comprising lower-voltage secondary lines, is at the street and neighborhood level. It consists of overhead or underground distribution lines, transformers, and individual service "drops" that connect to individual customers.

In addition to its base plan, PG&E has three plan options, known as Solar Choice options and Green Saver, which give customers the option of purchasing energy from solar resources. The 50% Solar Choice option provides up to 70 percent of a customer's energy from solar resources, while the other option provides up to 100 percent of a customer's energy from solar resources, and the Green Saver option provides up to 100 percent of a customer's energy from solar resources.

Table 3.6-1 outlines PG&E's power mix in 2024, compared to the power mix for the state. The table identifies the renewable and non-renewable energy sources for PG&E. It should be noted that some GHG free sources are not considered renewable (e.g., nuclear is GHG free but not renewable).

[1] United States Energy Information Administration (U.S. EIA). 2024. California Analysis 2024. Available at: https://www.eia.gov/beta/states/states/ca/analysis

[2] Renewables Portfolio Standard Program. Available at: https://www.cpuc.ca.gov/rps

[3] United States Energy Information Administration (U.S. EIA). California Data. Available at: https://www.eia.gov/beta/states/states/ca/data/dashboard/electricity

TABLE 3.6-1. PG&E AND THE STATE OF CALIFORNIA POWER MIX IN 2024

ENERGY RESOURCES	PG&E OPTION: BASE	PG&E OPTION: 50% SOLAR CHOICE	PG&E OPTION: 100% SOLAR	PG&E OPTION: GREEN SAVER	CALIFORNIA POWER MIX 2024
Eligible Renewable	23%	70%	100%	100%	45%
Biomass and waste	3%	1%	0.0%	0.0%	2%
Geothermal	0%	0%	0.0%	0.0%	5%
Eligible hydroelectric	1%	1%	0.0%	0.0%	2%
Solar	14%	65%	100%	100%	23%
Wind	4%	2%	0.0%	0.0%	14%
Coal	0.0%	0.0%	0.0%	0.0%	2%
Large Hydroelectric	12%	6%	0.0%	0.0%	10%
Natural Gas	2%	7.4%	0.0%	0.0%	10%
Nuclear	63%	24%	0.0%	0.0%	11%
Other	0.0%	0.0%	0.0%	0.0%	0%
Unspecified	0.0%	0.0%	0%	0%	22%

SOURCE: PG&E. 2024. 2024 POWER CONTENT LABEL. AVAILABLE: HTTPS://WWW.ENERGY.CA.GOV/FILEBROWSER/DOWNLOAD/9145. ACCESSED: JANUARY 16, 2026.

[A.] ELECTRICITY FROM TRANSACTIONS THAT ARE NOT TRACEABLE TO SPECIFIC GENERATION SOURCES ARE CLASSIFIED AS UNSPECIFIED SOURCES OF POWER.

Oil

The primary energy source for the United States is oil, which is refined to produce fuels like gasoline, diesel, and jet fuel. Oil is a finite, nonrenewable energy source. World consumption of petroleum products has grown steadily in the last several decades. As of 2024, world consumption of oil had reached approximately 102 million barrels per day. The United States, with approximately five percent of the world's population, accounts for approximately 20 percent of world oil consumption, or approximately 20 million barrels per day.[4] The transportation sector relies heavily on oil. In California, petroleum-based fuels currently provide approximately 95 percent of the State's transportation energy needs[5].

[4] United States Energy Information Administration (U.S. EIA). 2020c. Independent Statistics and Analysis. Frequently Asked Questions. Last updated September 4, 2020. Available at: https://www.eia.gov/tools/faqs/faq.php?id=33&t=6

[5] California Energy Commission. Light-Duty Vehicle Population in California. https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics-collection/light

Natural Gas/Propane

The State produces less than one-tenth of the State's total natural gas consumption[6], while obtaining 22 percent from Canada and 65 percent from the Rockies and the Southwest. PG&E is the largest publicly-traded utility in California and provides natural gas for residential, industrial, and agency consumers within Marin County. PG&E's natural gas (i.e., methane) delivery system includes 42,000 miles of natural gas distribution pipelines and 6,700 miles of transmission pipelines. PG&E's gas transmission system serves approximately 15 million energy customers in California. The system is operated under an inspection and monitoring program in real time on a 24-hour basis, with leak inspections, surveys, and patrols continuously taking place along the pipelines. Gas delivered by PG&E originates in gas fields in California, the Southwest, the Rocky Mountains, and Canada. Transmission pipelines send natural gas from the fields and storage facilities. The smaller distribution pipelines deliver gas to individual businesses or residences.

For 2024, California produced 124.4 billion cubic feet of natural gas.[7] PG&E is the largest investor-owned utility in California and provides natural gas for residential, industrial, and agency consumers within Marin County. In 2024, natural gas consumption in Marin County was 61 million therms.[8]

3.6.2 REGULATORY SETTING

FEDERAL

Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the Act, the National Highway Traffic and Safety Administration, which is part of the U.S. Department of Transportation (USDOT), is responsible for establishing additional vehicle standards and for revising existing standards.

Since 1990, the fuel economy standard for new passenger cars has been 27.5 mpg. Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 mpg. In 2012, NHTSA established final passenger car and light truck CAFE standards for model years 2017-2021, which the agency projects will require in model year 2021, on average, a combined fleet-wide fuel economy of 40.3-41.0 mpg[9]. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy standards. Compliance with federal fuel economy standards is determined on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the U.S. The Corporate Average Fuel Economy (CAFE) program, which is administered by the EPA, was created to determine vehicle manufacturers' compliance with the fuel

[6] United States Energy Information Administration (U.S. EIA). 2026 California State Energy Profile. Available at: https://www.eia.gov/state/print.php?sid=CA

[7] United States Energy Information Administration (U.S. EIA). 2024. California Natural Gas Marketed Production. Available at: https://www.eia.gov/dnav/ng/hist/n9050ca2M.htm

[8] California Energy Commission. 2023. Gas Consumption By County. Available: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1

[9] U.S. Department of Transportation. Corporate Average Fuel Economy (CAFE) Standards Available at: https://www.transportation.gov/mission/sustainability/corporate-average-fuel-economy-cafe-standards

economy standards. The EPA calculates a CAFE value for each manufacturer based on city and highway fuel economy test results and vehicle sales. Based on the information generated under the CAFE program, the USDOT is authorized to assess penalties for noncompliance.

STATE

Statutes Setting Target for the Use of Renewable Energy for the Generation of Electricity

CALIFORNIA RENEWABLES PORTFOLIO STANDARD

Senate Bill X1-2 (Stats. 2011, 1st Ex. Sess., Ch. 1) set aggressive statutory targets for renewable electricity, culminating in the requirement that 33 percent of the State's electricity come from renewables by 2020. This legislation applies to all electricity retailers in the State, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. All of these entities were required to meet renewable energy goals of 20 percent of retail sales from renewables by the end of 2013, 25 percent by the end of 2016, and 33 percent by the end of 2020. (See Pub. Utility Code, Section 399.11 et seq. [subsequently amended].) SB 350, discussed below, increases the Renewable Portfolio Standard to require 50 percent of electricity generated to be from renewables by 2030. (Pub. Utility Code, Section 399.11, subd (a); see also Section 399.30, subd. (c)(2).) In 2018, Senate Bill 100 (Stats. 2018, Ch. 312) revised the above-described deadlines and targets so that the State will have to achieve a 50 percent renewable resources target by December 31, 2026 (instead of by 2030) and achieve a 60 percent target by December 31, 2030. The legislation also establishes a State policy that eligible renewable energy resources and zero carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

Statutes and CARB Regulations Addressing the Carbon Intensity of Petroleum-based Transportation Fuels

ASSEMBLY BILL 1493, PAVLEY CLEAN CARS STANDARDS

In 2002, the Legislature enacted Assembly Bill 1493 ("Pavley Bill") (Stats. 2002, ch. 200), which directed CARB to develop and adopt regulations that achieve the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty trucks beginning with model year 2009. (See Health and Safety Code Section 43018.5.) In September 2004, pursuant to this directive, CARB approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year. These regulations created what are commonly known as the "Pavley standards." In September 2009, CARB adopted amendments to the Pavley standards to reduce GHG emissions from new motor vehicles through the 2016 model year. These regulations created what are commonly known as the "Pavley II standards." (See California Code of Regulations, Title 13, Sections 1900, 1961, and 1961.1 et seq.)

In 2012, CARB adopted an Advanced Clean Cars (ACC) program aimed at reducing both smog-causing pollutants and GHG emissions for vehicles model years 2017-2025. This historic program, developed in coordination with the USEPA and NHTSA, combined the control of smog-causing (criteria) pollutants and GHG emissions into a single coordinated set of requirements for model years 2015 through 2025. In 2022,

CARB adopted the Advanced Clean Cars II regulations to establish the next phase of regulations beginning with the 2026 model year.

- Increased the stringency of the smog-causing criteria pollutant standards, known as LEV IV
- Updated the zero emission vehicle regulation to require that 100% of new passenger vehicles meet zero emission standards (including plug-in hybrids) by the 2035 model year
- Established a suite of assurance measures to ensure zero emission vehicles can provide enduring emission reductions
- CARB did not amend the LEV III greenhouse gas emission standards during the 2022 Advanced Clean Cars II regulatory process
- Programs and initiatives created under Advanced Clean Cars II Resolution 22-12:
    - Zero-emission Vehicle Equity Task Force: The Zero-emission Vehicle (ZEV) Equity Task Force (Task Force) brings together leaders in zero emission transportation such as environmental justice advocates, automakers, state government, and other key organizations to develop strategies to expand communities' access to zero emission vehicles and zero emission mobility
    - Community Mobility Program Connections Directory: The Community Mobility Directory is a tool to help organizations and automakers find partners interested in collaborating to access these vehicle discounts
    - Executive Orders for Advanced Clean Cars II Environmental Justice Values: Executive Orders for Approved Community-based Clean Mobility Programs for Advanced Clean Cars II Environmental Justice Values

It is expected that the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 34 percent below 2016 levels by 2025, all while improving fuel efficiency and reducing motorists' costs. These regulations were the first in the nation to limit greenhouse gas emissions from motor vehicles, a major source of climate-changing emissions in California. After the U.S. EPA adopted subsequent federal greenhouse gas standards that maintained the emission reductions achieved under the Pavley regulations, California amended its regulations to allow compliance with the federal standards to satisfy state requirements for the 2012 through 2016 model years. In 2012, the California Air Resources Board (CARB) adopted the LEV III greenhouse gas regulation, which requires additional reductions in passenger vehicle greenhouse gas emissions beginning with the 2017 model year and continuing thereafter.

Building Code Requirements Intended to Reduce Energy Consumption

CALIFORNIA ENERGY CODE

The California Energy Code (CCR Title 24, Part 6), which is incorporated into the Building Energy Efficiency Standards, was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Although these standards were not originally intended to reduce GHG emissions, increased energy efficiency results in decreased GHG emissions because energy efficient buildings require less electricity and thus less consumption of fossil fuels, which emit GHGs. The standards are updated

periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

The most recent Title 24 standards are the 2025 Title 24 standards. Buildings permitted on or after January 1, 2026, must comply with the 2025 Standards. The California Energy Commission updates the standards every three years. The CEC estimates that the 2025 Title 24 standards will reduce 10 million metric tons of GHG over 30 years. When compared to the 2022 Title 24 standards, the 2025 update focuses on: HVAC system performance, interior and exterior lighting control, solar & storage readiness, and electrification of appliances.

CALIFORNIA GREEN BUILDING STANDARDS CODE

The purpose of the California Green Building Standards Code (CALGreen) (CCR Title 24, Part 11) is to improve public health and safety and to promote the general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: 1) planning and design; 2) energy efficiency; 3) water efficiency and conservation; 4) material conservation and resource efficiency; and 5) environmental quality. CALGreen, which became effective on January 1, 2011, instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial, low rise residential uses, and State-owned buildings, as well as schools and hospitals. The mandatory standards require the following:

- 20 percent mandatory reduction in indoor water use relative to baseline levels;
- 50 percent construction/demolition waste must be diverted from landfills;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Low pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards.

The voluntary standards require the following:

- Tier I: 15 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste, 10 percent recycled content, 20 percent permeable paving, 20 percent cement reduction, and cool/solar reflective roof.
- Tier II: 30 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste, 15 percent recycled content, 30 percent permeable paving, 30 percent cement reduction, and cool/solar reflective roof.

The latest version of CALGreen is the 2025 CALGreen Code, which became effective on January 1, 2026. Between 2010 and 2025, continuous updates and additions have been made to CALGreen, including water conservation and recycling, electric vehicle infrastructure and charging, and changes intended to eliminate conflicts with the California Energy Code, which is Part 6 of Title 24.

TITLE 20

CCR Title 20 requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. The CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwashers; clothes washers and dryers; cooking products; electric motors; low voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing each type of appliance covered under the regulations, and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

SOLID WASTE

AB 939, AB 341, and AB 1826. In 1989, AB 939, known as the Integrated Waste Management Act (PRC Sections 40000 *et seq*.), was passed because of the increase in waste stream and the decrease in landfill capacity. The statute established the California Integrated Waste Management Board, which oversees a disposal reporting system. AB 939 mandated a reduction of waste being disposed where jurisdictions were required to meet diversion goals of all solid waste through source reduction, recycling, and composting activities of 25 percent by 1995 and 50 percent by 2000.

AB 341 (Chapter 476, Statutes of 2011 [Chesbro]) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by 2020, and annually thereafter. In addition, AB 341 required the California Department of Resources Recycling and Recovery (CalRecycle) to develop strategies to achieve the state's policy goal.

AB 1826 (Chapter 727, Statutes of 2014, effective 2016) requires businesses to recycle their organic waste (i.e., food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste) depending on the amount of waste they generate per week. This law also requires local jurisdictions across the state to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. The minimum threshold of organic waste generation by businesses subject to the law decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply.

LOCAL

Metropolitan Transportation Commission/Association of Bay Area Governments

The Metropolitan Transportation Commission (MTC) is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area, which includes but is not limited to Solano County. The MTC was created by the California Legislature in 1970 to plan, finance and coordinate the Bay Area's transportation system. The MTC's scope over the years has expanded to address other regional issues, including housing and development. The MTC, alongside the Association of Bay Area Governments (ABAG), was responsible for developing *Plan Bay Area 2050+*, a 30-year regional plan that charts the course for the Bay Area. *Plan Bay Area 2050+* is the Bay Area's regional long-range plan adopted by MTC and the ABAG. The plan was developed in collaboration with Bay Area residents, partner agencies, and nonprofit organizations.

Existing San Anselmo General Plan

The San Anselmo General Plan sets forth objectives, policies, and principles to guide development throughout the town. The following objectives, policies, and principles apply to energy.

CIRCULATION ELEMENT

Objective 17: To work toward more widespread use of electric vehicles to lower greenhouse gas emissions from transportation.

> **Policy: 17.1 Zero Emission Vehicle readiness.** Provide a foundation for electric vehicle implementation efforts, including investments in electric vehicle infrastructure and guidance for ongoing Town initiatives, by preparing an Electric Vehicle Strategy. The strategy should establish a framework for near-term actions that support longer-term mobility goals and initiatives, including, but not limited to, Town policy on costs and fees for Town charging stations, regulations for residential and workplace electric vehicle readiness, and policies for conversion of the Town vehicle fleet.

CONSERVATION ELEMENT

Conservation and Environmental Policy Guidelines

13. The Town and County shall take measures to reduce existing and future inefficient or unnecessary energy or natural resources consumption.[10] Recyclable and biodegradable materials shall be utilized and used materials shall be recycled or reused whenever possible.

[10] The State Secretary for Resources has recently required that Environmental Impact Reports contain mitigation measures to reduce inefficient and unnecessary consumption of energy. Town of San Anselmo General Plan, Amended 2025.

3.6.3 IMPACTS AND MITIGATION MEASURES

METHODS OF ANALYSIS

This analysis considers whether the energy demand of development anticipated under the General Plan 2045 would be wasteful or inefficient, or conflict with a state or local plan for renewable energy or energy efficiency consistent with the Appendix F and Appendix G CEQA Checklist questions. The type of development anticipated under the General Plan 2045 is described, and applicable regulations are considered. Estimating energy consumption for a General Plan is inherently inaccurate because it outlines broad, high-level visions rather than specific engineering and operational blueprints. Without micro-level details—such as the exact mix gasoline and electric vehicles, precise energy consumption rates for future regulations, operational hours, and human behavior—any calculation of energy consumption is speculative. This challenge is further compounded by the unpredictability of future conditions, where long-term planning horizons must contend with rapid technological disruptions, shifting grid electrification demands, and accelerating climate change. Because a General Plan relies on historical data, it cannot reliably forecast the dramatic energy changes associated with energy use and efficiency gains of next-generation technologies. As such, the evaluation of potential energy related impacts are based qualitatively on whether the Project would be consistent with the State of California's regulatory requirements, the Town's Climate Action Plan, and the thresholds of significance for energy impacts.

GENERAL PLAN 2045 GOALS AND POLICIES

The following draft goals and policies from the General Plan 2045 are relevant to potential energy impacts.

LAND USE AND COMMUNITY DESIGN ELEMENT

Policy LU-D.7: Low-Impact Design. Encourage the use of low-impact design features and practices that minimize the environmental impacts of new development and public infrastructure, including features that minimize stormwater runoff, conserve energy and water, create pollinator and wildlife habitat, promote groundwater recharge, and avoid urban heat island effects.

SUSTAINABILITY, CLIMATE CHANGE, AND RESILIENCY ELEMENT

Goal SU-A. Empower residents and businesses to reduce their carbon footprints and prepare for the impacts of climate change.

Policy SU-A.1: Sustainability Education and Empowerment. Provide comprehensive outreach, education, and community engagement programs that support residents and businesses in reducing emissions, improving energy efficiency, conserving resources, and preparing for climate impacts. Partner with local volunteers, schools, and community organizations, such as the Climate Action Commission, to expand the reach of these efforts. Design outreach and education programs to be inclusive and accessible to a broad range of participants, including lower-income households, renters, and non-English-speaking residents. Track participation and engagement trends to identify gaps and refine outreach strategies to broaden and diversify community involvement.

Action SU-A.1.a: Community Sustainability, Electrification, and Renewable Energy Programs. Partner with regional agencies, Marin jurisdictions, and the Climate Action

Commission to provide coordinated programs, technical assistance, and permitting support that advance energy efficiency, building and vehicle electrification, and renewable energy adoption. This action includes:

- Sustainability & Electrification Resource Hub: Collaborate with Marin jurisdictions to provide a shared regional hub offering integrated resources, information, demonstrations, incentives, and permitting assistance.
- Community Energy Use: Encourage the installation of solar generation and storage systems by streamlining regulations and permitting, and by promoting 100% renewable energy purchasing options.
- Electrification Assistance: Promote local, regional, and state technical assistance, incentive, rebate, and concierge programs supporting the electrification of residential and commercial buildings.
- Equitable Access: Increase awareness of incentive programs for lower-income households and explore opportunities for local subsidies, permit fee reductions, or other supportive measures for electrification.

Action SU-A.1.b: Community Education, Engagement, and Waste Reduction Initiatives. Engage, educate, and support the community in adopting sustainable lifestyle choices, reducing waste, and shifting travel behavior to support greenhouse gas reduction and public health. Collaborate with the Climate Action Commission and regional partners to:

- Climate Education & Engagement: Provide information and engagement opportunities on climate vulnerabilities, health connections, greenhouse gas reduction strategies, and community resilience.
- Sustainable Practices Outreach: Promote actions that reduce natural resource consumption, increase community awareness of sustainable behaviors, and support achievement of Town sustainability goals.
- Low-Carbon Footprint Diet: Promote the environmental, ecological, and health benefits of low-carbon dietary choices through education, outreach, and partnerships with local organizations.
- Plastic Waste Reduction: Conduct public outreach on the impacts of plastic pollution, encourage waste reduction strategies, and support compliance with the Town's Single-Use Plastics Ordinance.
- Public Transit Education: Partner with transit agencies to publicize available transit options and improve first-mile/last-mile connections to transit stops.
- Active Transportation Promotion: Encourage walking and bicycling among residents and employees as a strategy to reduce greenhouse gas emissions and improve public health. Publicize bicycle routes at schools, parks, and transit facilities, and support bicycle awareness and safety campaigns.

Action SU-A.1.c: Plastic Waste Education and Compliance. Conduct outreach and education to reduce plastic pollution and support compliance with the Town's Single-Use Plastics Ordinance, in coordination with waste management partners.

Goal SU-C. Reduce greenhouse gas emissions in the community and within government operations to mitigate the effects of climate change.

Policy SU-C.2: Renewable Energy and Electrification. Accelerate the conversion to renewable energy sources.

Action SU-C.2.a: Building and Appliance Electrification. Consider building regulations which preclude gas appliances and infrastructure in new buildings and require installation of high-efficiency electric appliances at time of replacement.

Action SU-C.2.b: Building Permitting for Electrification. Streamline the building permit process for heat pump water and space heaters and electrical panel upgrades. Through regional collaboration, explore a fee reduction pilot program to incentivize conversion of natural gas appliances to electric versions.

Action SU-C.2.c: Municipal Energy Use. Evaluate solar energy production and storage systems at all municipal buildings and facilities and plan for replacement of natural gas appliances and equipment. Continue to purchase 100% renewable energy for Town buildings and facilities.

Action SU-C.2.d: Zero-Emission Infrastructure. Continue to prohibit the location of new gas stations in San Anselmo and support the phased transition of legal non-conforming gas stations to zero-emissions fueling stations. Support businesses in complying with these requirements through technical assistance and public outreach.

Action SU-C.2.e: Landscaping Equipment. Enforce the ban on gas-powered landscape equipment in San Anselmo and explore opportunities to further reduce emissions from landscaping activities, as feasible.

Policy SU-C.3: Building Energy Efficiency. Encourage energy efficiency improvements in residential and commercial buildings to reduce energy use.

Action SU-C.3.a: Green Building Regulations. Consider adopting green building regulations for new construction and building remodels and additions that exceed minimum State building and energy code requirements.

Action SU-C.3.b: Energy Efficiency Programs. Promote programs and incentives to property owners to improve energy efficiency. Explore the feasibility of requiring energy audits at the time of building sale or major remodel.

Policy SU-C.4: Carbon Sequestration. Support carbon sequestration on natural lands, tiny forests, and urban green spaces.

Action SU-C.4.a: Urban Forest Master Plan. Prepare an Urban Forest Master Plan to preserve and, where appropriate for ecosystem health, plant additional native trees on public parks, medians, and rights-of-way.

Action SU-C.4.b: Sustainable Landscaping. Incorporate sustainable landscaping practices into public projects, when applicable, and encourage community members to apply compost and select native or climate-adapted plant species on private lands. Select plantings for public projects based on their resilience to changing climate conditions to support long-term habitat sustainability and biodiversity.

Policy SU-C.5: Municipal Energy Efficiency, Electrification, and Resilient Operations. Continue to improve energy efficiency, electrify equipment and buildings, and integrate renewable energy and microgrid technologies into Town facilities.

Action SU-C.5.a: Municipal Microgrid and Electrification Plan. Plan and implement microgrids, solar and battery systems, and phased electrification of municipal facilities and equipment.

CIRCULATION ELEMENT

Policy C-A.3: Reduction of Vehicle Miles Traveled (VMT). Support infill, context-sensitive development, walkable neighborhoods, and infrastructure improvements that reduce the demand for single-occupancy vehicle travel while recognizing that many families and people with mobility limitations or limited access to alternative transportation options will continue to depend on cars.

Action C-A.3.a: VMT and Land Use. Encourage residential housing development in areas with low levels of home-based VMT, such as those near transit and retail services to support access to daily needs for residents of varying incomes and transportation options that offer greater potential for alternatives to driving and shorter trips to daily destinations.

Action C-A.3.b: VMT and Transportation Improvements. When planning and prioritizing upcoming capital improvements, account for the potential of projects to reduce VMT.

Policy C-A.4: VMT in Transportation Impact Evaluations. Evaluate land use projects for potential transportation impacts by considering the effect on VMT.

Action C-A.4.a: VMT Policy and Regional Coordination. Continue to apply San Anselmo's VMT Screening Criteria and Thresholds of Significance for evaluation of VMT associated with discretionary land use projects and update these thresholds as appropriate to reflect new data, standards, or local conditions. Coordinate with the Transportation Authority of Marin to reduce VMT and enhance multimodal transportation by applying guidance from the VMT Reduction / Mobility Enhancement Toolkit.

Action C-A.4.b: VMT Mitigation. Develop and implement VMT mitigation measures and an in-lieu fee structure that can be applied to applicable projects to reduce potential VMT impacts to less-than-significant levels.

Policy C-A.5: Emerging Transportation Technologies. Explore and support implementation of emerging transportation technologies and strategies to reduce greenhouse gas emissions and VMT, enhance social equity by improving access and affordability across the community, and support economic vibrancy.

Action C-A.5.a: Effective and Equitable Emerging Transportation Strategies. Establish evaluation criteria to assess alignment of emerging transportation solutions, prioritizing emerging mobility strategies that are affordable and accessible to residents with limited incomes, older adults, and persons with disabilities.

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendices F and G of the CEQA Guidelines, energy related impacts are considered significant if implementation of the proposed Project would do the following:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

In order to determine whether or not the proposed Project would result in a significant impact on energy use, this EIR includes an analysis of proposed Project energy use, as provided under *Impacts and Mitigation Measures* below.

IMPACTS AND MITIGATION MEASURES

Impact 3.6-1: Project implementation would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. (Less than Significant)

According to the CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed Project would be considered "wasteful, inefficient, and unnecessary" if it were to violate State and federal energy standards and/or result in significant adverse impacts related to Project energy requirements, energy inefficiencies, energy intensiveness of materials, effects on local and regional energy supplies or on requirements for additional capacity, compliance with existing energy standards, effects on energy resources, or transportation energy use requirements. In addition, the project could have a significant energy impact if it would conflict or create an inconsistency with an applicable plan, policy, or regulation for renewable energy or energy efficiency.

Implementation of the General Plan 2045 would result in greater overall energy efficiency through improvements in both building performance and transportation systems. Future development facilitated by the General Plan 2045 would be required to comply with applicable state and local energy efficiency standards, including the California Building Energy Efficiency Standards (Title 24, Part 6), which are periodically updated to achieve progressively higher levels of energy performance. These standards require more efficient building envelopes, lighting systems, appliances, heating and cooling equipment,

and ventilation systems compared to older construction. As a result, new and remodeled buildings developed under the General Plan 2045 would consume less energy per square foot than existing buildings and development constructed under prior standards. General Plan 2045 Action SU-A.1.a encourages the Town to partner with regional agencies to provide programs, technical assistance, and permitting support specifically to advance energy efficiency, building and vehicle electrification, and renewable energy adoption. Providing additional information and education to the Town's residents about sustainable lifestyle choices and ways to reduce energy consumption would also build a more resilient population (Action SU-A.1.b).

In addition, the General Plan 2045 promotes land use patterns and development policies that support energy efficient building design, such as compact development, walkable communities, infill growth, and mixed use development (Policy C-A.3). These strategies reduce building energy demand by encouraging shared walls, reduced heat loss, and more efficient infrastructure service delivery. The General Plan 2045 also includes actions that encourage the incorporation of energy efficient technologies, such as high-performance glazing, efficient electric heat pumps, advanced controls, and on-site renewable energy generation, further reducing long-term energy consumption (Action SU-C.2.b). Municipal buildings and facilities should consider using energy production and storage systems as a way to use renewable electricity and microgrid technologies instead of natural gas (Action SU-C.2.c, Policy SU-C.5).

Transportation-related energy efficiency would also improve under the General Plan 2045. The Plan's land use and circulation policies are intended to reduce vehicle miles traveled (VMT) by promoting compact development, job–housing balance, and proximity between residential areas and daily services. Reduced VMT directly lowers transportation energy use by decreasing overall fuel and electricity consumption associated with vehicle travel (Action C-A.3.a).

Furthermore, vehicles operating under the General Plan 2045 would increasingly reflect state and federal regulatory requirements that mandate improved fuel economy and reduced greenhouse gas emissions. California vehicle efficiency standards, including greenhouse gas and zero emission vehicle regulations adopted by the California Air Resources Board, require continued improvements in vehicle efficiency over time, thereby reducing energy consumption. As older, less efficient vehicles are replaced with newer, more efficient gasoline, hybrid, and electric vehicles, average fleet energy consumption per mile traveled would decline.

Collectively, these building and transportation efficiencies would result in lower energy consumption per capita and per unit of development compared to existing conditions. Therefore, although the General Plan 2045 would accommodate future growth, it would do so in a manner that improves overall energy efficiency and reduces energy demand relative to historic development patterns, consistent with CEQA energy conservation objectives and applicable state policies. As such, the General Plan 2045 would not result in inefficient, wasteful, or unnecessary use of energy resources, and the impact would be **less than significant**.

Impact 3.6-2: General Plan implementation would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency (Less than Significant)

The CEQA Guidelines require consideration of the potentially significant conflicts with State or local plans related to energy efficiency or renewable energy generation. The update to the General Plan contains energy related policies and actions. As shown in **Table 3.6-2**, policies and actions are evaluated to determine whether the General Plan 2045 would conflict or obstruct State and Town plans.

Implementation of the General Plan 2045 would not conflict with or obstruct applicable state or local plans related to renewable energy or energy efficiency. The General Plan 2045 is required to be consistent with statewide energy conservation and renewable energy policies, including the California Energy Commission's Building Energy Efficiency Standards (Title 24, Part 6), CALGreen, and the greenhouse gas reduction and vehicle efficiency programs administered by the California Air Resources Board and the San Anselmo Climate Action Plan 2030. Future development facilitated by the General Plan 2045 would be required to comply with these mandatory standards, which are designed to reduce energy consumption and increase the use of renewable energy over time.

The General Plan 2045 supports land use patterns that are consistent with energy efficiency objectives, such as compact development, infill growth, and mixed use land uses, which reduce building energy demand and vehicle miles traveled. These policies are consistent with state energy efficiency goals and do not interfere with the implementation of state or regional renewable energy programs.

In addition, the General Plan 2045 does not include policies or land use designations that would prohibit or unduly restrict the installation of renewable energy systems, such as rooftop solar photovoltaic systems, solar thermal systems, battery storage, or electric vehicle charging infrastructure. To the extent the General Plan 2045 includes policies encouraging energy efficient building design, electrification, and renewable energy integration, it would further support, rather than obstruct, implementation of applicable energy plans.

At the local level, the General Plan 2045 would be consistent with the adopted Climate Action Plan 2030 by reinforcing energy conservation strategies and supporting renewable energy deployment consistent with community goals. Therefore, the General Plan 2045 would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts related to this criterion would be **less than significant**.

TABLE 3.6-2: CONSISTENCY OF THE GENERAL PLAN 2045 WITH STATE AND TOWN PLANS

STATE REQUIREMENTS		
CALIFORNIA BUILDING ENERGY EFFICIENCY STANDARDS (TITLE 24, PART 6)		Municipal Code Chapter 19 Green Building Requirements requires the Town to meet or exceed the CALGreen requirements. The General Plan 2045 policies and actions support the energy efficiency and renewable energy goals of CALGreen.
CALIFORNIA BUILDING ENERGY EFFICIENCY STANDARDS (TITLE 24, PART 11 CALGREEN)		Municipal Code Chapter 19 Green Building Requirements requires the Town to meet or exceed the CALGreen requirements. The General Plan 2045 policies and actions support the energy efficiency and renewable energy goals of CALGreen.
CLIMATE ACTION PLAN 2030 MEASURES		*GENERAL PLAN 2045 POLICIES AND ACTIONS*
Transportation	T-1 Zero Emission Vehicles	Policy C-A.5: Emerging Transportation Technologies Policy SU-E.1: Low Carbon Transportation. Action SU-C.2.d: Zero-Emission Infrastructure.
	T-2 Bicycling	Action C-A.1.a: Complete Streets Design Features. Action C-A.1.b: Human-Scale Amenities Action C-B.2.a: Progress Evolution of The Hub. Policy C-C.1: Bicycle and Pedestrian Master Plan. Policy C-C.3: Bicycle Network.
	T-3 Walking	Policy C-A.1: Complete Streets. Policy C-A.3: Reduction of Vehicle Miles Traveled (VMT). Policy C-C.2: Pedestrian Safety and Access
	T-4 Safe Routes to School	Policy C-A.1: Complete Streets. Policy C-C.2: Pedestrian Safety and Access Policy C-C.3: Bicycle Network.
	T-5 Public Transit	Policy C-A.1: Complete Streets. Policy C-A.3: Reduction of Vehicle Miles Traveled (VMT). Policy C-B.2: Roadway Traffic Circulation. Policy C-C.4: Bicycle Parking. Action SU-E.1.c: Clean Transit.
	T-6 Employee Trip Reduction	Policy C-A.3: Reduction of Vehicle Miles Traveled (VMT) Policy C-A.4: VMT in Transportation Impact Evaluations. Action C-B.6.a: Traffic Impact Studies
	T-7 Parking Requirements	Action SU-E.1.a: Zero Emission Vehicles.

		Policy C-C.4: Bicycle Parking. Action OSC-B.9.b: Particulate Emissions.
	T-8 Traffic System Management and Vehicle Idling	Action OSC-B.9.d: Idling Prevention for vehicles to reduce emissions Policy C-B.2: Roadway Traffic Circulation Policy C-B.6: Traffic Level of Service.
	T-9 Smart Growth Development	Action OSC-B.9.c: Air Quality Impacts of New Development. Policy SU-A.1: Community Outreach and Education
	T-10 Electric Landscape Equipment	Action SU-C.2.e: Landscaping Equipment.
	T-11 Zero and Low Emission Town Vehicles	Policy C-A.5: Emerging Transportation Technologies Policy SU-E.1: Low Carbon Transportation. Action SU-C.2.d: Zero-Emission Infrastructure.
	T-12 Low Carbon Fuels	Policy C-A.5: Emerging Transportation Technologies Policy SU-E.1: Low Carbon Transportation. Action SU-C.2.d: Zero-Emission Infrastructure.
	T-13 Town Employee Commute	Policy C-A.3: Reduction of Vehicle Miles Traveled (VMT) Policy C-A.4: VMT in Transportation Impact Evaluations. Action C-B.6.a: Traffic Impact Studies
	T-14 Municipal Electric Landscape Equipment	Action SU-C.2.e: Landscaping Equipment.
Residential and Commercial Energy Use	E-1 Energy Efficiency Programs E-2 Energy Audits E-3 Cool Pavement and Roofs E-4 Green Building Reach Code E-5 Streamline Permit Process and Provide Technical Assistance R-1 Renewable Energy Generation R-2 GHG-Free Electricity R-3 Building and Appliance Electrification R-4 Innovative Technologies R-5 Solar Energy Systems – Town Operations R-6 Deep Green Electricity – Town Operations	Policy SU-B.5: Sustainable Land Uses. Policy SU-C.2: Renewable Energy and Electrification Action SU-C.2.a: Building and Appliance Electrification. Action SU-C.2.b: Building Permitting for Electrification Action SU-C.2.d: Zero-Emission Infrastructure. Policy SU-C.3: Building Energy Efficiency.
Waste	W-1 Commercial Organic Waste W-2 Residential Organic Waste W-3 C&D and Self-Haul Waste W-4 Mandatory Waste Diversion W-5 Waste Processing Infrastructure	Policy SU-B.1: Waste Diversion Targets. Policy SU-B.3: Municipal Waste Reduction Policy SU-B.4: Local Food System Policy SU-B.3: Municipal Waste Reduction. Action SU-A.1.f: Plastic Waste Education.

	W-6 Extended Producer Responsibility W-7 Inorganic Waste W-8 Waste from Public Facilities W-9 Waste from Town Operations	
Water and wastewater	C-1 Community Water Use C-2 Municipal Water Use	Action SU-C.2.b: Building Permitting for Electrification. Policy SU-B.4: Local Food System.
Off-road vehicles and equipment		Action OSC-B.9.a: Clean Air Plan. Action OSC-B.9.b: Particulate Emissions Action OSC-B.9.d: Idling Prevention.

SOURCES: SAN ANSELMO GENERAL PLAN 2045, SAN ANSELMO CLIMATE ACTION PLAN 2030

As shown in Table 3.7-8, the General Plan 2045 has energy policies and actions that are consistent with energy goals and requirements for State and Town plans. Therefore, implementation of the General Plan 2045 would be consistent with State and Town energy plans and this impact is considered **less than significant**.

Impact 3.6-3: General Plan implementation, in combination with cumulative development, would not result in the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a state or local plan for renewable energy or energy efficiency (Less than Significant)

The cumulative context for this energy analysis is Marin County, and focuses on how growth in the county would affect energy demand.

Plan Bay Area 2050+ aims to improve transportation, housing, the economy and the environment across the Bay Area by 2050. This long-range regional plan is a joint effort by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) to guide growth and investment across the region's nine counties and 101 cities and towns. The plan identifies ways for the Bay Area at large to be more affordable, connected, diverse, healthy and vibrant for all by 2050. In Marin County, 12 transportation strategies work together to make it easier, safer and more reliable for residents to get where they need to go, whether by transit, car or active modes like walking, biking and rolling. These strategies, when used in combination with each other, guide sustainable transportation and growth in the county.

For example, Transportation Strategy T1 seeks to transition transit vehicles to zero emission transit vehicles, thereby reducing energy consumption. Transportation Strategy T12 seeks to better connect communities by strategically expanding transit services to new markets and previously unserved or underserved areas, thereby reducing single passenger vehicle trips and reducing VMT. Environment Strategy EN3 would provide financial support to reduce barriers to the conversion of Bay Area buildings to electric, energy efficient, and water efficient properties. Environment Strategies EN7, EN8, and EN9 would reduce climate emissions by expanding commuter benefits programs, funding incentives and disincentives to shift auto commuters to other means of transportation, expand investments in clean vehicles including new and expanded infrastructure, and encourage employees to carpool.

Further, the Marin County Climate Action Plan sets forth goals, policies, and actions to provide renewable energy to utility customers; install solar PV to serve municipal energy needs; incentivize the replacement of natural gas appliances with efficient electric units, including water heaters, furnaces, ranges, and cooktops; replacing municipal lighting with energy efficient LED fixtures; upgrading mechanical and ventilation equipment with high efficiency units; and adopted a model green building ordinance that encourages all-electric homes and commercial buildings and requires new buildings using natural gas to exceed State energy efficiency requirements. All of these measures would reduce energy consumption across the county, and would prevent the wasteful, inefficient, or unnecessary consumption of energy resources. The existing plans in place, including the Marin County CAP and the Plan Bay Area 2050+ would ensure that energy efficiency continues. Therefore, the cumulative impact on energy resources would be **less than significant**.

This section provides a background discussion of the seismic and geologic hazards found in the Town and the regional vicinity. This section is organized with an environmental setting, regulatory setting, and impact analysis.

No comments on this environmental topic were received during the NOP comment period (Appendix A).

3.7.1. ENVIRONMENTAL SETTING

REGIONAL GEOLOGY

The Planning Area lies within the Coast Range Geomorphic Provinces. The Coast Range is a series of parallel mountain ranges (ranging from 2,000 to 4,000 in elevation above sea level, but occasionally reaching 6,000 feet elevation) that runs along the Pacific Ocean coastline. The Coast Range is characterized by a landscape of forests, valleys, and coastal cliffs. The ranges and valleys trend northwest, subparallel to the San Andreas Fault. Strata dip beneath alluvium of the Great Valley. The coastline is uplifted, terraced, and wave-cut. The Coast Range is composed of thick Mesozoic and Cenozoic sedimentary strata. The northern and southern ranges are separated by a depression containing the San Francisco Bay. The northern Coast Ranges are dominated by irregular, knobby, landslide-topography of the Franciscan Complex. The eastern border is characterized by strike-ridges and valleys in Upper Mesozoic strata. In several areas, Franciscan rocks are overlain by volcanic cones and flows of the Quien Sabe, Sonoma, and Clear Lake volcanic fields. The Coast Ranges are subparallel to the active San Andreas Fault. The San Andreas Fault is more than 600 miles long, extending from Point Arena to the Gulf of California. West of the San Andreas Fault is the Salinian Block, a granitic core extending from the southern extremity of the Coast Ranges to north of the Farallon Islands.

LOCAL SETTING

TOPOGRAPHY

San Anselmo has an average elevation of approximately 194 feet above sea level. This elevation varies across different parts of the town due to its hilly terrain. San Anselmo does not have formally designated topographic zones. However, the town does exhibit varying topography due to its location in Marin County, which is known for its hills, valleys, and creeks.

SOILS

A Custom Soil Survey was completed for the Planning Area using the U.S. Natural Resources Conservation Service (NRCS) Web Soil Survey program. The NRCS Soils Map is provided in Figure 3.7-1. Table 3.7-1, below, identifies the type and range of soils found in the Planning Area. A brief description of prominent soils within the Planning Area follows the table.

TABLE 3.7-1: PLANNING AREA SOILS

NAME	TOWN OF SAN ANSELMO	SOI AREA WITHIN THE PLANNING AREA	TOTAL PLANNING AREA (ACRES)	TOTAL PLANNING AREA (PERCENT)
Los Osos-Bonnydoon complex, 30-50% slopes	--	136	136	3.8%
Saurin-Bonnydoon complex, 30-50% slopes	15	34	50	1.4%
Saurin-Bonnydoon complex, 50-75% slopes	--	70	70	2.0%
Saurin-Urban land-Bonnydoon complex, 30-50% slopes	104	--	104	2.9%
Tocaloma-McMullin complex, 50-75% slopes	135	269	405	11.4%
Tocaloma-McMullin-Urban land complex, 30-50% slopes	309	--	309	8.7%
Tocaloma-Saurin association, extremely steep	346	920	1,266	35.7%
Xerorthents-Urban land complex, 0-9% slopes	796	409	1,205	34.0%
Total[1]	1,706	1,839	3,545	100.0%

NOTE: 1. TOTALS MAY NOT SUM TO 100% DUE TO ROUNDING.

SOURCE: NRCS CUSTOM SOIL SURVEY 2024.

The **Los Osos** series consists of moderately deep, well drained soils that formed in material weathered from sandstone and shale. Runoff is considered very high and permeability is slow. This soil is primarily located at the northwestern portions of the San Anselmo Planning Area in the SOI.

The **Bonnydoon** series consists of shallow, somewhat excessively drained soils that formed in material weathered from sandstone and shale. Runoff is considered medium to very rapid and permeability is moderate. This soil is primarily located at the northwestern portions of the San Anselmo Planning Area.

The **Saurin** series consists of moderately deep, well drained soils that formed in material weathered from sandstone and shale. Runoff is slow to very rapid, and permeability is moderate. This soil is primarily located at the western and eastern portions of the San Anselmo Planning Area where there are steep slopes of 30% or more.

The **McMullin** series consists of shallow, well and somewhat excessively drained soils that formed in material weathered from shale, sandstone, basic igneous, and metamorphic rocks. Runoff is considered medium to very rapid and permeability is moderate. This soil is primarily located at the northern and southern portions of San Anselmo.

The **Tocaloma** series consists of moderately deep, well drained soils that formed in material weathered from sandstone and shale. Runoff is slow to very rapid and permeability is moderately

rapid. This soil is found in most areas of the San Anselmo Planning Area and nearly half of the area within the town limits.

The **Xerorthents** series consists of shallow, excessively drained soils that form in material derived from sedimentary rock, volcanic deposits, or alluvial sediments. Runoff is considered rapid due to steep slopes and minimal vegetation, and permeability varies from slow to moderate. This soil comprises 47% of the land area within the town limits and is primarily located at the central portions of San Anselmo.

FAULTS

A fault is a fracture in the crust of the earth along which rocks on one side have moved relative to those on the other side. A fault trace is the line on the earth's surface defining the fault. Displacement of the earth's crust along faults releases energy in the form of earthquakes and in some cases in fault creep. Most faults are the result of repeated displacements over a long period of time.

Surface rupture occurs when movement on a fault deep within the earth breaks through to the surface. Surface ruptures have been known to extend up to 50 miles with displacements of an inch to 20 feet. Fault rupture almost always follows preexisting faults, which are zones of weakness. Rupture may occur suddenly during an earthquake or slowly in the form of fault creep. Sudden displacements are more damaging to structures because they are accompanied by shaking.

The state designates faults as active, potentially active, and inactive depending on how recent the movement that can be substantiated for a fault. Table 3.7-2 presents the California fault activity rating system.

TABLE 3.7-2: FAULT ACTIVITY RATING

FAULT ACTIVITY RATING	*GEOLOGIC PERIOD OF LAST RUPTURE*	*TIME INTERVAL (YEARS)*
Active (A)	Holocene	Within last 11,000 years
Potentially Active (PA)	Quaternary	11,000-1.6 Million Years
Inactive (I)	Pre-Quaternary	Greater than 1.6 Million

SOURCE: CALIFORNIA GEOLOGICAL SURVEY, 2010.

U.S. Geological Survey data was used to identify potential earthquake fault lines within the vicinity of the Planning Area. The closest faults and fault zones include the San Andreas Fault Zone located approximately 8 miles to the west of the Planning Area, Hayward Fault Zone located approximately 10 miles east of the Planning Area, and the Rodgers Creek Fault located approximately 18 miles north of the Planning Area. Figure 3.7-2 provides a map of known area faults and fault zones. The San Andreas Fault Zone is located in Marin County, the Hayward Fault Zone extends through Alameda and Contra Costa Counties, and the Rodgers Creek Fault runs through Sonoma County.

SEISMICITY

The amount of energy available to a fault is determined by considering the slip-rate of the fault, its area (fault length multiplied by down-dip width), maximum magnitude, and the rigidity of the

displaced rocks. These factors are combined to calculate the moment (energy) release on a fault. The total seismic energy release for a fault source is sometimes partitioned between two different recurrence models, the characteristic and truncated Gutenberg-Richter (G-R) magnitude-frequency distributions. These models incorporate our knowledge of the range of magnitudes and relative frequency of different magnitudes for a particular fault.

Earthquakes are generally expressed in terms of intensity and magnitude. Intensity is based on the observed effects of ground shaking on people, buildings, and natural features. By comparison, magnitude is based on the amplitude of the earthquake waves recorded on instruments, which have a common calibration. The Richter scale, a logarithmic scale ranging from 0.1 to 9.0, with 9.0 being the strongest, measures the magnitude of an earthquake relative to ground shaking. Table 3.7-3 provides a description and comparison of intensity and magnitude.

TABLE 3.7-3: RICHTER MAGNITUDES AND EFFECTS

MAGNITUDE	*EFFECTS*
< 3.5	Typically not felt
3.5 – 5.4	Often felt but damage is rare
5.5 – < 6	Damage is slight for well-built buildings
6.1 – 6.9	Destructive potential over ±60 miles of occupied area
7.0 – 7.9	"Major Earthquake" with the ability to cause damage over larger areas
≥ 8	"Great Earthquake" can cause damage over several hundred miles

SOURCE: UNITED STATES GEOLOGICAL SURVEY, 1997.

In 2014, the United States Geological Survey updated the 30-year earthquake forecast for California, which concluded that there is a 72% probability of at least one earthquake of magnitude 6.7 or greater striking somewhere in the San Francisco Bay region before 2043. The 72% probability of a magnitude 6.7 or greater earthquake includes the well-known major plate-boundary faults, lesser-known faults, and unknown faults. As shown in Table 3.7-4, an earthquake at this magnitude is capable of causing widespread damage to over ±60 miles of occupied area.

TABLE 3.7-4: MODIFIED MERCALLI INTENSITY SCALE FOR EARTHQUAKES

RICHTER MAGNITUDE	*MODIFIED MERCALLI*	*EFFECTS OF INTENSITY*
0.1 – 0.9	I	Earthquake shaking not felt
1.0 – 2.9	II	Shaking felt by those at rest.
3.0 – 3.9	III	Felt by most people indoors, some can estimate duration of shaking.
4.0 – 4.5	IV	Felt by most people indoors. Hanging objects rattle, wooden walls and frames creak.
4.6 – 4.9	V	Felt by everyone indoors, many can estimate duration of shaking. Standing autos rock. Crockery clashes, dishes rattle and glasses clink. Doors open, close and swing.
5.0 – 5.5	VI	Felt by all who estimate duration of shaking. Sleepers awaken, liquids spill, objects are displaced, and weak materials crack.
5.6 – 6.4	VII	People frightened and walls unsteady. Pictures and books thrown, dishes and glass are broken. Weak chimneys break. Plaster, loose bricks and parapets fall.

RICHTER MAGNITUDE	*MODIFIED MERCALLI*	*EFFECTS OF INTENSITY*
6.5 – 6.9	VIII	Difficult to stand. Waves on ponds, cohesionless soils slump. Stucco and masonry walls fall. Chimneys, stacks, towers, and elevated tanks twist and fall.
7.0 – 7.4	IX	General fright as people are thrown down, hard to drive. Trees broken, damage to foundations and frames. Reservoirs damaged, underground pipes broken.
7.5 – 7.9	X	General panic. Ground cracks, masonry and frame buildings destroyed. Bridges destroyed and railroads bent slightly. Dams, dikes and embankments damaged.
8.0 – 8.4	XI	Large landslides, water thrown, general destruction of buildings. Pipelines destroyed and railroads bent.
8.5 +	XII	Total nearby damage, rock masses displaced. Lines of sight/level distorted. Objects thrown into air.

SOURCE: UNITED STATES GEOLOGICAL SURVEY, 1997.

The Significant United States Earthquake data published by the USGS in the National Atlas identifies earthquakes that caused deaths, property damage, and geologic effects or were felt by populations near the epicenter. No significant earthquakes are identified within the Planning Area; however, significant earthquakes are documented in the region. The following table presents the significant earthquakes in the region.

TABLE 3.7-5: SIGNIFICANT EARTHQUAKES IN THE REGION

MAGNITUDE	*INTENSITY*	*LOCATION*	*YEAR*
3.4	N/A	15 mi NE of Morgan Hill	2024
4.1	IV	9 miles southeast of Alum Rock	2017
4.0	IV	Piedmont	2015
4.1	IV	6 miles east of Yountville	2015
4.0	IV	2 miles north of Fremont	2015
6.0	VIII	South Napa	2014
5.6	VI	San Jose	2007
5.0	VII	Napa	2000
6.9	IX	Loma Prieta (San Andreas)	1989
5.4	N/A	Santa Cruz County	1989
6.2	N/A	Morgan Hill	1984
5.8, 5.8	VII	Livermore	1980
5.7	N/A	Coyote Lake	1979
5.7, 5.6	N/A	Santa Rosa	1969
5.3, 4.2	N/A	Daly City	1957
5.4	N/A	Concord	1954
6.5	N/A	Calaveras fault	1911
7.9	IX	San Francisco	1906
6.8	N/A	Mendocino	1898
6.2	N/A	Mare Island	1898
6.3	N/A	Calaveras fault	1893

MAGNITUDE	INTENSITY	LOCATION	YEAR
6.2	VIII	Winters	1892
6.4	N/A	Vacaville	1892
6.8	VII	Hayward	1868
6.5	VIII	Santa Cruz Mountains	1865
6.8	N/A	San Francisco Peninsula	1838

SOURCE: UNITED STATES GEOLOGICAL SURVEY, 2019. CALTECH 2024.

ALQUIST-PRIOLO EARTHQUAKE FAULT ZONE

The California legislature passed the Alquist-Priolo Special Studies Zone Act in 1972 (the law was renamed the Alquist-Priolo Earthquake Fault Zoning Act in 1994) to address seismic hazards associated with faults and to establish criteria for developments for areas with identified seismic hazard zones. The California Geologic Survey (CGS) evaluates faults with available geologic and seismologic data and determines if a fault should be zoned as active, potentially active, or inactive. If CGS determines a fault to be active, then it is typically incorporated into a Special Studies Zone in accordance with the Alquist-Priolo Earthquake Fault Zone Act. Alquist-Priolo Earthquake Fault Zones are usually one-quarter mile or less in width, require site-specific evaluation of fault location, and require a structure setback if the fault is found traversing a project site. The Planning Area is not within an Alquist-Priolo Earthquake Fault Zone. The closest Alquist-Priolo Earthquake Fault Zones include the San Andreas Fault Zone located approximately eight miles to the west of the Planning Area, Hayward Fault Zone located approximately 10 miles east of the Planning Area, and the Rodgers Creek Fault located approximately 18 miles north of the Planning Area. Figure 3.7-2 provides a map of known area faults, fault zones, and Alquist-Priolo Earthquake Fault Zones.

SEISMIC HAZARDS

Seismic Ground Shaking

The potential for seismic ground shaking in California is expected. As a result of the foreseeable seismicity in California, the State requires special design considerations for all structural improvements in accordance with the seismic design provisions in the California Building Code. These seismic design provisions require enhanced structural integrity based on several risk parameters.

Fault Rupture

A fault rupture occurs when the surface of the earth breaks as a result of an earthquake, although this does not happen with all earthquakes. These ruptures generally occur in a weak area of an existing fault. Ruptures can be sudden (i.e., earthquake) or slow (i.e., fault creep). The Alquist-Priolo Fault Zoning Act requires active earthquake fault zones to be mapped, and it provides special development considerations within these zones. San Anselmo does not have surface expression of active faults, and fault rupture is not anticipated. Figure 3.7-2 shows regional faults in relation to the Town.

Liquefaction

Liquefaction typically requires a significant sudden decrease of shearing resistance in cohesionless soils and a sudden increase in water pressure, which is typically associated with an earthquake of high magnitude. The potential for liquefaction is highest when groundwater levels are high, and loose, fine, sandy soils occur at depths of less than 50 feet. Figure 3.7-3 provides a map of the liquefaction potential of the soils within the Planning Area and general vicinity. As shown in the figure, areas along major transportation corridors, streambanks, and valley floors near creeks in San Anselmo, including the downtown, areas surrounding Center Boulevard, the Brookside neighborhood, and Sleepy Hollow, could be subject to liquefaction during or after an earthquake.

Lateral Spreading

Lateral spreading typically results when ground shaking moves soil toward an area where the soil integrity is weak or unsupported, and it typically occurs on the surface of a slope, although it does not occur strictly on steep slopes. Oftentimes, lateral spreading is directly associated with areas of liquefaction. The potential for liquefaction exists in the flat and creek-adjacent areas of town, including the downtown, areas surrounding Center Boulevard, the Brookside neighborhood, and Sleepy Hollow; lateral spreading of soils may occur in these areas of the Planning Area.

Landslides

Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. Common causes of landslides include heavy rainfall events and construction activity that is associated with road building (i.e., cut and fill).

The potential for landslides is indexed by the California Geological Survey and considers past landslide inventory, geology, rock strength, and slope. Using that information, the CGS classifies landslide susceptibility on a scale of 0 (low) to 10 (high). The data reflects the generalization that landslide susceptibility on very low slopes is low even in weak materials, and landslide susceptibility increases with slope and in weak rocks. The landslide susceptibility matrix for the Planning Area, based on rock strength and slope steepness in degrees, is described in Table 3.7-6. There are eight landslide susceptibility classes in the Planning Area, including 0, 3, 5, 6, 7, 8, 9, 10, as shown on Figure 3.7-4. Areas with highest landslide susceptibility (classes 9 and 10) are located on the hillside areas of the Planning Area, particularly on the slopes of high elevations. The areas with moderate to high susceptibility to landslides are primarily located within the hillside regions of the Planning Area. Areas not vulnerable to landslide are located on the more developed areas of the Planning Area.

TABLE 3.7-6: LANDSLIDE SUSCEPTIBILITY CLASSES

SLOPES CLASS (SLOPE STEEPNESS IN DEGREES)	*ROCK STRENGTH*		
	1	*2*	*3*
1 (< 3)	*0*	*0*	*0*
2 (3 - 5)	*0*	*V*	*VII*
3 (5 - 10)	*0*	*V*	*VII*
4 (10 - 15)	*III*	*VIII*	*IX*
5 (15 - 20)	*VI*	*IX*	*X*
6 (20 - 30)	*VII*	*IX*	*X*
7 (30 - 40)	*VIII*	*IX*	*X*
8 (> 40)	*VIII*	*IX*	*X*

SOURCE: CALIFORNIA GEOLOGICAL SURVEY MAP SHEET 58, 2011.

Intense winter atmospheric rivers can contribute to landslide events in San Anselmo due to the area's steep hillsides. Significant geological failures have historically disrupted infrastructure and threatened residential areas, highlighted by a major February 2019 landslide that destroyed an 85-foot section of Summit Road, severed a sewer main, and sent debris onto Francis Avenue below.[1] Similar slope instabilities have repeatedly plagued Scenic Avenue, where mudslides in 2008 and 2011 forced road closures, endangered downhill properties, and required emergency shoring with k-rails. Additionally, infrastructure along Sir Francis Drake Boulevard suffered a 50-foot embankment failure during the 2019 storms, reinforcing regional geological assessments that classify San Anselmo's surrounding hills as high-hazard zones frequently compounded by the town's history of severe creek flooding.

NON-SEISMIC HAZARDS

Expansive Soils

Expansive soils can undergo significant volume change with changes in moisture content. They shrink and harden when dried and expand and soften when wet. If structures are underlain by expansive soils, it is important that foundation systems be capable of tolerating or resisting any potentially damaging soil movements. In addition, it is important to limit moisture changes in the surficial soils by using positive drainage away from buildings as well as limiting landscaping watering.

According to the NRCS Web Soil Survey, the soils in the Planning Area vary from a low shrink-swell potential to a moderate shrink-swell potential as shown in Figure 3.7-5. No areas within the Planning Area have a high expansive soil potential. The neighborhood north of Red Hill Avenue has a moderate expansive soil potential.

Erosion

Erosion naturally occurs on the surface of the earth as surface materials (i.e., rock, soil, debris, etc.) are loosened, dissolved, or worn away, and transported from one place to another by gravity. Two

[1] Rodriguez, Adrian (2019). "San Anselmo declares local state of emergency after storms." *Marin Independent Journal*, March 1.

common types of soil erosion include wind erosion and water erosion. The steepness of a slope is an important factor that affects soil erosion. Erosion potential in soils is influenced primarily by loose soil texture and steep slopes. Loose soils can be eroded by water or wind forces, whereas soils with high clay content are generally susceptible only to water erosion. The potential for erosion generally increases as a result of human activity, primarily through the development of facilities and impervious surfaces and the removal of vegetative cover.

The *Custom Soils Report* identified the erosion potential for the soils in the Planning Area. Erosion factor K indicates the susceptibility of a soil to sheet and rill erosion by water. Factor K is one of six factors used in the Universal Soil Loss Equation (USLE) and the Revised Universal Soil Loss Equation (RUSLE) to predict the average annual rate of soil loss by sheet and rill erosion in tons per acre per year. The estimates are based primarily on percentage of silt, sand, and organic matter and on soil structure and saturated hydraulic conductivity (Ksat). Values of K range from 0.02 to 0.69. Other factors being equal, the higher the value, the more susceptible the soil is to sheet and rill erosion by water. Within the Planning Area, the K factor varies from 0.28 to 0.32, which is considered a low to moderate potential for erosion. The wind erosion potential ranges from moderate-to-high during the spring, summer, and fall, however this potential for wind erosion diminishes during the winter.

Collapsible Soils

Collapsible soils undergo a rearrangement of their grains and a loss of cementation, resulting in substantial and rapid settlement under relatively low loads. Collapsible soils occur predominantly at the base of mountain ranges, where Holocene-age alluvial fan and wash sediments have been deposited during rapid run-off events. Soils prone to collapse are commonly associated with manmade fill, wind-laid sands and silts, and alluvial fan and mudflow sediments deposited during flash floods. During an earthquake, even slight settlement of fill materials can lead to a differentially settled structure and significant repair costs. Differential settlement of structures typically occurs when heavily irrigated landscape areas are near a building foundation. Examples of common problems associated with collapsible soils include tilting floors, cracking or separation in structures, sagging floors, and nonfunctional windows and doors. Collapsible soils have not been identified in the Planning Area as an issue. However, in areas subject to potential liquefaction, the potential for liquefaction-induced settlement is present.

Subsidence

Land subsidence is the gradual settling or sinking of an area with little or no horizontal motion due to changes taking place underground. It is a natural process, although it can also occur (and is greatly accelerated) as a result of human activities. Common causes of land subsidence from human activity include: pumping water, oil, and gas from underground reservoirs; dissolution of limestone aquifers (sinkholes); collapse of underground mines; drainage of organic soils; and initial wetting of dry soils. Subsidence has not been identified as an issue in the Planning Area.

Naturally Occurring Asbestos

The term “asbestos” is used to describe a variety of fibrous minerals that, when airborne, can result in serious human health effects. Naturally occurring asbestos is commonly associated with

ultramafic rocks and serpentinite. Ultramafic rocks, such as dunite, peridotite, and pyroxenite are igneous rocks comprised largely of iron-magnesium minerals. As they are intrusive in nature, these rocks often undergo metamorphosis, prior to their being exposed on the Earth's surface. The metamorphic rock serpentinite is a common product of the alteration process.

There are several potential issues related to public health and safety concerning serpentinite. Most prominent are slope stability and the natural presence of asbestos and several potentially toxic elements in the rock. Because of its sheared and fractured character and its ability to retain water, serpentinite is highly susceptible to landslides, particularly along roads. Mountainous areas with high precipitation are most vulnerable. Although irregularly distributed in serpentinite, asbestos, dominantly in the form of chrysotile, is a known carcinogen in humans. Tremolite asbestos and actinolite asbestos are also known in some bodies of serpentinite. If undisturbed, these minerals are generally not harmful, but if continually disturbed by dust-generating conditions and activities, such as windstorms, excavation, or by vehicles traveling over serpentinite-covered roads, prolonged exposure may produce disease in some people. Finally, the presence of elevated amounts of several metals in serpentinite can be detrimental to human health. These metals include chromium, nickel, cobalt, and, in some bodies of altered serpentinite, mercury.[2] Serpentine soils, which may include naturally occurring asbestos, are present within portions of the Town of San Anselmo and Marin County.

Paleontological Resources

Among the natural resources deserving conservation and preservation are the often-unseen records of past life buried in the sediments and rocks below the pavement, buildings, soils, and vegetation which now cover most of the area. These records – fossils and their geologic context – undoubtedly exist below the surface in areas in and near San Anselmo, and span millions of years in age of origin. Fossils constitute a non-renewable resource; once lost or destroyed, the exact information they contained can never be reproduced.

Paleontology is the science that attempts to unravel the meaning of these fossils in terms of the organisms they represent, the ages and geographic distribution of those organisms, how they interacted in ancient ecosystems and responded to past climatic changes, and the changes through time of all of these aspects.

The sensitivity of a given area or body of sediment with respect to paleontological resources is a function of both the potential for the existence of fossils and the predicted significance of any fossils which may be found there. The primary consideration in the determination of paleontological sensitivity of a given area, body of sediment, or rock formation is its potential to include fossils. Information that can contribute to assessment of this potential includes: 1) direct observation of fossils within the project area; 2) the existence of known fossil localities or documented absence of fossils in the same geologic unit (e.g., "Formation" or one of its subunits); 3) descriptive nature of sedimentary deposits (such as size of included particles or clasts, color, and bedding type) in the area of interest compared with those of similar deposits known elsewhere to favor or disfavor inclusion of fossils; and 4) interpretation of sediment details and known geologic history of the

[2] Higgins, C.T., 2022, CGS NOTE 57 Serpentinite and Serpentine in California, California Geological Survey.

sedimentary body of interest in terms of the ancient environments in which they were deposited, followed by assessment of the favorability of those environments for the preservation of fossils.

The most general paleontological information can be obtained from geologic maps, but geologic cross sections (slices of the layer cake to view the third dimension) must be reviewed for each area in question. These usually accompany geologic maps or technical reports. Once it can be determined which formations may be present in the subsurface, the question of paleontological resources must be addressed. Even though a formation is known to contain fossils, they are not usually distributed uniformly throughout the many square miles the formation may cover. If the fossils were part of a bay environment when they died, perhaps a scattered layer of shells will be preserved over large areas. If on the other hand, a whale died in this bay, you might expect to find fossil whalebone only in one small area of less than a few hundred square feet. Other resources to be considered in the determination of paleontological potential are regional geologic reports, site records on file with paleontological repositories, and site-specific field surveys.

Paleontologists consider all vertebrate fossils to be of significance. Fossils of other types are considered significant if they represent a new record, a new species, the oldest occurring species, the most complete specimen of its kind, a rare species worldwide, or a species helpful in the dating of formations. However, even a previously designated low potential site may yield significant fossils.

Marin County's geological history spans millions of years, influenced by tectonic activities, sea level changes, and sedimentary deposition. Fossils found in the region range from marine organisms to terrestrial mammals. The county contains a rich fossil record dating back to the Miocene epoch (about 23 to 5 million years ago) and includes marine fossils such as mollusks, sharks, and marine mammals. Terrestrial fossils of mammals and plants from the Pleistocene epoch (2.6 million to 11,700 years ago) are also found.

The University of California Museum of Paleontology (UCMP) Locality Search is an online database tool that allows users to search for specific fossil localities worldwide that are curated and documented by the museum. The USMP Locality Search database includes information such as geographical location, stratigraphic information, and taxonomic information. According to UCMP Locality Search, two fossil sites were found in the San Rafael quadrangle, an approximately 59-square mile area which encompasses the area around San Rafael, including San Anselmo and its surrounding regions in Marin County: an invertebrate from the Mesozoic era and estimated Triassic period and an invertebrate from the Cenozoic era, Quaternary period, and recent epoch.

3.7.2. REGULATORY SETTING

FEDERAL

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 (42 USC, 7701 et seq.) requires the establishment and maintenance of an earthquake hazards reduction program by the federal government. Under the National Earthquake Hazards Reduction Program (NEHRP), four federal agencies have responsibility for long-term earthquake risk reduction: the USGS, the National Science Foundation

(NSF), the Federal Emergency Management Agency (FEMA), and the National Institute of Standards and Technology (NIST). NEHRP's mission includes improved understanding, characterization, and prediction of hazards and vulnerability; improvements of building codes and land use practices; risk reduction through post- earthquake investigation and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results.

Executive Order 12699

Signed in January 1990, Presidential Executive Order 12699 implements provisions of the Earthquake Hazards Reduction Act for "federal, federally assisted or federally regulated new building construction" and requires the development and implementation of seismic safety programs by Federal agencies.

International Building Code (IBC)

The purpose of the International Building Code (IBC) is to provide minimum standards to preserve the public peace, health, and safety by regulating the design, construction, quality of materials, certain equipment, location, grading, use, occupancy, and maintenance of all buildings and structures. IBC standards address foundation design, shear wall strength, and other structurally related conditions.

STATE

California Building Standards Code

CCR Title 24, known as the California Building Standards Code (CBSC) or simply "Title 24," contains the regulations that govern the construction of buildings in California. The CBSC includes 12 parts: California Building Standards Administrative Code, California Building Code (CBC), California Residential Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Energy Code, California Historical Building Code, California Fire Code, California Existing Building Code, California Green Building Standards Code (CALGreen Code), and the California Reference Standards Code. Through the CBSC, the state provides a minimum standard for building design and construction. The CBSC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities, including drainage and erosion control.

CBC Title 24, Part 2, Chapter 16 addresses structural design, Chapter 17 addresses structural tests and special inspections, and Chapter 18 addresses soils and foundations. Section 1610 provides structural design standards for foundation walls and retaining walls to ensure resistance to lateral soil loads. Section 1613 provides structural design standards for earthquake loads. Section 1704.7 requires special inspections for existing site soil conditions, fill placement and load-bearing requirements during the construction as specified in Table 1704.7 of this section. Sections 1704.8 through 1704.16 provide inspection and testing requirements for various foundation types, and construction material types. Section 1803.1.1.1 requires each city and county enact an ordinance which requires a preliminary soil report and that the report be based upon adequate test borings or

excavations, of every subdivision, where a tentative and final map is required pursuant to Section 66426 of the Government Code. Section 1803.5.3 defines expansive soils and specifies that in areas likely to have expansive soil, the building official shall require soil tests to determine where such soils do exist. Section 1803.5.4 specifies that a subsurface soil investigation must be performed to determine whether the existing ground-water table is above or within 5 feet (1524 mm) below the elevation of the lowest floor level where such floor is located below the finished ground level adjacent to the foundation. Section 1803.5.8 provides specific standards where shallow foundations will bear on compacted fill material more than 12 inches (305 mm) in depth. Sections 1803.5.11 and 1803.5.12 provide requirements for geotechnical investigations for structures assigned varying Seismic Design Categories in accordance with Section 1613. Section 1804 provides standards and requirements for excavation, grading, and fill. Sections 1808, 1809, and 1810 provide standards and requirements for the construction of varying foundations.

State Laws Pertaining to Paleontological Resources

Several sections of the PRC protect paleontological resources.

PRC Section 5097.5 prohibits "knowing and willful" excavation, removal, destruction, injury, and defacement of any "vertebrate paleontological site, including fossilized footprints," on public lands, except where the agency with jurisdiction has granted express permission. "As used in this section, 'public lands' means lands owned by, or under the jurisdiction of, the state, or any city, county, district, authority, or public corporation, or any agency thereof."

PRC Section 30244 requires reasonable mitigation for impacts on paleontological resources that occur as a result of development on public lands.

The sections of the California Administrative Code relating to the State Division of Beaches and Parks afford protection to geologic features and "paleontological materials" but grant the director of the State Park system authority to issue permits for specific activities that may result in damage to such resources, if the activities are in the interest of the State park system and for State Park purposes (California Administrative Code, Title 14, Section 4307 – 4309).

California Health and Safety Code

Section 19100 et seq. of the California Health and Safety Code establishes the state's regulations for earthquake protection. This section of the code requires structural designs to be capable of resisting likely stresses produced by phenomena such as strong winds and earthquakes.

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 sets forth the policies and criteria of the State Mining and Geology Board, which governs the exercise of governments' responsibilities to prohibit the location of developments and structures for human occupancy across the trace of active faults. The policies and criteria are limited to potential hazards resulting from surface faulting or fault creep within Earthquake Fault Zones, as delineated on maps officially issued by the State Geologist. Working definitions include:

- Fault – a fracture or zone of closely associated fractures along which rocks on one side have been displaced with respect to those on the other side;
- Fault Zone – a zone of related faults, which commonly are braided and sub parallel, but may be branching and divergent. A fault zone has a significant width (with respect to the scale at which the fault is being considered, portrayed, or investigated), ranging from a few feet to several miles;
- Sufficiently Active Fault – a fault that has evidence of Holocene surface displacement along one or more of its segments or branches (last 11,000 years); and
- Well-Defined Fault – a fault whose trace is clearly detectable by a trained geologist as a physical feature at or just below the ground surface. The geologist should be able to locate the fault in the field with sufficient precision and confidence to indicate that the required site-specific investigations would meet with some success.

"Sufficiently Active" and "Well Defined" are the two criteria used by the State to determine if a fault should be zoned under the Alquist-Priolo Earthquake Fault Zoning Act.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act, passed in 1990, addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically-induced landslides. Under the Seismic Hazards Mapping Act, seismic hazard zones are to be mapped by the State Geologist to assist local governments in land use planning. The program and actions mandated by the Seismic Hazards Mapping Act closely resemble those of the Alquist-Priolo Earthquake Fault Zoning Act (which addresses only surface fault-rupture hazards) and are outlined below:

The State Geologist is required to delineate the various "seismic hazard zones."

- Cities and Counties, or other local permitting authority, must regulate certain development "projects" within the zones. They must withhold the development permits for a site within a zone until the geologic and soil conditions of the site are investigated and appropriate mitigation measures, if any, are incorporated into development plans.
- The State Mining and Geology Board provides additional regulations, policies, and criteria, to guide cities and counties in their implementation of the law. The Board also provides guidelines for preparation of the Seismic Hazard Zone Maps and for evaluating and mitigating seismic hazards.
- Sellers (and their agents) of real property within a mapped hazard zone must disclose that the property lies within such a zone at the time of sale.

Caltrans Seismic Design Criteria

Caltrans has Seismic Design Criteria (SDC), which is an encyclopedia of new and currently practiced seismic design and analysis methodologies for the design of new bridges in California. The SDC adopts a performance-based approach specifying minimum levels of structural system performance, component performance, analysis, and design practices for ordinary standard bridges. The SDC has been developed with input from the Caltrans Offices of Structure Design, Earthquake Engineering and Design Support, and Materials and Foundations. Memo 20-1 outlines the bridge category and

classification, seismic performance criteria, seismic design philosophy and approach, seismic demands and capacities on structural components and seismic design practices that collectively make up Caltrans' seismic design methodology.

Division of Mines and Geology

The California Division of Mines and Geology (DMG) operates within the Department of Conservation. The DMG is responsible for assisting in the utilization of mineral deposits and the identification of geological hazards.

State Geological Survey

Similar to the DMG, CGS is responsible for assisting in the identification and proper utilization of mineral deposits, as well as the identification of fault locations and other geological hazards.

Surface Mining and Reclamation Act of 1975

The California Department of Conservation Surface Mining and Reclamation Act of 1975 (Section 2710), also known as SMARA, provides a comprehensive surface mining and reclamation policy that permits the continued mining of minerals, as well as the protection and subsequent beneficial use of the mined and reclaimed land. The purpose of SMARA is to ensure that adverse environmental effects are prevented or minimized and that mined lands are reclaimed to a usable condition and are readily adaptable for alternative land uses. The production and conservation of minerals are encouraged, while also giving consideration to values relating to recreation, wildlife, range and forage, as well as aesthetic enjoyment. Residual hazards to public health and safety are eliminated. These goals are achieved through land use planning by allowing a jurisdiction to balance the economic benefits of resource reclamation with the need to provide other land uses.

If a use is proposed that might threaten the potential recovery of minerals from an area that has been classified MRZ-2, SMARA would require the jurisdiction to prepare a statement specifying its reasons for permitting the proposed use, provide public notice of these reasons, and forward a copy of the statement to the State Geologist and the State Mining and Geology Board (Cal. Pub. Res. Code Section 2762). Lands classified MRZ-2 are areas that contain identified mineral resources.

LOCAL

Town of San Anselmo Municipal Code

Town Code Title 9, Chapter 1, (Article 1 – Construction Codes), states the following parts of Title 24, California Code of Regulations are adopted by reference as Construction Codes for the Town of San Anselmo, including the amendments noted in this Article.

> (a) 2025 edition of the California Administrative Code.
>
> (b) 2025 edition of the California Building Code (CBC) (Title 24 Part 1 and 2) based upon the 2024 International Building Code (IBC) including Appendix G, Flood-Resistant Construction; Appendix H, Signs; Appendix I, Patio Covers; Appendix J, Grading.

(c) 2025 edition of the California Existing Building Code, California Code of Regulations, (Title 24, Part 10) based upon International Existing Building Code 2024.

(d) 2025 edition of the California Residential Building Code (CRC) (Title 24 Part 2.5) based upon the 2024 International Residential Code including Appendix H, Patio Covers; Appendix I, Existing Buildings and Structures; Appendix K, Sound Transmission; Appendix Q, Tiny Houses.

(e) 2025 edition of the California Electrical Code (CEC) (Title 24 Part 3) based upon the NFPA 70, 2024 National Electrical Code (NEC).

(f) 2025 edition of the California Mechanical Code (CMC) (Title 24 Part 4) based upon the 2024 Uniform Mechanical Code (UMC).

(g) 2025 edition of the California Plumbing Code (CPC) (Title 24 Part 5) based upon the 2024 Uniform Plumbing Code (UPC).

(h) 2025 edition of the California Energy Code (CEC) (Title 24 Part 6).

(i) 2025 California Wildland-Urban Interface Code (WUI) (Title 24 Part 7).

(j) 2025 California Historical Building Code (Title 24 Part 8).

(k) 2025 California Green Building Standards Code (CAL Green) (Title 24 Part 11).

(l) 2025 International Property Maintenance Code (IPMC).

(m) 2024 International Swimming Pool and Spa Code (ISSPS).

(n) National Fire Protection Association ("NFPA") 54 and 58.

A copy of each of these documents is maintained in the office of the Building Official.

Town Code Title 9, Chapter 7, promotes public safety and welfare by reducing the risk of death or injury that may result from the effects of earthquakes on unreinforced masonry buildings, constructed prior to 1946 (the adoption date of the Building Code requiring earthquake resistant design of buildings). Of secondary benefit is the reduction of property damage. Such buildings have been widely recognized for sustaining life-hazardous damage during moderate to strong earthquakes.

The provisions of this chapter are intended as minimum standards for structural seismic resistance established primarily to reduce the risk of life loss or injury. Compliance with these standards will not necessarily prevent earthquake damage to rehabilitated buildings. This chapter does not require alteration of existing electrical, plumbing, mechanical or fire safety systems unless they constitute a hazard to life or property.

This chapter provides systematic procedures and standards for the identification and classification of unreinforced masonry buildings based upon their present use. Priorities, time periods and

standards are also established under which these buildings are required to be structurally analyzed and strengthened. Where the analysis finds deficiencies, this chapter requires the building to be strengthened, abandoned, or demolished.

Town Code Title 9, Chapter 18, establishes controls on excavation, grading, and fill within the Town. The controls are established for reasons of safety, erosion control, sound soil engineering practice, aesthetics, environmental protection, and water quality protection.

Town Code Title 10, Chapter 3 (Article 4 – Development Standards), establishes the development standards deemed the minimum necessary to promote and protect the public health, safety, and general welfare of the Town. The Slope Density/Lot Area Table, referred to as Table 4C, lists the minimum lot size for the R-1 District for lots which have average slopes of fifteen (15%) percent or greater.

Marin Multi-Jurisdictional Hazard Mitigation Plan

The Marin Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) [3] is used to help guide and coordinate mitigation activities and decisions for local land use policy. Hazard mitigation planning is the process of making any sustained plan or course of action taken to reduce or eliminate long-term risk to people and property from both natural hazards and their effects. The Marin MJHMP establishes goals and recommendations for mitigation strategies for the unincorporated county, eleven (11) jurisdictions in the county, three special districts, and the North Marin Water District. Proactive mitigation planning will help reduce the cost of disaster response and recovery to communities and their residents by protecting critical community facilities, reducing liability exposure, and minimizing overall community impacts and disruptions. Marin County has been affected by hazards in the past and is committed to reducing future impacts from hazard events and becoming eligible for mitigation-related federal funding.

The Marin MJHMP describes the topography, risk factors, and potential hazards specific to the Town of San Anselmo.[4] The potential for earthquake, riverine flooding, landslide, wildfire, heat waves, tornados, strong wind, and drought is described and risk to the Town's social structure as well as critical infrastructure is disclosed. Mitigation strategies particular to each of the identified hazards is presented.

3.7.3. IMPACTS AND MITIGATION MEASURES

METHODS OF ANALYSIS

Impacts related to geology, soils, and seismicity were evaluated using the thresholds of significance listed below. Future development under the 2045 General Plan was reviewed to determine if the General Plan 2045 would have a significant impact on seismic and geologic hazards. These types of impacts would be the greatest in developments located on a geologic unit or soil that is unstable;

[3] County of Marin, 2023. Marin County Operational Area Multi-Jurisdictional Hazard Mitigation Plan 2023. Volume 1: Planning Area-Wide Elements.

[4] County of Marin, 2023. Marin County Operational Area Multi-Jurisdictional Hazard Mitigation Plan 2023. Volume 2. Chapter 11: Town of San Anselmo Community Profile.

therefore, these are the areas that are focused on in the analysis. Impacts are evaluated assuming full buildout of the Planning Area.

GENERAL PLAN 2045 GOALS AND POLICIES

The following draft goals and policies from the General Plan 2045 are relevant to the seismic and geologic hazards found in the Town.

SAFETY ELEMENT

GOAL S-A. Promote a culture of resilience and preparedness within San Anselmo where all community members and businesses are informed, equipped, and prepared for natural and human-caused emergencies.

Policy S-A.1: Structural Hazards. Support efforts to reduce the number of structures subject to natural hazards.

Action S-A.1.a: Building Code Updates. Regularly update building codes and regulations to address changing hazard conditions and requirements.

Policy S-A.2: Hazard Education. Increase education, outreach, and awareness of hazards and hazard mitigation, especially for vulnerable populations, including older adults, people with disabilities, lower-income households, and others who may face barriers to accessing information.

Action S-A.2.a: Multilingual and Community-Based Outreach. Expand emergency preparedness outreach through multilingual communication and partnerships with community-based organizations to broaden access to information on evacuation routes, shelter locations, and recovery resources. Use a variety of communication methods and trusted community channels to reach residents who may not engage with standard municipal communications, and adapt outreach strategies over time as San Anselmo's demographics evolve.

Policy S-A.3: Hazards in New Development. Encourage new development in locations that avoid or reduce exposure to hazards for future residents and users.

Action S-A.3.a: Essential Public Facilities. Locate, when feasible, new essential public facilities outside of identified hazard areas, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities.

Action S-A.3.b: Public Facilities in Hazard Areas. Identify appropriate construction methods to minimize damage to public facilities located within an identified hazard area.

Policy S-A.4: Resilient Utilities and Public Safety Services. Work with public utilities and special districts that provide water, sewer, fire protection, and public safety services in order to maintain and improve upon the present level of service and resiliency to natural hazards.

Policy S-A.5: Resilient Town Buildings. Require that Town-owned buildings are maintained to support their resilience in the face of natural disasters.

Action S-A.5.a: Resilient Public Facilities. Maintain the structural and operational integrity of essential public facilities during hazard events.

Policy S-A.6: Agency Coordination. Increase cooperation and coordination among private entities, local agencies, special districts, State and federal agencies, and tribal organizations to improve service delivery and communication to the community.

Policy S-A.7: Staff Training. Ensure Town staff are adequately trained to implement State and local regulations designed to avoid loss of life, injury, and property damage from natural disasters.

Action S-A.7.a: Hazard Mitigation Program Review and Integration. Conduct an annual review of hazard mitigation goals and strategies and integrate the findings into the annual budget, staffing allocations, and updates to the Capital Improvement Plan.

Policy S-A.8: Pedestrian Evacuation Routes. Support the development of pedestrian rights of way as temporary pathways to serve as additional evacuation routes for residents without access to private vehicles or with mobility limitations.

Policy S-A.9: Emergency Response and Evacuation Plans. Support the preparation, implementation, and regular update of local preparedness and evacuation plans, ensuring plans are accessible and responsive to the needs of diverse abilities, and promote multi-jurisdictional cooperation and communication for emergency situations.

Action S-A.9.a: Emergency Planning, Coordination and Training Program. Maintain and update the Town's Emergency Operations Plan (EOP) to ensure a clear chain of command and strong coordination with the Marin County Operational Area, and participate in regional emergency planning efforts, including updates to the Marin County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). Adopt each updated MJHMP to remain eligible for FEMA hazard mitigation funding and ensure the plan includes analysis of climate-related risks, identification of vulnerable assets and populations, and strategies to address their specific needs and strengthen community resilience.

Policy S-A.10: Post Disaster Recovery. Expand and enhance post disaster recovery strategies, prioritizing community resilience, sustainability, and equitable recovery for all residents.

Action S-A.10.a: Post Disaster Recovery Framework. Develop an all-hazards Post Disaster Recovery Framework for use after a major incident or event that considers the needs of different segments of the community.

Policy S-A.11: Community Education. Educate community residents and businesses on emergency preparedness, response, evacuation procedures and mitigation strategies using accessible formats and inclusive communication methods.

Action S-A.11.a: Public Outreach. Provide community outreach and education programs on a regular basis to keep residents informed about emergency procedures, shelters, safe refuge areas, and evacuation routes using multiple communication channels and accessible formats.

Policy S-A.12: Circulation System for Evacuations. Continue to study the Town's circulation network and emergency response capabilities to provide for effective evacuations during an emergency for all residents, including those with limited mobility and transportation options.

Policy S-A.13: Property Identification. Identify properties through clear street naming and numbering systems for emergency response vehicles.

Policy S-A.14: Access Routes for New Development. Require all new developments and redevelopments to provide a minimum of two points of access by means of public roads that can be used for emergency vehicle response and evacuation purposes for residents and emergency responders.

Action S-A.14.a: Emergency Access Improvements and Roadway Standards. Evaluate and implement feasible emergency access improvements for existing and new development, including roadway widening, parking restrictions, vehicle pullouts, roadside clearance, and new or improved access routes, and require necessary upgrades during discretionary review when a nexus exists. For areas that do not meet minimum emergency access standards, assess targeted solutions such as hillside pullouts, limited on-street parking, enhanced clearance, or supplemental access routes, with improvements limited to property frontage where appropriate.

Policy S-A.15: Private Road Design. Ensure all private roads are designed and maintained to allow unrestricted emergency equipment and personnel access.

Policy S-A.16: Updated Evacuation Routes. Ensure all Town and Marin County transportation plans reflect updated evacuation routes, strategies, and data.

Policy S-A.17: Emergency Response Capability. Maintain a high level of emergency response capability to serve all members of the community effectively.

Action S-A.17.a: Budget for Emergency Services. Account for current and future emergency service needs during annual budgeting cycles.

Action S-A.17.b: Emergency Service Priorities. Regularly review and update the Town's priorities for future emergency service needs to reflect changing conditions and community needs.

Action S-A.17.c: Development Review. Consult Fire and Police staff in the development review process to ensure development adequately addresses service levels, security concerns, and safety.

GOAL S-B. Minimize the risk of injury and structure damage from seismic hazards.

Policy S-B.1: Seismic Codes. Require that new development and redevelopment meet the most up-to-date seismic codes/regulations and use methods of construction to withstand stress caused by an earthquake.

Action S-B.1.a: Compliance with Safety Codes. Review all new building plans or substantial renovations for compliance with State and federal seismic safety regulations prior to permit approval.

Policy S-B.2: Earthquake Education. Ensure residents and businesses are educated on emergency preparedness and response procedures during an earthquake through accessible formats and communication methods.

Policy S-B.3: Seismic Safety Upgrades. Facilitate and support maintenance and improvement of structures potentially vulnerable to seismic hazards and support residents who may be disproportionately affected by structural risks.

Action S-B.3.a: Inventory of Seismically Vulnerable Structures. Conduct an inventory of seismically vulnerable structures as a first step in establishing voluntary or mandatory programs for retrofitting these structures and identify potential impacts on occupants and tenants. Ensure this inventory highlights historic structures.

Action S-B.3.b: Seismic Hazard Disclosure and Tenant Notification Program. Require property owners to disclose seismic vulnerabilities, including unreinforced masonry status, retrofit standards, and the potential need for temporary displacement after a major earthquake, to existing and prospective tenants, ensuring they understand associated risks and necessary preparedness measures through clear and accessible information.

Action S-B.3.c: Seismic Upgrades. Establish incentives for owners of historic or architecturally significant buildings to undertake mitigation to levels that will minimize the likelihood that these buildings will need to be demolished after a disaster and/or establish preservation-sensitive measures for the repair and re-occupancy of historically significant structures.

Policy S-B.4: Infrastructure Resilience. Advocate for and work with regional utilities to enhance the preparedness, protection, and resilience of water, energy, and telecommunications infrastructure.

GOAL S-C. Ensure landslide and slope stability hazards are effectively mitigated throughout the town.

Policy S-C.1: Development in Areas of Slope Instability or Steep Topography. Require development in areas of slope instability or steep topography to minimize the potential for landslide and geologic hazards to jeopardize public health, safety, and welfare. Require mitigation of landslides and steep slopes as part of the development process, and discourage and avoid locating development in areas of slope instability.

Policy S-C.2: Geologic Hazards. Continue to protect the community from hazards associated with soil erosion, weak and expansive soils, and liquefaction.

Action S-C.2.a: Enforcement of Building Codes. Continue to enforce building codes and relevant legislation on all new development and redevelopment.

Action S-C.2.b: Inspection of Slope Improvements. Establish a periodic inspection and maintenance program for existing slope improvements.

Policy S-C.3: Building Foundations. Require that new development and redevelopments include proper foundation and support in areas of potential slope instability.

LAND USE ELEMENT

GOAL LU-C. Preserve and enhance San Anselmo's natural setting as a unique asset that supports the community.

Policy LU-C.2: Hillside Protection. Protect the visual integrity and natural resources of San Anselmo's hillsides. Where hillside construction is permitted, design structures to:

- Minimize visual impacts by limiting building size and height, screening the structure within the existing landscape, minimizing glare and light spillage, and using exterior colors and materials that blend with the surrounding environment,
- Limit grading to preserve the existing topography,
- Provide slope and foundation stability, drainage, and erosion control,
- Provide adequate parking and emergency access,
- Address Wildland Urban Interface requirements, and
- Restore natural habitats

Action LU-C.2.a: Hillside Density District. Amend Table 4D, R-1-H (Hillside Density District) Parcels, in the Municipal Code to remove outdated parcel numbers and update parcel-specific density limits to align with State law. The density on the remaining hillside parcels shall be no greater than the number of dwelling units specified in the table.

Policy LU-C.3: Ridge Zone Protection. Prohibit development, including structures, roads, and public facilities within the protected ridge zone, which is 150 horizontal feet in both directions from the lowest elevation of the ridgeline, or 50 feet vertically, whichever is more restrictive, of visually prominent ridgelines, identified on Figure LU-3. Exceptions may be considered on existing legal lots when it is demonstrated that development outside of these areas is not feasible for geologic, soils, or hydrologic reasons, and development would not impact a unique natural habitat. In such cases, visibility of new structures should be minimized by limiting building size and height and integrating the structure within the existing landscape.

Action LU-C.3.a: Conservation and Low Density Development Review. Continue to require design review for new structures and upper-floor additions for hillside or protected ridge zone parcels to minimize visual, environmental, and safety impacts.

Action LU-C.3.b:Hillside and Ridge Zone Development Regulations. Prepare and adopt objective development and design standards in the Municipal Code to minimize the impacts of hillside and protected ridge zone development, including but not limited to:

- Creating opportunities to cluster development and/or transfer of development rights to preserve open space, natural features, and scenic resources,
- Limiting grading to preserve natural topography, minimize erosion, and prevent slope failure,
- Regulating building design and scale, including height and massing, to achieve residential development that is compatible with existing hillside neighborhoods,
- Minimizing off-site and night sky impacts of outdoor lighting and glare, and
- Establishing fire safety standards.

Incorporate the protected ridge zone development restrictions in Policy LU-C.3 into the Zoning Code.

OPEN SPACE

GOAL OSC-A. Protect, preserve, and enhance the town's ridge zones, hillsides, and undeveloped open space for its scenic beauty, natural habitat, hazard mitigation, climate change resilience, recreational value, and contributions to community well-being.

Policy OSC-A.1: Open Space Land Use. Protect lands designated as Open Space on the Land Use Map (Figure LU-1) for environmental protection, resource management, hazard reduction, passive recreation, and climate resilience.

Policy OSC-A.2: New Development. Ensure that new development respects the ecological, visual, and safety benefits of ridge zones, hillsides, and other natural areas for the community.

Action OSC-A.2.a: Online Maps. Use online mapping tools to identify the ridge zones, hillsides, and other natural areas and ensure this information is readily available to the public in clear and accessible formats.

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on geology and soils if it will:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
    - 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;

  - Strong seismic ground shaking;
  - Seismic-related ground failure, including liquefaction; or
  - Landslides.
- Result in substantial soil erosion or the loss of topsoil;
- 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;
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water; or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

IMPACTS AND MITIGATION MEASURES

Impact 3.7-1: General Plan implementation has the potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides. (Less than Significant)

There are no Alquist-Priolo Earthquake Fault Zones located within the Planning Area. However, there are numerous known active or potentially active faults located in the region. Figure 3.7-2 illustrates the location of these faults. The USGS Survey identifies that the closest faults and fault zones include the San Andreas Fault Zone located approximately 8 miles to the west of the Planning Area, Hayward Fault Zone located approximately 10 miles east of the Planning Area, and the Rodgers Creek Fault located approximately 18 miles north of the Planning Area. Figure 3.7-2 provides a map of known area faults and fault zones.

As a result, future development in the Town accommodated by the 2045 General Plan may expose people or structures to potential adverse effects associated with a seismic event, including strong ground shaking and seismic-related ground failure.

Seismic hazard zones are mapped within portions of the Planning Area pursuant to the Seismic Hazards Mapping Act (Public Resources Code Section 2690 et seq.), including areas with identified liquefaction potential and susceptibility to seismically-induced landslides, as depicted on Figure 3.7-3. Most areas of the Town susceptible to seismic-related landslides are located in the higher-elevation portions of the Town. Working Group on California Earthquake Probabilities predicts that the probability that an earthquake will occur in the San Francisco region within the next 30 years (2025-2055) is:

- 72 percent probability that an earthquake measuring magnitude 6.7 will occur;
- 51 percent probability that an earthquake measuring magnitude 7.0 will occur; and

- 20 percent probability that an earthquake measuring magnitude 7.5 will occur.[5]

All projects accommodated by the 2045 General Plan would be required to comply with the provisions of the CBSC, which requires development projects to perform geotechnical investigations in accordance with state law, engineer improvements to address potential seismic and ground failure issues, and use earthquake-resistant construction techniques to address potential earthquake loads when constructing buildings and improvements. As future development and infrastructure projects are considered by the Town, each project will be evaluated on a project-by-project basis for conformance with the CBSC, General Plan, Zoning Ordinance, and other regulations. Subsequent development and infrastructure would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. In addition to the requirements associated with the CBSC and the Municipal Code, the General Plan includes policies and actions to address potential impacts associated with seismic activity.

Development proposals would be reviewed to ensure compliance with California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law), which requires that buildings be designed to resist stresses produced by natural forces such as earthquakes and wind. The General Plan Policy S-B.1 would require that new development and redevelopment meet the most up-to-date seismic codes/regulations and use methods of construction to withstand stress caused by an earthquake, while Action S-B.1.a would require all new building plans or substantial renovations to be reviewed for compliance with current State and federal seismic safety regulations prior to permit approval. Policy S-B.3, as well as its related actions, requires the maintenance and improvement of structures potentially vulnerable to seismic hazards. Furthermore, Policy S-C.1 minimizes the potential for landslide and geologic hazards for developments in areas of slop instability or steep topography, as well as mitigating landslides and steep slopes as part of the development process. Policy S-C.2 protects the community from hazards associated with soil erosion, weak and expansive soils, and liquefaction through actions including Action S-C.2.a, which enforces building codes and relevant legislation on all new development and redevelopment; and Action S-C.2.b, which establishes a periodic inspection and maintenance program for existing slope improvements.

All future projects are subject to CEQA review to address seismic safety issues and provide adequate mitigation for existing and potential hazards identified. With the implementation of the policies and actions in the General Plan, as well as applicable State and Town codes, impacts associated with a seismic event, including rupture of an earthquake fault, seismic ground shaking, liquefaction, and landslides would be **less than significant**.

Impact 3.7-2: General Plan implementation has the potential to result in substantial soil erosion or the loss of topsoil. (Less than Significant)

The General Plan would allow development and improvement projects that could involve land clearing, mass grading, and other ground-disturbing activities that could temporarily increase soil erosion rates during and shortly after project construction. Construction-related erosion could result

[5] Field, E.H., and 2014 Working Group on California Earthquake Probabilities, 2015, UCERF3: A new earthquake forecast for California's complex fault system: U.S. Geological Survey 2015–3009, 6 p., https://dx.doi.org/10.3133/fs20153009.

in the loss of nonrenewable topsoil and could adversely affect water quality in nearby surface waters.

As identified by the NRCR Web Soil Survey, the erosion factor Kf varies from 0.28 to 0.32, which is considered a low to moderate potential for erosion. The NRCS does not provide erosion factors for the urban land soils in the Town.

As future development and infrastructure projects resulting from implementation of the 2045 General Plan are considered by the Town, each project will be evaluated on a project-by-project basis for conformance with the CBSC, General Plan, Zoning Ordinance, and all other applicable regulations. In addition to compliance with Town standards and policies, the RWQCB will require a project specific Storm Water Pollution Prevention Plan (SWPPP) to be prepared for each project that disturbs an area of one acre or larger. The SWPPPs will include project-specific best management practices (BMPs) that are designed to control drainage and erosion. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA.

The 2045 General Plan contains a range of policies and actions, including Policies S-C.1, S-C.2, S-C.3 and Actions S-C.2.a and S-C.2.b, ensuring that new development on unstable slopes is designed to avoid potential soil creep and debris flow hazards. With the implementation of the policies and actions in the 2045 General Plan, as well as applicable state and Town requirements, potential impacts associated with erosion and loss of topsoil would be **less than significant**.

Impact 3.7-3: General Plan implementation has the potential to result in development 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. (Less than Significant)

Development allowed under the General Plan could result in the exposure of people and structures to conditions that have the potential for adverse effects associated with ground instability or failure. Soils and geologic conditions in the San Anselmo Planning Area have the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse. Each are discussed below:

Landslide: The landslide potential is relatively low in the central and southeastern portion of the Town, where elevation change is relatively low. However, the landslide potential increases in the northern, eastern, and southwestern portions of the Town, which contain areas with increased elevation change and steep slopes.

Lateral Spreading: The greatest potential for lateral spreading in the Planning Area is in the flat and creek-adjacent areas of town, including the downtown, areas surrounding Center Boulevard, the Brookside neighborhood, and Sleepy Hollow. These areas may spread if open banks or unsupported cut slopes are inundated with floodwaters.

Subsidence: Drainage sufficient to create subsidence is uncommon within the Town, and subsidence in the Planning Area is not a significant issue.[6]

Liquefaction: Liquefaction typically requires a significant sudden decrease of shearing resistance in cohesionless soils and a sudden increase in water pressure, which is typically associated with an earthquake of high magnitude. Figure 3.7-3 shows liquefaction seismic hazard zones mapped within the Town, which delineates areas where liquefaction may occur during a strong earthquake. Areas along major transportation corridors, streambanks, and valley floors near creeks in San Anselmo, including the downtown, areas surrounding Center Boulevard, the Brookside neighborhood, and Sleepy Hollow, could be subject to liquefaction during or after an earthquake.

Collapse: Soil collapse and differential settlement of structures typically occurs when heavily irrigated landscape areas are near a building foundation. Examples of common problems associated with collapsible soils include tilting floors, cracking or separation in structures, sagging floors, and nonfunctional windows and doors. Collapsible soils have not been identified in the Planning Area as an issue. However, in areas subject to potential liquefaction, the potential for liquefaction-induced settlement is present.

Policies and actions in the proposed 2045 General Plan would reduce the potential for structures in the Planning Area to be affected by unstable geologic soils. As future development and infrastructure projects accommodated by the 2045 General Plan are considered by the Town, each project will be evaluated on a project-by-project basis for conformance with the CBSC, the General Plan, Zoning Ordinance, and other regulations. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. Future development and improvement projects would be required to have a specific geotechnical study prepared and incorporated into the improvement design, consistent with the requirements of CBSC Section 1803, Geotechnical Reports. In addition to the requirements associated with the CBSC and the Municipal Code, the 2045 General Plan includes policies and actions, such as Policies S-B.3, S-C.1, S-C.2, and S-C.3, and Actions S-B.3.a, S-B.3.b, S-C.2.a, and S-C.2.b, to ensure that development projects located in areas of steep slopes, unstable soils, or other areas of geologic or seismic risks by requiring a geotechnical review, addressing potential geologic hazards, evaluating at-risk buildings and infrastructure for potential risks, and completing site-specific studies for areas subject to liquefaction. With the implementation of the policies and actions in the General Plan, as well as conformance with applicable federal, state and Town codes, impacts associated with ground instability or failure would be **less than significant**.

[6] Lund, J. (2015) "San Francisco Bay-Delta: Ground Zero for California water challenges – risks and water resources." Hendry Hydraulic Engineering Repository. Page 7.

Impact 3.7-4: General Plan implementation has the potential to result in development on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property. (Less than Significant)

Expansive soil properties can cause substantial damage to building foundations, piles, pavements, underground utilities, and/or other improvements. Structural damage, such as warping and cracking of improvements, and rupture of underground utility lines, may occur if the expansive potential of soils is not considered during the design and construction of all improvements.

Linear extensibility is a method for measuring expansion potential. The expansion potential is low if the soil has a linear extensibility of less than three percent; moderate if three to six percent; high if six to nine percent; and very high if more than 9 percent. If the linear extensibility is more than three percent, shrinking and swelling can cause damage to buildings, roads, and other structures and to plant roots, and special design considerations would commonly be needed.

According to the NRCS Web Soil Survey, the soils in the Planning Area soils vary from a low shrink-swell potential to a moderate shrink-swell potential. The portions of the Planning Area that have a moderate potential are located in the neighborhood north of Red Hill Avenue.

The Safety Element of the 2045 General Plan establishes policies that are designed to protect from geologic hazards, including expansive soils. Consistency with the General Plan policies will require identification of geologic hazards and risk inventory of existing at-risk buildings and infrastructure. As required by the CBSC and various General Plan policies and actions, including Policies S-C.2 and S-C.3 and Action S-C.2.a, building codes and relevant legislation will continue to be enforced on all new development and redevelopment. A periodic inspection and maintenance program will be established for existing slope improvements, as required by Action S-C.2.b. All new development and redevelopment will be required to include proper foundation and support in areas of potential instability.

As future development and infrastructure projects accommodated by the 2045 General Plan are considered by the Town, each project will be evaluated on a project-by-project basis for conformance with the CBSC, General Plan, Zoning Ordinance, and other applicable regulations. Subsequent development and infrastructure projects would also be analyzed for environmental impacts, consistent with the requirements of CEQA.

Design criteria and specifications set forth in design-level geotechnical investigations will ensure impacts from problematic or potentially expansive soils are minimized. Therefore, this impact is considered **less than significant**.

Impact 3.7-5: General Plan implementation does not have the potential to have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water. (Less than Significant)

Sewer services in the Planning Area are provided by Ross Valley Sanitary District (RVSD). RSVD maintains and owns the local sewage collection system that serves the Town's municipal users and the Town's wastewater is conveyed to Central Marin Sanitation Agency (CMSA) facilities for treatment. CMSA serves 11 sanitation districts in Marin County, including the RVSD that serves the Town of San Anselmo, and owns and operates the collection system that serves the Ross Valley area. CMSA provides wastewater treatment and owns and operates the regional interceptors and the sewage treatment plant located off Andersen Drive in San Rafael. The CMSA wastewater treatment plant (WWTP), located in San Rafael, has a 30.5 square mile service area with an average wastewater flow of 9 million gallons per day.

All new wastewater generated from future development resulting from implementation of the General Plan will be collected by the municipal wastewater system in San Anselmo and transmitted to the CMSA WWTP for treatment. There will be no septic tanks or alternative wastewater disposal systems utilized for new development anticipated under implementation of the 2045 General Plan. Therefore, this impact is considered **less than significant**.

Impact 3.7-6: General Plan implementation has the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (Less than Significant)

Significant paleontological resources are determined to be fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or diagnostically important. Significant fossils can include remains of large to very small aquatic and terrestrial vertebrates or remains of plants and invertebrate animals previously not represented in certain portions of the stratigraphy. Assemblages of fossils that might aid stratigraphic correlation, particularly those offering data for the interpretation of tectonic events, geomorphologic evolution, and paleoclimatology are also critically important.

According to the University of California, Berkeley, Marin County has approximately 369 paleontological sites.[7] Many of those resources are located near the coastline, at Dillon Beach, Point Reyes, Stinson Beach, Bolinas, and other locales. Although paleontological resources may be present throughout Marin County due to the types of soils present, resources have not been located in San Anselmo.

Similar to archaeological resources, paleontological resources could be uncovered during ground-disturbing activities associated with implementation of the General Plan 2045. Action OSC-C.1.c requires that ground-disturbing activities cease within 50 feet of a previously undiscovered, suspected historic, cultural, tribal cultural, or archaeological resource if such a resource is

[7] UC Museum of Paleontology Localities. Marin County. Available: https://ucmpdb.berkeley.edu/loc.html. Accessed: May 14, 2026.

encountered, allowing a qualified professional to evaluate the find before work resumes. Consistent with this approach, if a previously undiscovered paleontological resource is encountered during construction, ground-disturbing work in the vicinity of the find would stop until a qualified paleontologist has evaluated the discovery. Depending on the findings, appropriate next steps may include specimen recovery, continued monitoring, or curation of significant fossils at an accredited repository, consistent with Society of Vertebrate Paleontology (SVP) standards. This inadvertent-discovery procedure, together with project-level CEQA review of future development under the General Plan, which would identify site-specific paleontological sensitivity and any warranted monitoring, would reduce the potential for loss of significant paleontological resources.

Implementation of the General Plan 2045 policies and actions would ensure steps would be taken to reduce impacts to paleontological resources in the event that they are discovered during construction. This impact would be **less than significant**.

Impact 3.7-7: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts to geology, soils, or seismicity. (Less than Significant)

The geographic context for impacts to geological, soils, or paleontological resources is Marin County. Seismic-related impacts tend to affect larger geographies; therefore, the area considered for cumulative impacts of a seismic event is the state of California.

A significant cumulative impact to geological, soils, or paleontological resources could occur if the proposed Project, in conjunction with other reasonably foreseeable projects in the area, results in indirect impacts that adversely affect geology or soils in the region. Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could all result in indirect impacts that could include temporarily increased runoff, erosion, and sedimentation. In addition, other geologic risks such as liquefaction, landsliding, lateral spreading, and soil expansion are present within the area. A significant cumulative impact to seismicity could occur if a seismic event results in adverse effects in the area, including strong ground shaking and seismic-related ground failure.

Marin County has developed a comprehensive and mutually reinforcing framework of regulatory, legal, and hazard mitigation mechanisms designed to prevent adverse impacts to geological, soils, and paleontological resources, as well as reduce or eliminate long-term risk to people and property from the effects of local seismic events. This includes many federal and state regulations.

At the Federal level, regarding impacts to geology and soils, the Earthquake Hazards Reduction Act of 1977 (42 USC, 7701 et seq.) requires the establishment and maintenance of an earthquake hazards reduction program by the federal government; furthermore, International Building Code (IBC) standards address foundation design, shear wall strength, and other structurally related conditions. Through the California Building Standards Code (CBSC), the State provides a minimum standard for building design and construction. The CBSC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities, including drainage and erosion control. Additionally, Public Resources Code (PRC) Section

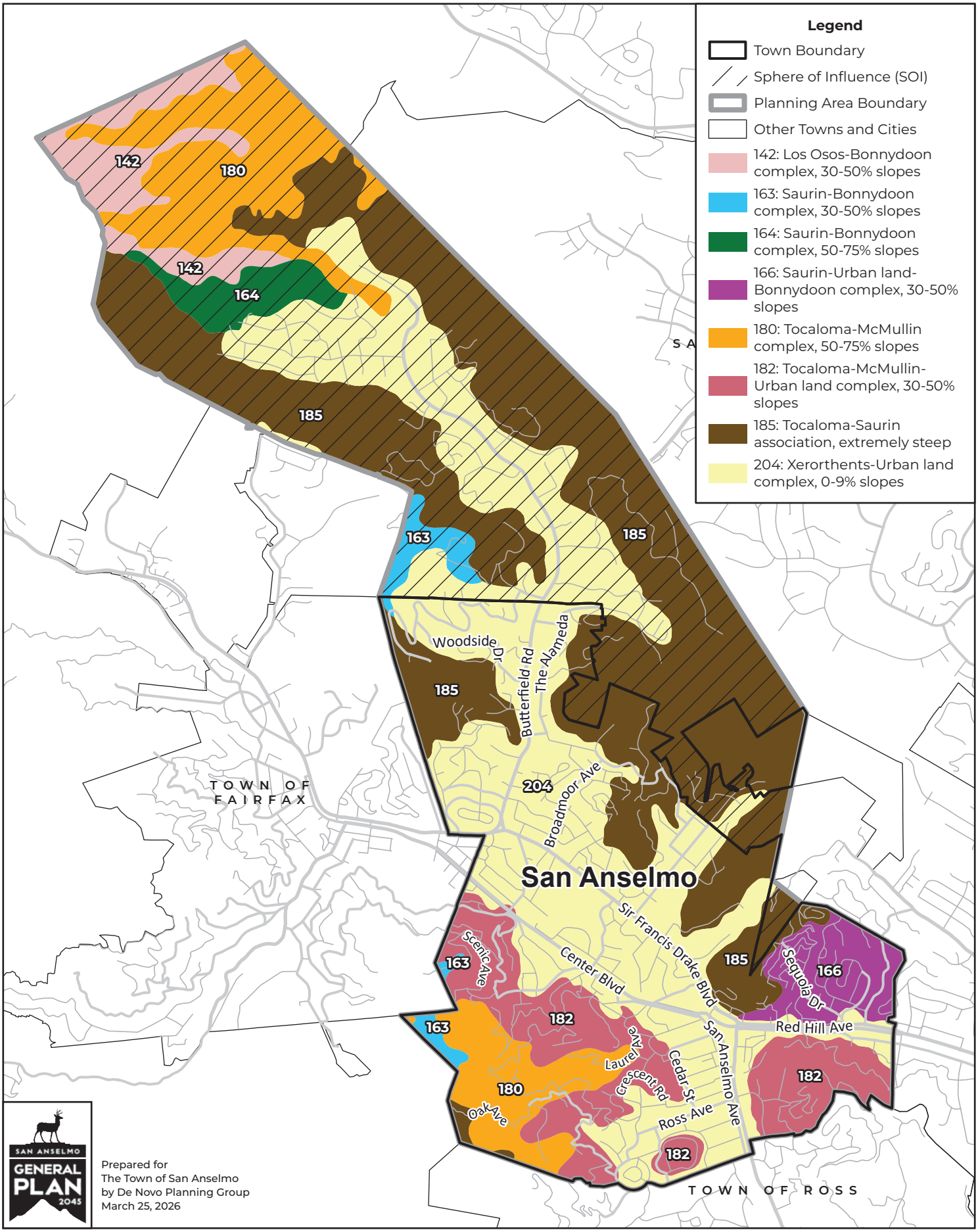
5097.5 prohibits "knowing and willful" excavation, removal, destruction, injury, and defacement of any "vertebrate paleontological site, including fossilized footprints," on public lands, except where the agency with jurisdiction has granted express permission. PRC Section 30244 requires reasonable mitigation for impacts on paleontological resources that occur as a result of development on public lands.

Regarding seismic-related impacts, the Alquist-Priolo Earthquake Fault Zoning Act of 1972 sets forth the policies and Criteria of the State Mining and Geology Board, which governs the exercise of governments' responsibilities to prohibit the location of developments and structures for human occupancy across the trace of active faults. In addition to this regulatory structure, Marin County has developed the Marin Multi-Jurisdictional Hazard Mitigation Plan (MJHMP),[8] which helps guide and coordinate mitigation activities and decisions for local land use policy. The Marin MJHMP describes the topography, risk factors, and potential hazards specific to the Town of San Anselmo.[9] The potential for earthquakes and landslides are described, and risks to the Town's social structure as well as critical infrastructure is disclosed. Mitigation strategies particular to each of the identified hazards are presented.

While some cumulative impacts will occur in the region as individual projects are constructed, adherence to local, state, and federal regulations will reduce the risk to people in the region. Considering the regulatory protections and development requirements by local, state, and federal agencies and their requirements for seismic design, the overall cumulative impact would be **less than significant**.

[8] County of Marin, 2023. Marin County Operational Area Multi-Jurisdictional Hazard Mitigation Plan 2023. Volume 1: Planning Area-Wide Elements.

[9] County of Marin, 2023. Marin County Operational Area Multi-Jurisdictional Hazard Mitigation Plan 2023. Volume 2. Chapter 11: Town of San Anselmo Community Profile.



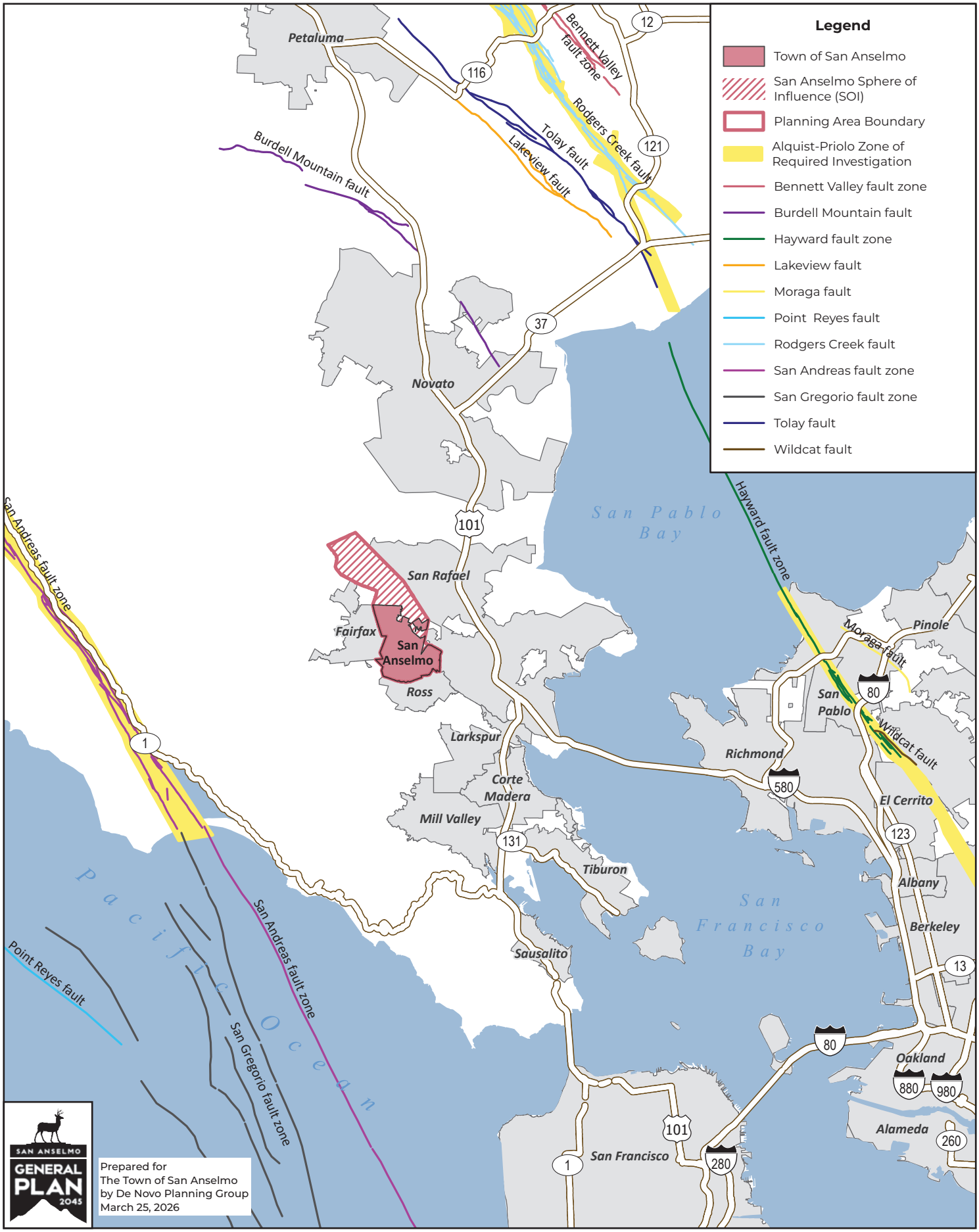
SAN ANSELMO GENERAL PLAN 2045

Prepared for
The Town of San Anselmo
by De Novo Planning Group
March 25, 2026

0 500 1,000 Feet

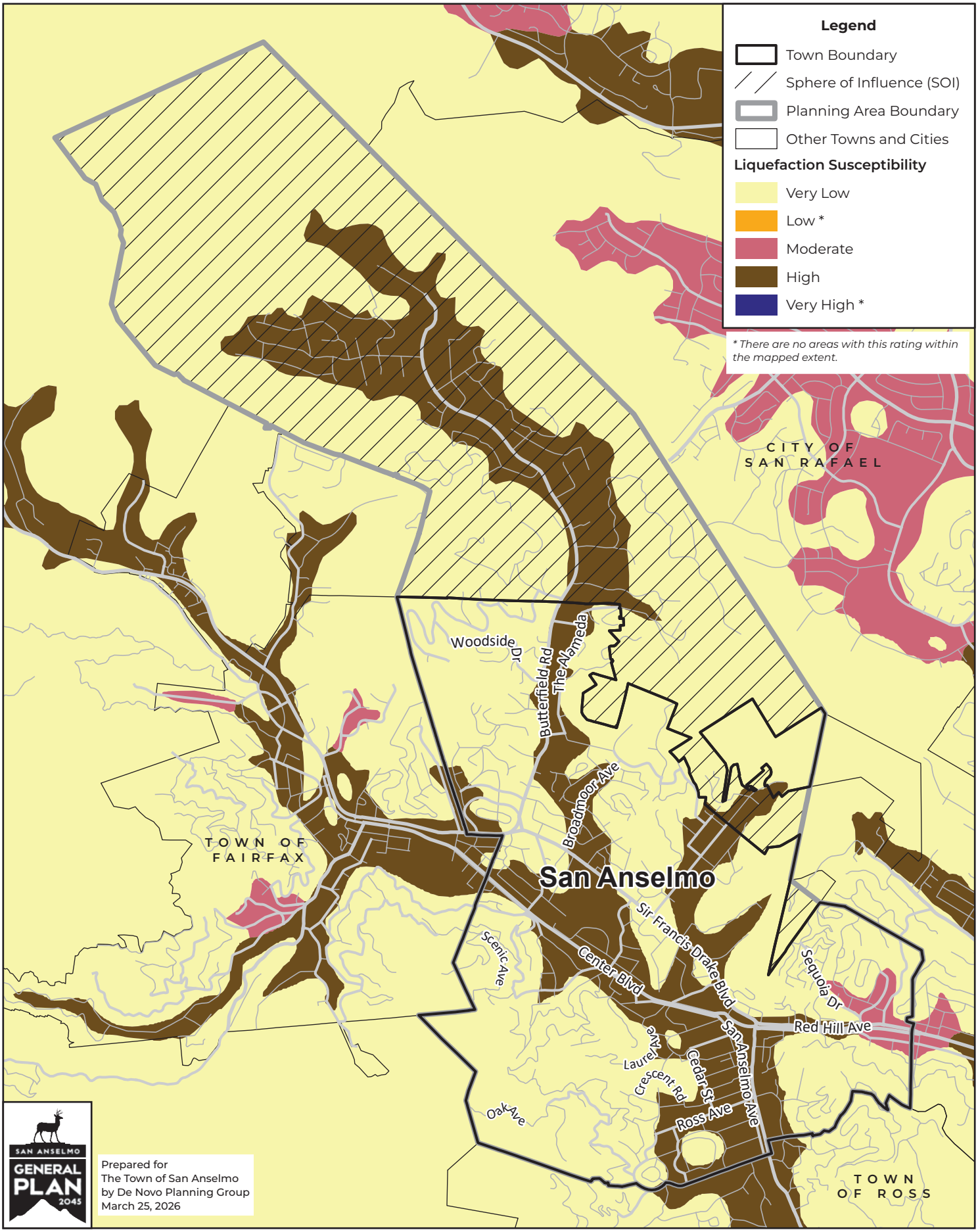
Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: NRCS Web Soil Survey CA041 Marin County v17, 9/11/2023

FIGURE 3.7-1.
SOILS MAP



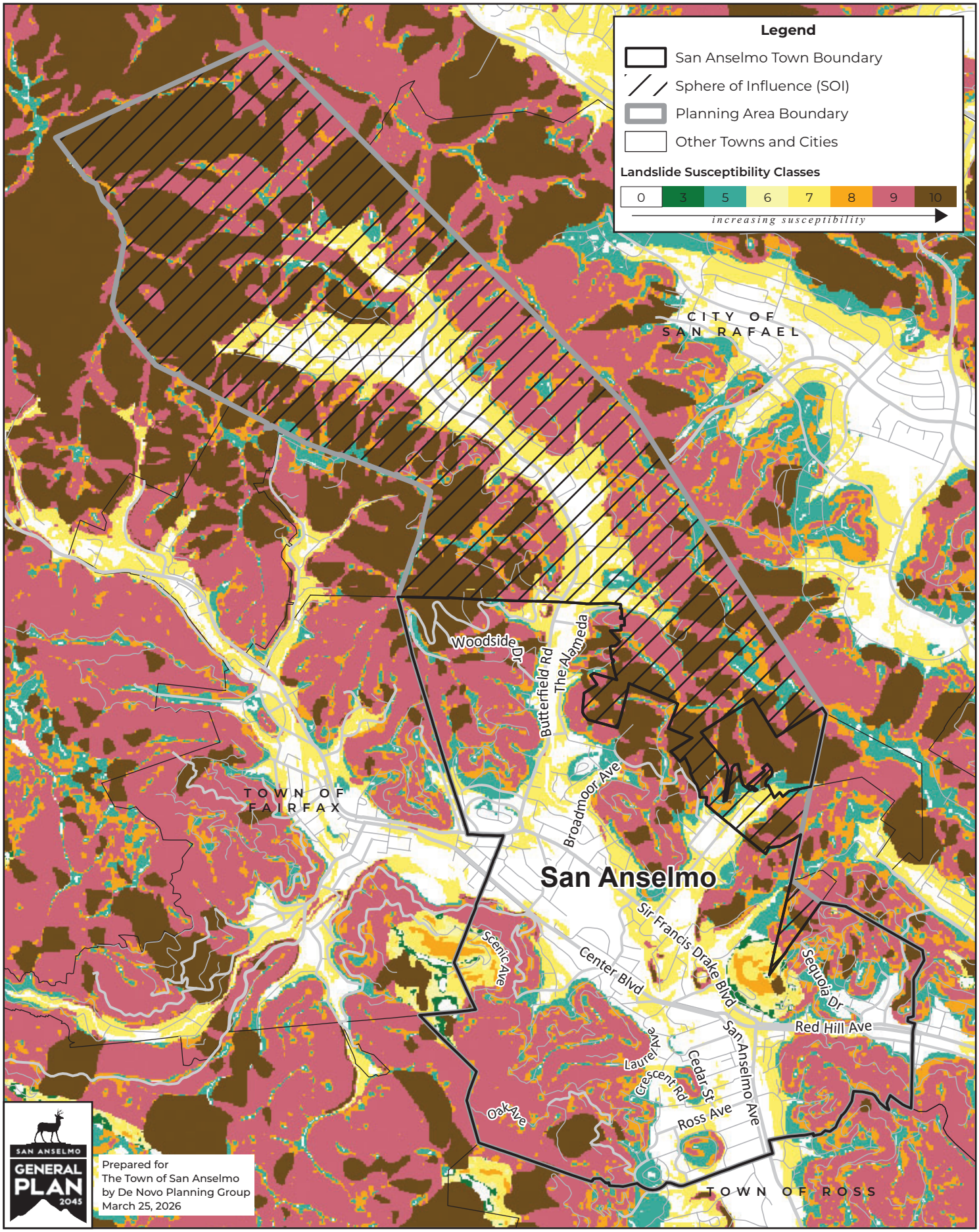
Base Data Sources: Marin County LAFCO; USGS Transportation Dataset.
Theme Source: USGS Quaternary Faults Database; CGS Alquist-Priolo Zones.

FIGURE 3.7-2.
EARTHQUAKE FAULT MAP



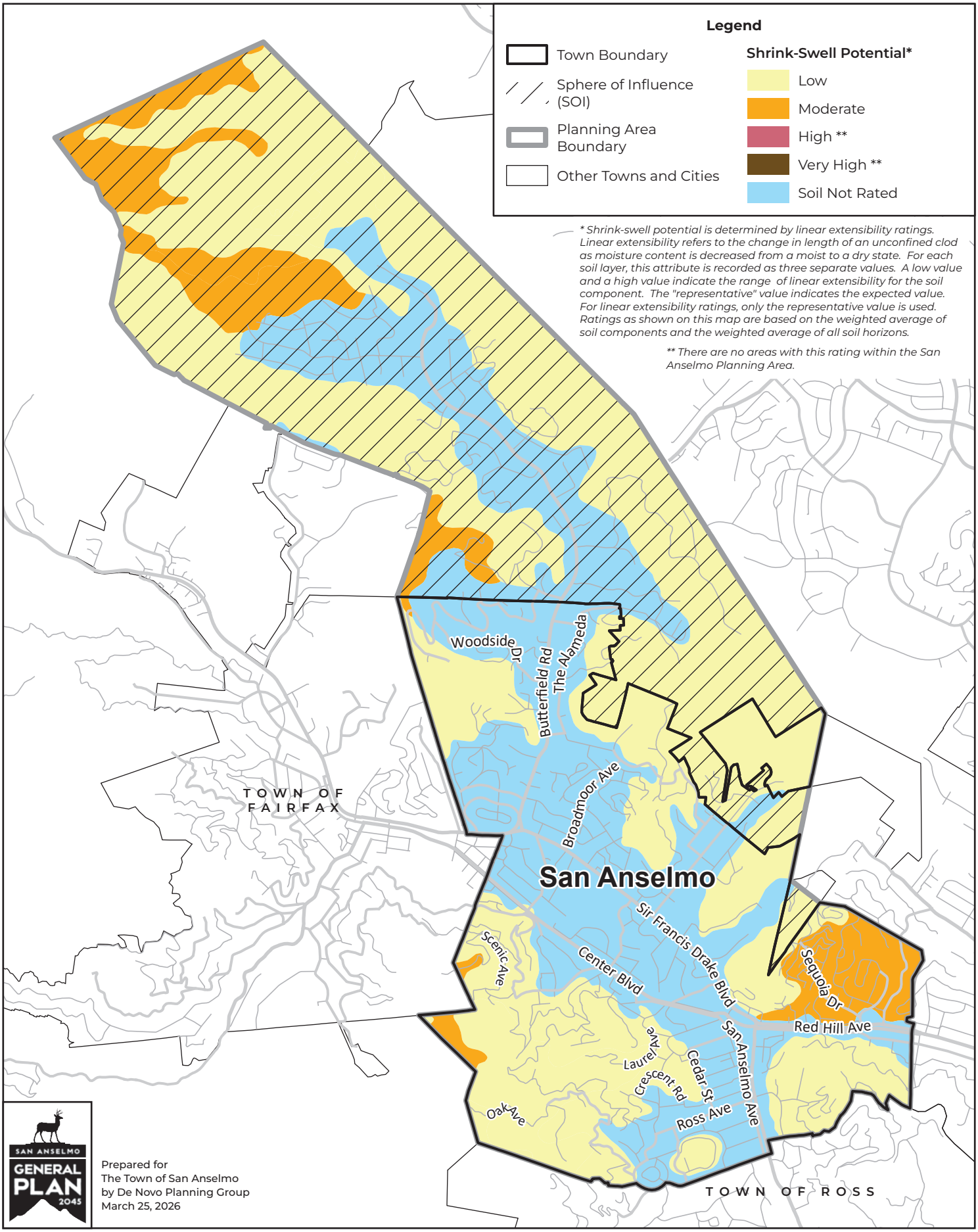
Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: Marin County GIS.

FIGURE 3.7-3.
LIQUEFACTION SUSCEPTIBILITY



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: California Geological Survey Map Sheet 58, 2011.

FIGURE 3.7-4.
LANDSLIDE SUSCEPTIBILITY



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: NRCS Web Soil Survey CA041 Marin County v17, 9/11/2023

FIGURE 3.7-5.
SHRINK-SWELL POTENTIAL OF SOILS

This section discusses regional greenhouse gas (GHG) emissions, climate change, and energy impacts that could result from future implementation of the General Plan 2045. This section provides a background discussion of GHGs and climate change linkages and effects of global climate change. This section also provides background discussion on energy use in San Anselmo. This section is organized with an existing setting, regulatory setting, approach/methodology, and impact analysis.

The analysis and discussion of the GHG, climate change, and energy impacts in this section focuses on the General Plan 2045's consistency with local, regional, statewide, and federal climate change and energy conservation planning efforts and discusses the context of these planning efforts as they relate to the proposed project. Disclosures of the estimated energy usage and GHG emissions due to implementation of the General Plan 2045 are provided.

Emissions of GHGs are cumulative by nature, and as such, they have the potential to adversely affect the environment in a cumulative context. The emissions from a single project will not cause global climate change; however, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change. Therefore, the analysis of GHGs and climate change are presented in terms of the proposed project's contribution to cumulative impacts and the potential for resulting cumulatively considerable impacts related to GHGs and climate change.

There were no comments received during the NOP comment period regarding GHGs. All NOP comments are included in Appendix A.

3.8.1 ENVIRONMENTAL SETTING

GREENHOUSE GASES AND CLIMATE CHANGE LINKAGES

Various gases in the Earth's atmosphere, classified as atmospheric GHGs, play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring greenhouse gases include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and ozone. Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. Although the direct GHGs CO_2, CH_4, and N_2O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2019, concentrations of these three GHGs have increased globally by 47, 156, and 23 percent, respectively.[1]

GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting

[1] Intergovernmental Panel on Climate Change. 2023. "Climate Change 2023 Synthesis Report." Available at: https://www.ipcc.ch/report/ar6/syr/downloads/report/IPCC_AR6_SYR_LongerReport.pdf.

in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are (CO_2) CH_4, ozone, water vapor, N_2, and chlorofluorocarbons (CFCs).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by the industrial and electricity generation sectors[2].

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California produced 369 million gross metric tons of carbon dioxide equivalents ($MMTCO_2e$) in 2020.[3]

CO_2 equivalents are a measurement used to account for the fact that different GHGs have different potential to retain heat in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in CO_2 equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2020, accounting for 38 percent of total GHG emissions in the state. This category was followed by the industrial sector (23 percent), the electricity generation sector (including both in-state and out-of-state sources) (16 percent), the agriculture and forestry sector (nine percent), the residential energy consumption sector (eight percent), and the commercial energy consumption sector (six percent).[4]

EFFECTS OF GLOBAL CLIMATE CHANGE

The effects of increasing global temperature are far-reaching and extremely difficult to quantify. The scientific community continues to study the effects of global climate change. The California Fourth Climate Change Assessment (published in 2018)[5] provides the latest assessment of state-mandated scientific reports that evaluate the past, present, and future impacts of climate change on California's environment, economy, and communities. Unlike earlier assessments that focused primarily on global models, the Fourth Assessment downscaled data to assess vulnerabilities in California's infrastructure, communities, and natural systems.

[2] California Air Resources Board. 2023. GHG Current California Emission Inventory Data. Available: https://ww2.arb.ca.gov/ghg-inventory-data.

[3] California Air Resources Board. 2023. GHG Current California Emission Inventory Data. Available: https://ww2.arb.ca.gov/ghg-inventory-data.

[4] California Air Resources Board. 2023. GHG Current California Emission Inventory Data. Available: https://ww2.arb.ca.gov/ghg-inventory-data.

[5] Governor's Office of Planning and Research, State of California Energy Commission, and California Natural Resources Agency. California's Fourth Climate Change Assessment. 2018. Available at: https://climateassessment.ca.gov/

A synopsis of its key findings across major sectors reveals the following:

1. Temperature Increases
   By 2100 average annual maximum daily temperature is projected to increase by 5.6°-8.8° depending on GHG reductions. The greatest increase is seen with business-as-usual emission levels where additional GHG reduction measures are not undertaken.

2. Water
   By 2100, water supply from snowpack is projected to decline by two-thirds. Water management practices in California face growing challenges from continued climate change and extreme weather. Promising technical adaptation options to reduce these negative water supply impacts include the use of hydrological forecasts, groundwater storage, and better measurements of the snowpack. There would also be impacts to agriculture and that by 2050, under certain precipitation conditions, a study estimates California's agricultural production could face climate-related water shortages of up to 16 percent in certain regions.

3. Wildfire
   By 2100, if greenhouse gas emissions continue to rise, one study found that the frequency of extreme wildfires would increase, and the average area burned statewide would increase by 77 percent. In the areas that have the highest fire risk, wildfire insurance is estimated to see costs rise by 18 percent by 2055. A Fourth Assessment review of forest health literature provides further scientific backing to the state's Forest Carbon Plan to increase forest restoration and treatment, such as prescribed fire, to an average of 35,000 acres a year by 2020.

4. Sea Level Rise
   31 to 67 percent of Southern California beaches may completely erode by 2100 without large-scale human interventions. $17.9 billion worth of residential and commercial buildings could be inundated statewide by sea level rise by 2050, with a projected 50 cm (~20 in) of sea level rise. A 100-year coastal flood, on top of this level of sea level rise, would almost double these costs.

   The Fourth Assessment funded a study providing technical guidance on design and implementation of natural infrastructure, such as the use of vegetated dunes, marsh sills, and native oyster reefs, for adaptation to sea-level rise. Without implementation of protective measures, airports in major urban areas such as San Francisco, Oakland, and San Diego will be susceptible to major flooding from a combination of sea-level rise and storm surge by 2040-2080. San Francisco airport is already at risk of flooding from storm surge. The miles of highways susceptible to coastal flooding in a 100-year storm event will triple from current levels to 370 miles by 2100, and with over 3,750 miles exposed to temporary flooding. Caltrans is currently conducting climate vulnerability assessments to address these and other impacts, to ultimately develop climate adaptation strategies for each of its 12 districts across the state.

5. Communities and Impacts to Public Health
   By 2050 heat waves in cities could cause 2-3 times more heat-related deaths with vulnerable populations experiencing the worst of these effects. Heat-Health Events (HHEs), which predict risk to populations vulnerable to heat, will worsen drastically throughout the state: by mid-century, the Central Valley is projected to experience average HHEs that are two weeks longer, and HHEs could occur 4 to 10 times more often in the Northern Sierra region.

6. Impacts to Energy
   Hotter temperatures will increase annual electricity demand for homes, driven mainly by the increased use of air conditioning units. However, increases in peak hourly demand during the hot months of the year could be more pronounced than changes in annual demand. This is a critical finding, because electricity-generating capacity must match peak electricity demand. California's Public Utilities Commission (CPUC) recently issued an Order Instituting Rulemaking to consider strategies and guidance for climate adaptation for electric and natural gas utilities, which will be informed by the Fourth Assessment.

7. Governance
   Climate change also presents a series of governance-related challenges for public agencies. One study surveyed local governments in California and found that while a lack of funding was identified as the most significant perceived barrier to climate adaptation, insufficient staff resources and capacity was identified as the second greatest perceived challenge among those surveyed. Uncertainty related to climate projections was one of the lowest ranked barriers. Because organizational barriers and governance challenges can delay and even prevent local governments from taking action, another study developed an "Adaptation Capability Advancement Toolkit." The Toolkit allows local governments to assess their capabilities to overcome organizational barriers, and to identify key actions and resources for increasing their capability to undertake climate change adaptation. In addition to these studies, the regional reports provide insight into regionally-specific governance challenges and, similarly, the topical reports highlight governance issues faced by tribes and environmental justice communities, as well as issues specific to California's ocean and coast.

GREENHOUSE GAS EMISSIONS IN SAN ANSELMO

GHG Emissions Inventories

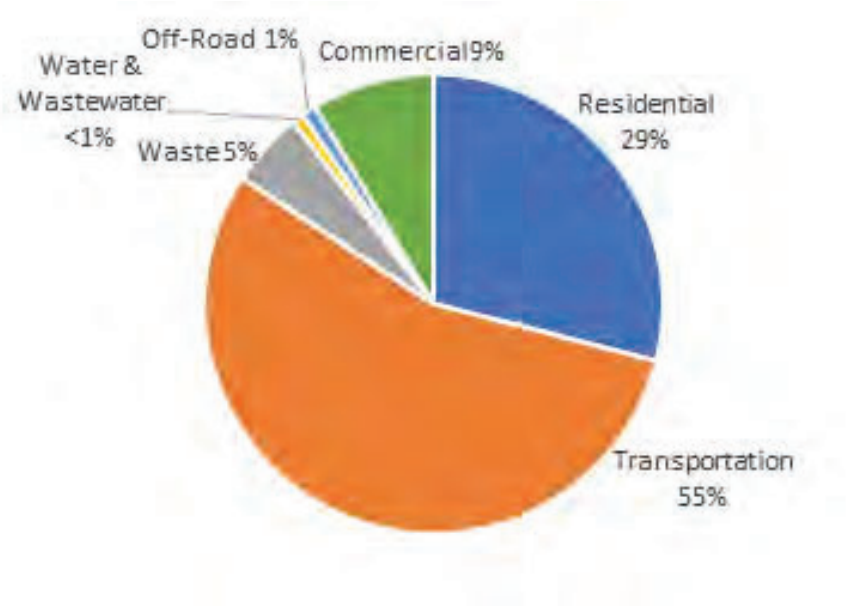
The Town of San Anselmo has developed emissions inventories as part of its Climate Action Plan 2030 (CAP). San Anselmo prepares an annual community-wide GHG inventory to track emissions in the following sectors:

- Transportation
- Residential energy use
- Commercial energy use
- Waste

- Water and wastewater
- Off-road vehicles and equipment

As shown in **Figure 3.8-1**, the majority of emissions come from vehicle trips generated by residents and related to commercial use. The Town generated 80,425 metric tons of carbon dioxide equivalents (MTCO2e; includes CO2 and other warming GHG) in 2005. By 2016, emissions had dropped to 60,769 MTCO2e, a 24% reduction. This is well below the state and locally-adopted target for San Anselmo, which is 15% below baseline (2005) emissions by 2020. While emissions declined in almost all sectors, the largest reductions were due to energy conservation and efficiency, a reduction in the carbon intensity of electricity, a decline in vehicle miles traveled, and improvements to vehicle fuel efficiency. Emissions from Town operations, which make up less than 1% of community-wide emissions, fell 18% by 2016.[6]

FIGURE 3.8-1: COMMUNITY EMISSIONS BY SECTOR, 2016

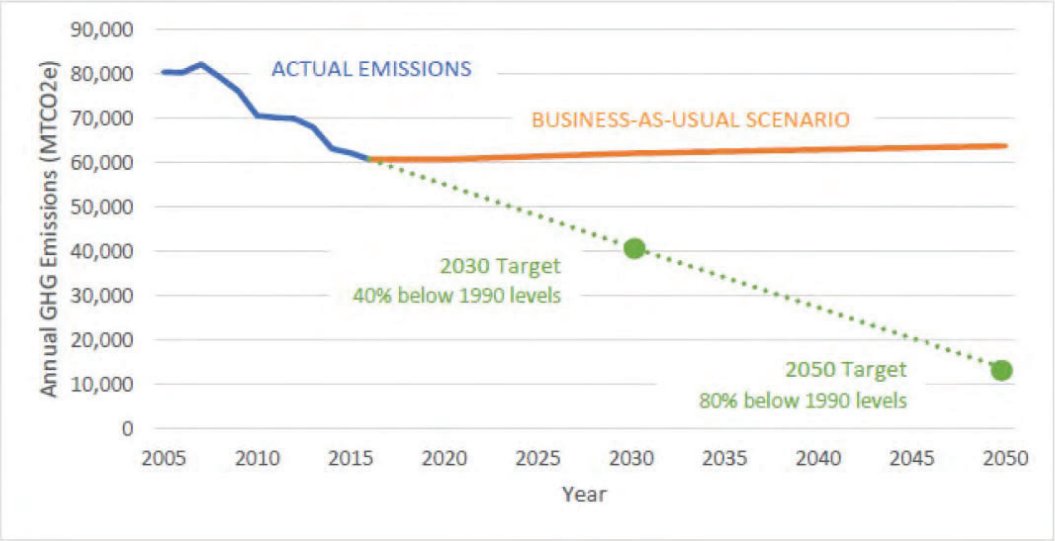


SOURCE: FIGURE 1, TOWN OF SAN ANSELMO CLIMATE ACTION PLAN 2030.

The CAP establishes targets similar to the State of California's goals. The Town's goal has a 54% GHG emissions reduction target by the year 2030 from a 2005 baseline (45% below 1990 levels) and 80% below 1990 levels by 2050. This results in emissions dropping by 41,020 MTCO2e by 2030 and 13,670 MTCO2e by 2050. The CAP lays out measures that will exceed the 2030 target and a trajectory to meet the 2050 goal. The community emissions trend, forecast and state targets are shown in **Figure 3.8-2**.

[6] Town of San Anselmo, 2019 Climate Action Plan 2030. p. 10.

FIGURE 3.8-2: EMISSION TREND, FORECAST AND STATE TARGETS



SOURCE: FIGURE 2, TOWN OF SAN ANSELMO CLIMATE ACTION PLAN 2030.

3.8.2 REGULATORY SETTING

FEDERAL

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: NAAQS for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor National Ambient Air Quality Standards (NAAQS) vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The U.S. Environmental Protection Agency (USEPA) is responsible for administering the FCAA. The FCAA requires the USEPA to set NAAQS for several problem air pollutants based on human health and welfare criteria.

On April 2, 2007, in the case of *Massachusetts et al. vs. the USEPA et al*. (549 U.S. 497), the U.S. Supreme Court found that GHGs are air pollutants covered by the FCAA (42 USC Sections 7401-7671q). The U.S. Supreme Court held that the USEPA Administrator must determine whether or not emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the USEPA Administrator is

required to follow the language of Section 202(a) of the FCAA. On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the FCAA:

- Endangerment Finding: The USEPA Administrator found that the current and projected concentrations of the six key well-mixed GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) in the atmosphere threaten the public health and welfare of current and future generations.

- Cause or Contribute Finding: The USEPA Administrator found that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution, which threatens public health and welfare.

These findings do not themselves impose any requirements on industry or other entities. However, the findings were a prerequisite for implementing GHG emission standards for vehicles. In collaboration with the National Highway Traffic Safety Administration (NHTSA) and CARB, the USEPA developed emission standards for light-duty vehicles (2012-2025 model years), and heavy-duty vehicles (2014-2027 model years).

Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the U.S. would meet certain fuel economy goals. Through the Energy Policy and Conservation Act, Congress established the first fuel economy standards for on-road motor vehicles in the U.S. Pursuant to the Energy Policy and Conservation Act, the NHTSA, which is part of the U.S. Department of Transportation (USDOT), is responsible for establishing additional vehicle standards and for revising existing standards.

The US Department of Transportation sets the fuel economy standards for vehicles in the US. In 2024, fuel economy will increase 2% per year for model years 2027-2031 for passenger cars, while light trucks will increase 2% per year for model years 2029-2031. These increases will bring the average light-duty vehicle fuel economy up to approximately 50.4 miles per gallon by model year 2031. Heavy-duty pickup truck and van fuel efficiency will increase 10% per year for model years 2030-2032 and 8% per year for model years 2033-2035. This will result in a fleetwide average of approximately 35 miles per gallon by model year 2035.[7] The Corporate Average Fuel Economy (CAFE) program, which is administered by the USEPA, was created to determine vehicle manufacturers' compliance with the fuel economy standards. The USEPA calculates a CAFE value for each manufacturer based on city and highway fuel economy test results and vehicle sales. Based on the information generated under the CAFE program, the USDOT is authorized to assess penalties for noncompliance.

Energy Policy Act of 1992 (EPAct)

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of

[7] US Department of Transportation. "USDOT Finalizes New Fuel Economy Standards for Model Years 2027-2031". June 7, 2024. Available at: https://www.nhtsa.gov/press-releases/new-fuel-economy-standards-model-years-2027-2031

alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are included in EPAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs.

Energy Policy Act of 2005

The Energy Policy Act of 2005 was signed into law on August 8, 2005. Generally, the Energy Policy Act provides for renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for a clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Federal Climate Change Policy

According to the USEPA, "the United States government has established a comprehensive policy to address climate change" that includes slowing the growth of emissions; strengthening science, technology, and institutions; and enhancing international cooperation. To implement this policy, "the Federal government is using voluntary and incentive-based programs to reduce emissions and has established programs to promote climate technology and science." The USEPA administers multiple programs that encourage voluntary GHG reductions, including "ENERGY STAR", "Climate Leaders", and Methane Voluntary Programs. However, as of this writing, there are no adopted federal plans, policies, regulations, or laws directly regulating GHG emissions.

Mandatory Greenhouse Gas Reporting Rule

In 2009, USEPA issued a final rule for mandatory reporting of GHGs from large GHG emissions sources in the U.S. In general, this national reporting requirement will provide USEPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons or more of CO_2 per year. This publicly available data will allow the reporters to track their own emissions, compare them to similar facilities, and aid in identifying cost effective opportunities to reduce emissions in the future. Reporting is at the facility level, except that certain suppliers of fossil fuels and industrial GHGs along with vehicle and engine manufacturers will report at the corporate level. An estimated 85 percent of the total U.S. GHG emissions, from approximately 10,000 facilities, are covered by this final rule.

STATE

The California Legislature has enacted a series of statutes in recent years addressing the need to reduce GHG emissions statewide. These statutes can be categorized into four broad categories: (i) statutes setting numerical statewide targets for GHG reductions, and authorizing CARB to enact regulations to achieve such targets; (ii) statutes setting separate targets for increasing the use of renewable energy for the generation of electricity throughout the state; (iii) statutes addressing the carbon intensity of vehicle fuels, which prompted the adoption of regulations by CARB; and (iv) statutes intended to facilitate land use planning consistent with statewide climate objectives. The discussion below will address each of these key sets of statutes, as well as CARB "Scoping Plans"

intended to achieve GHG reductions under the first set of statutes and recent building code requirements intended to reduce energy consumption.

Statutes Setting Statewide GHG Reduction Targets

ASSEMBLY BILL 32 (GLOBAL WARMING SOLUTIONS ACT)

In 2006, the California State Legislature enacted the California Global Warming Solutions Act of 2006 (Health & Safety Code Section 38500 et seq.), also known as Assembly Bill (AB) 32 (Stats. 2006, ch. 488). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources.

SENATE BILL 32

Senate Bill (SB) 32 (Stats. 2016, ch. 249) added Section 38566 to the Health and Safety Code. It provides that "[i]n adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions authorized by [Division 25.5 of the Health and Safety Code], [CARB] shall ensure that statewide greenhouse gas emissions are reduced to at least 40 percent below the statewide greenhouse gas emissions limit no later than December 31, 2030." In other words, SB 32 requires California, by 2030, to reduce its statewide GHG emissions so that they are 40 percent below those that occurred in 1990.

EXECUTIVE ORDERS ESTABLISHING STATEWIDE GHG AND ZEV TARGETS

Between AB 32 (2006) and SB 32 (2016), the California Legislature has codified some of the GHG reduction targets included within Executive Orders issued by the last two Governors. The 2020 target in AB 32 reflected the second of three reduction milestones set in former Governor Schwarzenegger's 2005 Executive Order S-3-05, which AB 32 expressly references. (See Health & Safety Code Section 38501, subd. (i).) The 2010 and 2020 milestones of S-3-05 have passed, and its 2050 goal of 80 percent below 1990 levels has been overtaken by the carbon neutrality target now codified in AB 1279 (2022).

In 2022, the Legislature codified a statewide carbon neutrality target through AB 1279 (Stats. 2022, ch. 337), the California Climate Crisis Act (Health & Safety Code Section 38562.2). AB 1279 establishes as state policy that California achieve net zero greenhouse gas emissions as soon as possible, and no later than 2045, and that statewide anthropogenic GHG emissions be reduced to at least 85 percent below 1990 levels by 2045. AB 1279 places into statute the carbon neutrality goal previously expressed only in Executive Order B-55-18 (2018), which it supersedes for planning purposes, and directs CARB to identify and implement the measures necessary to achieve these targets.

As discussed above, the 2045 carbon neutrality target is now codified in AB 1279 (2022). Additional references to a 2050 target also appear in statutes outside the Health and Safety Code. SB 350 (Stats. 2015, ch. 547) added to the Public Utilities Code language that essentially puts into statute the 2050 GHG reduction target already identified in Executive Order S-3-05, albeit in the limited context of new state policies (i) increasing the overall share of electricity that must be produced through

renewable energy sources and (ii) directing certain state agencies to begin planning for the widespread electrification of the California vehicle fleet. Section 740.12(a)(1)(D) of the Public Utilities Code now states that "[t]he Legislature finds and declares [that] … [r]educing emissions of [GHGs] to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050 will require widespread transportation electrification." Furthermore, Section 740.12(b) now states that the California Public Utilities Commission (PUC), in consultation with CARB and the CEC, must "direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, … and reduce emissions of greenhouse gases to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050."

Statute Setting Target for the Use of Renewable Energy for the Generation of Electricity

CALIFORNIA RENEWABLES PORTFOLIO STANDARD

California's Renewables Portfolio Standard (RPS) mandates that all electricity retailers including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators—procure 50 percent of their electricity from eligible renewable energy resources by 2030. Additionally, state policy promotes transportation electrification to reduce petroleum dependence and improve air quality. Building upon the foundation of the original RPS legislation, California has since enacted even more aggressive climate measures that expand the scope of the state's clean energy goals. Senate Bill 100 (the 100% Clean Energy Act of 2018) officially increased the 2030 RPS mandate from 50 percent to 60 percent and established a historic statewide planning target to source 100 percent of all retail electricity from renewable and zero-carbon resources by 2045. To ensure the state stays on track, Senate Bill 1020 (the Clean Energy, Jobs, and Affordability Act of 2022) added strict interim benchmarks to this trajectory, legally requiring renewable and zero-carbon resources to supply 90 percent of California's retail electricity by 2035 and 95 percent by 2040 on the way to a completely carbon-free grid by 2045.

Executive Order B-16-12 (2012), which set interim ZEV deployment and infrastructure targets, has been superseded by Executive Order N-79-20 (2020). Executive Order N-79-20 establishes a state goal that 100 percent of in-state sales of new passenger cars and light-duty trucks be zero-emission by 2035, and that medium- and heavy-duty vehicles transition to zero-emission where feasible by 2045. CARB implemented the passenger-vehicle goal through its Advanced Clean Cars II regulation (adopted 2022), which requires an increasing percentage of new light-duty vehicle sales to be zero-emission or plug-in hybrid, reaching 100 percent by 2035.

In 2018, SB 100 (Stats. 2018, ch. 312) revised the above-described deadlines and targets so that the state will have to achieve a 50 percent renewable resources target by December 31, 2026 (instead of by 2030) and achieve a 60 percent target by December 31, 2030. The legislation also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045.

In summary, California has set a statutory goal of requiring that, by 2030, 60 percent of the electricity generated in California should be from renewable sources, with increased generation capacity sufficient to allow the mass conversion of the statewide vehicle fleet from petroleum-fueled vehicles to electrical vehicles and/or other ZEVs. By 2045, all electricity must come from renewable resources and other carbon-free resources. Former Governor Brown established a goal for the state of achieving carbon neutrality as soon as possible and by no later than 2045. The Legislature is thus looking to California drivers to buy electric cars, powered by green energy, to help the state meet its aggressive statutory goal, created by SB 32, of reducing statewide GHG emissions by 2030 to 40 percent below 1990 levels. Another key prong to this strategy is to make petroleum-based fuels less carbon-intensive. A number of statutes in recent years have addressed that strategy. These are discussed immediately below.

Statutes and CARB Regulations Addressing the Carbon Intensity of Petroleum-based Transportation Fuels

ASSEMBLY BILL 1493, PAVLEY CLEAN CARS STANDARDS

In 2002, the California Legislature enacted Assembly Bill 1493 ("Pavley Bill") (Stats. 2002, ch. 200), which directed CARB to develop and adopt regulations that achieve the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty trucks beginning with model year 2009. (See Health and Safety Code Section 43018.5.) In September 2004, pursuant to this directive, CARB approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year. These regulations created what are commonly known as the "Pavley standards." In September 2009, CARB adopted amendments to the Pavley standards to reduce GHG emissions from new motor vehicles through the 2016 model year. These regulations created what are commonly known as the "Pavley II standards." (See California Code of Regulations, Title 13, Sections 1900, 1961, and 1961.1 et seq.)

In 2012, CARB adopted an Advanced Clean Cars (ACC) program aimed at reducing both smog-causing pollutants and GHG emissions for vehicles model years 2017-2025. This historic program, developed in coordination with the USEPA and NHTSA, combined the control of smog-causing (criteria) pollutants and GHG emissions into a single coordinated set of requirements for model years 2015 through 2025. The regulations focus on substantially increasing the number of plug-in hybrid cars and ZEVs in the vehicle fleet and on making fuels such as electricity and hydrogen readily available for these vehicle technologies. The components of the ACC program are the Low-Emission Vehicle regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the ZEV regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles in the 2018 through 2025 model years. (See California Code of Regulations, Title 13, Sections 1900, 1961, 1961.1, 1961.2, 1961.3, 1965, 1968.2, 1968.5, 1976, 1978, 2037, 2038, 2062, 2112, 2139, 2140, 2145, 2147, 2235, and 2317 et seq.)

It is expected that the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 34 percent below 2016 levels by 2025, all while improving fuel efficiency and reducing motorists' costs.

Cap and Trade Program

In 2011, CARB adopted the final cap-and-trade program for California (See CCR Title 17, Sections 95801-96022.) The California cap-and-trade program creates a market-based system with an overall emissions limit for affected sectors. The program is intended to regulate more than 85 percent of California's emissions and staggers compliance requirements according to the following schedule: (1) electricity generation and large industrial sources (2012) and (2) fuel combustion and transportation (2015).

According to 2012 CARB guidance, "[t]he Cap-and-Trade Program will reduce GHG emissions from major sources (covered entities) by setting a firm cap on statewide GHG emissions while employing market mechanisms to cost-effectively achieve the emission-reduction goals. The statewide cap for GHG emissions from major sources, which is measured in metric tons of carbon dioxide equivalent ($MTCO_2e$), will commence in 2013 and decline over time, achieving GHG emission reductions throughout the program's duration. Each covered entity will be required to surrender one permit to emit (the majority of which will be allowances, entities are also allowed to use a limited number of CARB offset credits) for each ton of GHG emissions they emit. Some covered entities will be allocated some allowances and will be able to buy additional allowances at auction, purchase allowances from others, or purchase offset credits."

The guidance continues to say that "[s]tarting in 2012, major GHG-emitting sources, such as electricity generation (including imports), and large stationary sources (e.g., refineries, cement production facilities, oil and gas production facilities, glass manufacturing facilities, and food processing plants) that emit more than 25,000 $MTCO_2e$ per year will have to comply with the Cap-and-Trade Program. The program expands in 2015 to include fuel distributors (natural gas and propane fuel providers and transportation fuel providers) to address emissions from transportation fuels, and from combustion of other fossil fuels not directly covered at large sources in the program's initial phase." In early April 2017, the Third District Court of Appeal upheld the lawfulness of the cap-and-trade program as a "fee" rather than a "tax."[8] AB 398 (Stats. 2017, ch. 135) extended the life of the existing Cap and Trade Program through December 2030.

Statute Intended to Facilitate Land Use Planning Consistent with Statewide Climate Objectives

CALIFORNIA SENATE BILL 375 (SUSTAINABLE COMMUNITIES STRATEGY)

SB 375 is 2008 legislation built on the foundation established by AB 32, by setting forth a mechanism for coordinating land use and transportation on a regional level for the purpose of reducing GHGs. The focus is to reduce miles traveled by passenger vehicles and light trucks. CARB is required to set GHG reduction targets for each metropolitan region for 2020 and 2035. Each of California's metropolitan planning organizations then prepares a sustainable communities strategy that demonstrates how the region will meet its GHG reduction target through integrated land use, housing, and transportation planning. Once adopted by the metropolitan planning organizations, the sustainable communities strategy is to be incorporated into that region's federally enforceable

[8] California Chamber of Commerce et al. v. State Air Resources Board et al. 2017. Available: https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/cal-chamber-v-abr-3rd-dca-opinion.pdf

regional transportation plan. If a metropolitan planning organization is unable to meet the targets through the sustainable communities strategy, then an alternative planning strategy must be developed which demonstrates how targets could be achieved, even if meeting the targets is deemed to be infeasible.

Climate Change Scoping Plans

AB 32 SCOPING PLAN

On December 11, 2008, CARB adopted its *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce carbon dioxide-equivalent (CO_2e) emissions by 169 million metric tons (MMT), or approximately 30 percent, from the state's projected 2020 emissions level of 596 MMT of CO_2e under a business-as-usual scenario. (This is a reduction of 42 MMT CO_2e, or almost 10 percent, from 2002–2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.) The Scoping Plan also breaks down the amount of GHG emissions reductions CARB recommends for each emissions sector of the state's GHG inventory. The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMT CO_2e);
- the Low-Carbon Fuel Standard (15.0 MMT CO_2e);
- energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO_2e); and
- a renewable portfolio standard for electricity production (21.3 MMT CO_2e).

CARB updated the Scoping Plan in 2013 (*First Update to the Scoping Plan*) and again in 2017 (the *Final Scoping Plan*). The 2013 Update built upon the initial Scoping Plan with new strategies and recommendations, and also set the groundwork to reach the long-term goals set forth by the state. Successful implementation of existing programs (as identified in previous iterations of the Scoping Plan) has put California on track to meet the 2020 target. The 2017 Scoping Plan reflects the 2030 target of reducing statewide GHG emissions by 40 percent below 1990 levels codified by SB 32.

CARB adopted the 2022 version of the Scoping Plan (the Scoping Plan for Achieving Carbon Neutrality) on November 16, 2022. The 2022 Scoping Plan Update assesses progress toward the statutory 2030 target, while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on the following GHG reduction strategies to achieve the target and carbon neutrality include:

- Identification of a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identification of technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.

- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integration of equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporation of the contribution of natural and working lands (NWL) to the state's GHG emissions, as well as their role in achieving carbon neutrality.
- Reliance on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluation of the substantial health and economic benefits of taking action.
- Identification of key implementation actions to ensure success.

The 2022 Scoping Plan discusses how these strategies would be implemented on both a state and local level to achieve the GHG reduction targets.

Building Standards

CALIFORNIA ENERGY CODE

The California Energy Code (CCR Title 24, Part 6), which is incorporated into the Building Energy Efficiency Standards, was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Although these standards were not originally intended to reduce GHG emissions, increased energy efficiency results in decreased GHG emissions because energy efficient buildings require less electricity and thus less consumption of fossil fuels, which emit GHGs. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

The most recent Title 24 standards are the 2025 Title 24 standards. Buildings permitted on or after January 1, 2026, must comply with the 2025 Standards. The California Energy Commission updates the standards every three years. The CEC estimates that the 2025 Title 24 standards will reduce $4.8 billion in statewide energy cost savings over 30 years. When compared to the 2022 Title 24 standards, the 2025 update focuses on: expanding the use of electric heat pump technology for space conditioning and water heating; encouraging electric-ready buildings; updating space conditioning system control standards for nonresidential buildings; expanding solar photovoltaic (PV) system and battery storage standards; and strengthening ventilation standards to improve indoor air quality.

CALIFORNIA GREEN BUILDING STANDARDS CODE

The purpose of the California Green Building Standards Code (CalGreen) (CCR Title 24, Part 11) is to improve public health and safety and to promote the general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: 1) planning and design; 2) energy efficiency; 3) water efficiency and conservation; 4) material conservation and resource efficiency; and 5) environmental quality. CalGreen, which became effective on January 1, 2011, instituted mandatory minimum environmental performance

standards for all ground-up new construction of commercial, low-rise residential uses, and state-owned buildings, as well as schools and hospitals. The latest version of CalGreen is the 2025 CalGreen Code, which became effective on January 1, 2026. CalGreen includes both mandatory and voluntary standards for building standards. The mandatory standards require the following:

- 20 percent mandatory reduction in indoor water use relative to baseline levels;
- 65 percent construction/demolition waste must be diverted from landfills;
- 10 percent performance reduction on embodied carbon or strict global warming potential caps;
- Electric vehicle (EV) infrastructure percentages with specific proportion of physical parking spaces allocated for future or immediate zero-emission vehicle infrastructure such as EV capable spaces or charging stations;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Environmental Quality (Indoor Air & Pollutant Control) which includes low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards, moisture control for building materials to avoid mold, as well as indoor ventilation for kitchens and bathrooms.

The voluntary standards require the following:

- Tier 1 voluntary standards raise California's energy reduction by targeting early-adopter sustainability metrics that exceed the baseline code. To achieve Tier 1 status, nonresidential buildings must achieve a 5% to 10% reduction in energy consumption beyond standard energy codes, while large-scale projects must demonstrate a 15% reduction in their structural carbon footprint (GWP) or retain at least 75% of an existing building's structure. Additionally, Tier 1 enforces enhanced efficiency across other core sectors, requiring an increase of 12% to 30% reduction in indoor water use, increased construction waste diversion to 65%, and expanded electric vehicle (EV) parking allocations with a higher percentage of operational charging stations.

- Tier 2 voluntary standards requiring entirely all-electric infrastructure for residential projects—alongside a strict 20% overall reduction in building embodied carbon. Water and waste requirements are similarly maximized, forcing a 20% to 35% reduction in indoor water usage, up to an 80% construction waste diversion rate, and advanced greywater recycling compatibility. Furthermore, Tier 2 implements the state's most stringent thresholds for indoor chemical pollutant controls, mandatory MERV 13 or higher air filtration systems, and maximum EV infrastructure deployment.

LOCAL

Bay Area Air District (BAAD)

CLEAN AIR PLAN

The BAAD attains and maintains air quality conditions in the SFBAAB through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of the BAAD includes the preparation of plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. The BAAD also inspects stationary sources of air pollution and responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements programs and regulations required by the FCAA, FCAAA, and the CCAA. For state air quality purposes, the Bay Area is classified as a serious nonattainment area of the 1-hour ozone standard. The "serious" classification triggers various plan submittal requirements and transportation performance standards. One such requirement is that the Bay Area update the Clean Air Plan every three years to reflect progress in meeting the air quality standards and to incorporate new information regarding the feasibility of control measures and new emission inventory data.

The *2017 Clean Air Plan: Spare the Air, Cool the Climate* (2017 Clean Air Plan) was adopted on April 19, 2019, by BAAD in cooperation with the MTC, the San Francisco Bay Conservation and Development Commission, and the Association of Bay Area Governments (ABAG). The 2017 Clean Air Plan describes a multi-pollutant strategy to simultaneously reduce emissions and ambient concentrations of ozone, fine particulate matter, toxic air contaminants, as well as greenhouse gases that contribute to climate change. The 2017 Clean Air Plan provides a regional strategy to protect public health and protect the climate. To protect public health, the 2017 Clean Air Plan describes how BAAD will continue our progress toward attaining all state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the 2017 Clean Air Plan defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious GHG reduction targets for 2030 and 2050, and provides a regional climate protection strategy that will put the Bay Area on a pathway to achieve those GHG reduction targets.

The 2017 Clean Air Plan includes a wide range of control measures designed to decrease emissions of the air pollutants that are most harmful to Bay Area residents, such as particulate matter, ozone, and toxic air contaminants; to reduce emissions of methane and other "super-GHGs" that are potent climate pollutants in the near-term; and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

PRIORITY CLIMATE ACTION PLAN

The 2024 Priority Climate Action Plan (PCAP) is the first phase of the Bay Area Regional Climate Action Planning Initiative led by the BAAD. It serves as an early implementation-ready climate strategy for the San Francisco–Oakland–Berkeley region that targets near-term greenhouse gas (GHG) reductions and delivers benefits to frontline communities.

Purpose and Focus

- The PCAP's goal is to identify high-impact climate actions that can be put into practice immediately or in the near term to cut greenhouse gas emissions and improve air quality in the Bay Area.
- It builds on existing regional climate work and local plans to ensure the measures align with what cities and counties are already doing.
- The plan places particular emphasis on ensuring benefits for frontline and disadvantaged communities that face disproportionate pollution burdens.

Priority Sectors

The PCAP specifically focuses on two major sources of emissions in the region:

- Passenger vehicles – strategies to reduce transportation emissions.
- Residential buildings – actions aimed at reducing emissions from building energy use, including building decarbonization.

Core Components

The plan includes:

- A set of priority GHG reduction measures that are ready for early implementation.
- A regional greenhouse gas emissions inventory for priority sectors.
- Supporting analyses including emissions quantification, frontline community benefits, workforce planning, and engagement documentation.
- Development and Collaboration
- PCAP was developed with input from a regional Advisory Working Group composed of local governments, regional agencies, and community stakeholders.
- There was extensive engagement with local governments and communities, including working sessions and public workshops, to shape the measures and ensure they reflect local needs.

Next Steps and Relationship to Broader Planning

The PCAP serves as an early step toward a broader Comprehensive Climate Action Plan (CCAP), which will extend to all major economic sectors and offer a fuller blueprint for meeting long-term regional climate targets.

BAAD 2022 CEQA GUIDELINES

The BAAD 2022 CEQA Air Quality Guidelines (CEQA Guidelines) are the latest version of the BAAD's CEQA Guidelines and were prepared to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process consistent with CEQA requirements including thresholds of significance, mitigation measures, and background air quality information. They also include assessment methodologies for air toxics, odors, and GHG emissions. In June 2010, the BAAD's Board of Directors adopted CEQA thresholds of significance and an update of its CEQA Air Quality Guidelines. In May 2011, the updated BAAD CEQA Air Quality Guidelines were amended to include a risk and hazards threshold for new receptors and modify procedures for assessing impacts related to risk and hazard impacts.

The thresholds were challenged in court. Following litigation in the trial court, the Court of Appeal, and the California Supreme Court, all of the thresholds were upheld. However, in an opinion issued on December 17, 2015, the California Supreme Court held that CEQA does not generally require an analysis of the impacts of locating development in areas subject to environmental hazards unless the project would exacerbate existing environmental hazards. The Supreme Court also found that CEQA requires the analysis of exposing people to environmental hazards in specific circumstances, including the location of development near airports, schools near sources of toxic contamination, and certain exemptions for infill and workforce housing. The Supreme Court also held that public agencies remain free to conduct this analysis regardless of whether it is required by CEQA.

In view of the Supreme Court's opinion, local agencies may rely on thresholds designed to reflect the impact of locating development near areas of toxic air contamination where such an analysis is required by CEQA or where the agency has determined that such an analysis would assist in making a decision about the project. However, the thresholds are not mandatory and agencies should apply them only after determining that they reflect an appropriate measure of a project's impacts.

The CEQA Air Quality Guidelines for implementation of the thresholds are for information purposes only to assist local agencies. Recommendations in the CEQA Air Quality Guidelines are advisory and should be followed by local governments at their own discretion. These Guidelines may inform environmental review for development projects in the Bay Area, but do not commit local governments or BAAD to any specific course of regulatory action.

Land use projects and plans have the potential to generate air pollutants (and precursors) that contribute to the degradation of regional air quality, increase the exposure of local populations to harmful pollutants, and contribute to climate change. The purpose of the BAAD's CEQA Guidelines is to assist lead agencies in evaluating air quality and climate impacts from proposed land use projects and plans in the San Francisco Bay Area Air Basin. The CEQA Guidelines include nonbinding recommendations for how a lead agency can evaluate, measure, and mitigate air quality and climate impacts generated from land use construction and operational activities.

The CEQA Guidelines do not replace the State CEQA Statute and Guidelines; rather, they are designed to provide BAAD-recommended procedures for evaluating potential air quality and climate impacts during the environmental review process that are consistent with CEQA requirements. The revised CEQA Air Quality Guidelines dated April 2022 include revisions to address the Supreme Court's opinion and supersede BAAD's previous CEQA Air Quality Guidelines published in May 2017.

The CEQA Guidelines establish both Project-Level and Plan-Level significance thresholds. Project-Level thresholds are for individual development projects. Plan-Level thresholds were developed to assist lead agencies with long-range local and regional plans. Local long-range plans are discretionary, program-level planning efforts, including general plans and their elements, specific plans, area and community plans, congestion management plans, and land or service area annexations. The following BAAD's Plan-Level threshold for climate impacts within the CEQA Guidelines are applied to the operations phase of the General Plan 2045:

1. Meet state's goals to reduce emissions to 40% below 1990 levels by 2030 and carbon neutrality by 2045; or
2. Be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b)

If a Project meets these thresholds, the BAAD considers climate related impacts from the General Plan 2045 update to result in less than significant greenhouse gas and climate change impacts.

JUSTIFICATION REPORT: CEQA THRESHOLDS FOR EVALUATING THE SIGNIFICANCE OF CLIMATE IMPACTS FROM LAND USE PROJECTS AND PLANS

The BAAD prepared its Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans (Justification Report), in April 2022. The Justification Report presents the BAAD's recommended thresholds of significance for use in determining whether a proposed project will have a significant impact on climate change. BAAD recommends that these thresholds of significance be used by public agencies to comply with CEQA.

The BAAD recommends that cities and counties evaluate such plans based on whether they will be consistent with California's long-term climate goal of achieving carbon neutrality by 2045. To be consistent with this goal, these plans should reduce GHG emissions in the relevant jurisdiction to meet an interim milestone of 40 percent below the 1990 emission levels by 2030, consistent with SB 32, and to support the state's goal of carbon neutrality by 2045. Cities and counties planning to develop in a manner that is not consistent with meeting these GHG reduction targets will have a significant climate impact because they will hinder California's efforts to address climate change. Specifically, in order to demonstrate a less-than-significant impact to climate change under CEQA, the BAAD states that General Plans and related planning documents must demonstrate that the plan either: a) meets the state's goal to reduce emissions to 40 percent below 1990 levels by 2030 and carbon neutrality by 2045; or b) is consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).

Association of Bay Area Governments and Metropolitan Transportation Commission Plan Bay Area 2050

Plan Bay Area 2050 was jointly adopted by Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) in October 2021 and is the Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS). The Plan Bay Area is a long-range regional plan for the nine-county San Francisco Bay Area, encompassing housing, economic, transportation, and environmental strategies designed to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges.

Plan Bay Area 2050 is composed of 35 integrated strategies across the four elements that provide a blueprint for how the Bay Area can accommodate future growth and make the region more equitable and resilient in the face of unexpected challenges and achieve regional GHG emissions reduction targets established by CARB, pursuant to SB 375.

In summary, Plan Bay Area 2050:

- Details housing and economic strategies ("land use") to invest $702 billion in expected revenues to accommodate 2.7 million new persons, 1.4 million new households, 1.5 million new forecasted housing units, and 1.4 million new jobs between 2015 and 2050;

- Details transportation strategies to invest $579 billion in expected revenues from federal, state, regional, and local sources over the next 30 years;
- Details environmental strategies to invest $102 billion in expected revenues to protect the region from at least two feet of future permanent sea level rise inundation, reduce climate emissions, and maintain and expand the region's parks and open space system; and
- Complies with SB 375, the state's SCS law, which requires integration of land use and transportation planning to reduce per-capita passenger vehicle GHG emissions by 2035 and provide adequate housing for the region's forecast of 2.7 million new persons and 1.4 million new households.

Adopted in March 2026, Plan Bay Area 2050+ is a focused update to the original 2021 blueprint, designed to address post-pandemic realities and the transit financial crisis while advancing equity and resilience across the nine-county San Francisco Bay Area. This update outlines 35 integrated strategies within a $1.4 trillion framework, focusing on housing, economic development, transportation, and environmental resilience to meet state-mandated GHG reduction targets.

- Housing/Economy: Allocates $468 billion to housing and $234 billion to economic strategies, supporting growth for 2.7 million new persons and 1.4 million new households through 2050.
- Transportation: Invests $578 billion over 30 years, restructured to address significant post-pandemic transit revenue deficits.
- Environment: Invests $102 billion to address sea level rise, reduce emissions, and expand open spaces.
- Compliance: Adheres to SB 375 by linking land use and transportation to meet 2035 GHG reduction targets.

Existing San Anselmo General Plan

The following goals, policies, and actions are pertinent to greenhouse gases and climate change.

CIRCULATION ELEMENT

Objective 17: To work toward more widespread use of electric vehicles to lower greenhouse gas emissions from transportation.

> **Policy: 17.1.** Zero Emission Vehicle readiness. Provide a foundation for electric vehicle implementation efforts, including investments in electric vehicle infrastructure and guidance for ongoing Town initiatives, by preparing an Electric Vehicle Strategy. The strategy should establish a framework for near-term actions that support longer-term mobility goals and initiatives, including, but not limited to, Town policy on costs and fees for Town charging stations,

regulations for residential and workplace electric vehicle readiness, and policies for conversion of the Town vehicle fleet.

San Anselmo Climate Action Plan 2030

The San Anselmo Climate Action Plan (CAP) establishes a framework to significantly reduce greenhouse gas emissions while improving community health and resilience. The Plan sets ambitious targets to reduce community-wide emissions by approximately 54 percent below 2005 levels by 2030 and to achieve carbon neutrality by 2045, exceeding California's statewide requirements. It is intended to guide local decision-making, support consistency with CEQA streamlining provisions, and align the Town with regional and state climate goals.

The CAP focuses on key emission sources and strategies, including reducing vehicle miles traveled (VMT), increasing energy efficiency, transitioning buildings away from natural gas through electrification, expanding the use of renewable electricity, and reducing emissions from waste and water use. It also emphasizes climate adaptation and carbon sequestration through protection of natural systems. Implementation is supported by ongoing emissions monitoring and guidance from the Climate Action Commission, with co-benefits that include improved air quality, lower energy costs, and increased resilience to climate-related hazards such as heat, wildfire smoke, and flooding. The CEQA Guidelines Section 15183.5(b) addresses how public agencies may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions or similar document. The San Anselmo CAP satisfies the CEQA Guidelines Section 15183.5(b) criteria for a qualified GHG reduction plan by quantifying baseline and projected community emissions, establishing a reduction target of 54% below 2005 levels by 2030, and implementing a suite of specific, enforceable measures such as building electrification and organic waste diversion. Developed via a public process with an accompanying environmental review, the CAP integrates mandatory development standards and a robust monitoring framework to ensure continuous progress toward its goals. As a result, subsequent local development projects can legally "tier" off this plan; if a project demonstrates consistency with the CAP's mandatory measures, its cumulative GHG impacts are presumed less than significant, streamlining the project's environmental review process by bypassing redundant, individual emissions analyses.

3.8.3 IMPACTS AND MITIGATION MEASURES

METHODS OF ANALYSIS

Future development under the General Plan 2045 was reviewed to determine if the General Plan 2045 would have a significant impact on greenhouse gases. These types of impacts would occur from mobile, energy, area, stationary, and other sources. Impacts are evaluated assuming full buildout of the Planning Area.

As detailed above, BAAD prepared its Justification Report in April 2022, presenting BAAD's recommended thresholds of significance for use in determining whether a proposed project will have a significant impact on climate change. BAAD recommends that these thresholds of significance be used by public agencies to comply with CEQA.

The BAAD recommends that cities and counties evaluate such plans based on whether they will be consistent with California's long-term climate goal of achieving carbon neutrality by 2045. To be consistent with this goal, these plans should reduce GHG emissions in the relevant jurisdiction to meet an interim milestone of 40 percent below the 1990 emission levels by 2030, consistent with SB 32, and to support the state's goal of carbon neutrality by 2045. Cities and counties planning to develop in a manner that is not consistent with meeting these GHG reduction targets will have a significant climate impact because they will hinder California's efforts to address climate change.

Specifically, in order to demonstrate a less-than-significant impact to climate change under the CEQA, the BAAD states that General Plans and related planning documents must demonstrate that the plan either: a) meets the state's goal to reduce emissions to 40 percent below 1990 levels by 2030 and carbon neutrality by 2045; and/or b) is consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).

It should also be noted that this analysis relies on, in part, the VMT analysis prepared in 2026 by Parametrix consultants and presented in Section 3.14, Transportation and Circulation.

GENERAL PLAN 2045 GOALS AND POLICIES

The following draft goals and policies from the General Plan 2045 are relevant to Greenhouse Gases and Climate Change.

Conservation and Open Space Element

Goal OSC-B. Protect and improve the quality of the natural environment through collaborative conservation, restoration, management, regenerative practices, and pollution reduction and control.

AIR QUALITY

Policy OSC-B.9: Pollution Prevention. Prevent or minimize the emission of air pollutants in compliance with State and federal air quality standards.

Action OSC-B.9.a: Air Quality Standards and Project Review. Implement the Bay Area Air District's Clean Air Plan, rules, and best practices in reviewing construction, development, and commercial operations, including evaluation of toxic air contaminants, odors, and criteria pollutants.

Action OSC-B.9.b: Particulate Emissions. Reduce emissions of particulate matter from construction sites, roads, parking lots, and other sources by requiring development and construction projects to implement best management practices.

Action OSC-B.9.c: Idling Prevention. Adopt an ordinance that matches or is more stringent than the State's maximum idling law, and coordinate with CARB, BAAD, and law enforcement to achieve compliance.

CIRCULATION ELEMENT

Goal C-A: Promote a safe multimodal transportation network that helps reduce greenhouse gas emissions and offers strong transit, pedestrian, and bikeway alternatives to the automobile.

Policy C-A.1: Complete Streets. Provide Complete Streets that ensure safe, comfortable, and convenient multimodal access to essential community destinations, increase the use of alternative modes of transportation, encourage active travel as part of daily activities, reduce pollution, and meet the evolving needs of all roadway users.

Action C-A.1.a: Complete Streets and Human-Scale Enhancements. Approach every transportation project and program as opportunities to improve safety, accessibility, and mobility for users of all ages, abilities, and transportation needs. Work with relevant departments, agencies, and jurisdictions to incorporate Complete Streets design features, such as accessible curb ramps, crosswalks, transit facilities, sidewalks, and bicycle infrastructure, into existing streets. Where feasible, integrate human-scale amenities including street trees, landscaping, benches, and pedestrian-scale lighting to enhance comfort, visual quality, and encourage walking, bicycling, and transit use.

Action C-A.1.b: Standards for Infrastructure Improvements. Develop Public Improvement Engineering Standards or other objective standards for property subdivision or development projects to specify required off-site infrastructure improvements, such as sidewalks, that would accommodate or mitigate estimated project traffic impacts.

Policy C-A.2: Existing Infrastructure. Prioritize the maintenance and continued improvement of existing multimodal transportation infrastructure within current rights-of-way as opposed to roadway widening or extensions.

Policy C-A.3: Reduction of Vehicle Miles Traveled (VMT). Support infill, context-sensitive development, walkable neighborhoods, and infrastructure improvements that reduce the demand for single-occupancy vehicle travel while recognizing that many families and people with mobility limitations or limited access to alternative transportation options will continue to depend on cars.

Action C-A.3.a: VMT and Land Use. Encourage residential housing development in areas with low levels of home-based VMT, such as those near transit and retail services to support access to daily needs for residents of varying incomes and transportation options that offer greater potential for alternatives to driving and shorter trips to daily destinations.

Action C-A.3.b: VMT and Transportation Improvements. When planning and prioritizing upcoming capital improvements, account for the potential of projects to reduce VMT.

Policy C-A.4: VMT in Transportation Impact Evaluations. Evaluate land use projects for potential transportation impacts by considering the effect on VMT.

Action C-A.4.a: VMT Policy and Regional Coordination. Continue to apply San Anselmo's VMT Screening Criteria and Thresholds of Significance for evaluation of VMT associated with discretionary land use projects and update these thresholds as appropriate to reflect new data, standards, or local conditions. Coordinate with the Transportation Authority of Marin to reduce VMT and enhance multimodal transportation by applying guidance from the VMT Reduction / Mobility Enhancement Toolkit.

Action C-A.4.b: VMT Mitigation. Develop and implement VMT mitigation measures and an in-lieu fee structure that can be applied to applicable projects to reduce potential VMT impacts to less-than-significant levels.

Policy C-A.5: Emerging Transportation Technologies. Explore and support implementation of emerging transportation technologies and strategies to reduce greenhouse gas emissions and VMT, enhance social equity by improving access and affordability across the community, and support economic vibrancy.

Action C-A.5.a: Effective and Equitable Emerging Transportation Strategies. Establish evaluation criteria to assess alignment of emerging transportation solutions, prioritizing emerging mobility strategies that are affordable and accessible to residents with limited incomes, older adults, and persons with disabilities.

Policy C-B.2: Roadway Traffic Circulation. Maintain adequate traffic circulation while balancing the needs of all system users along Sir Francis Drake Boulevard, Center Boulevard, Red Hill Avenue, Butterfield Road, and in downtown.

Action C-B.2.a: Progress Evolution of The Hub. Develop designs and secure funding for near-term improvements to the Hub as identified in The Hub Transportation Study. This includes incorporation of traffic, transit, pedestrian, and bicycle enhancements.

Action C-B.2.b: Major Thoroughfare Roadway Improvements. Improve Sir Francis Drake Boulevard, Center Boulevard, Red Hill Avenue, and intersections along these roadways by investing in transportation infrastructure to improve safety and accessibility for pedestrians and other non-vehicle roadway users while maintaining adequate circulation for regional through traffic.

Policy C-B.6: Traffic Level of Service. Maintain a traffic Level of Service (LOS) standard of "E" for signalized intersection operations during peak hours to ensure an efficient roadway network and allow for consistent evaluation of development project impact on local roadway traffic.

Action C-B.6.a: Traffic Impact Studies. Require that discretionary development projects be evaluated for level of service impacts in accordance with the Town of San Anselmo's Vehicle Miles Traveled (VMT) Screening Criteria and Thresholds of Significance. Projects that exceed the level of service threshold for signalized intersections shall provide

feasible mitigation measures to reduce level of service impacts to levels consistent with Town policy.

Goal C-C: Promote a universally accessible transportation network which offers strong transit, pedestrian, and bikeway alternatives to the automobile for all ages and abilities.

Policy C-C.1: Bicycle and Pedestrian Master Plan. Regularly review, update, and implement the Town's Bicycle and Pedestrian Master Plan to maintain eligibility for grant funding and to advance a safe, accessible, and connected active transportation network for users of all ages and abilities.

Action C-C.1.a: Maintenance of Pedestrian and Bicycle Facilities. Develop a program to prioritize and fund the construction and maintenance of pedestrian and bicycle facilities based on safety, connectivity, removal of access barriers for people with disabilities, older adults, and others with mobility challenges, and the relationship to existing and planned land uses, along with other adopted evaluation criteria.

Action C-C.1.b: Pedestrian-Oriented Improvements in Commercial Hubs. Implement sidewalk, pedestrian crossing, and other pedestrian-oriented improvements identified in the Town's Bicycle and Pedestrian Master Plan—including those along Sir Francis Drake Boulevard, San Anselmo Avenue, Red Hill Avenue, and Greenfield Avenue, and evaluate and implement feasible recommendations from the Downtown Active Transportation & Circulation Study to enhance walkability and safety in Downtown and key commercial hubs.

Policy C-C.2: Pedestrian Safety and Access. Provide a safe and accessible walking environment along San Anselmo's pedestrian network, linking residential areas to schools, shopping, work, recreation areas, essential services, and other important community destinations for residents of all ages, abilities, and incomes.

Action C-C.2.a: Accessibility Improvements. Continue to construct improvements that provide access for all individuals along the Town's pedestrian network, including reconstruction of facilities in compliance with federal and State accessibility requirements.

Action C-C.2.b: Downtown Pedestrian Infrastructure. Implement sidewalk and pedestrian crossing improvement recommendations as included in the Pedestrian and Bicycle Master Plan. Evaluate and implement the recommendations in the Downtown Active Transportation & Circulation Study, where feasible.

Policy C-C.3: Bicycle Network. Continue to expand San Anselmo's bicycle network to safely and comfortably connect residents to schools, shopping, work, recreation, and other daily destinations, with a focus on improved paths and crossings at larger and high vehicle volume roadways and traffic calming installations and signage on local streets.

Action C-C.3.a: Bicycle Infrastructure. Implement bicycle infrastructure recommendations, such as multi-use paths, bicycle priority routes, bike racks, and lockers in areas with high demand, and traffic calming installations, as included in the Pedestrian and Bicycle Master Plan.

Policy C-C.4: Bicycle Parking. Seek opportunities to install bicycle parking facilities at public destinations, including at transit stops, parks, schools, shopping locations, and other essential public facilities, and require bicycle parking facilities in new development.

Action C-C.4.a: Bicycle Parking Requirements. Require short-term and long-term bicycle parking facilities for commercial and multifamily developments in accordance with or more stringent than the California Green Building Standards Code.

Policy C-C.5: Safe Routes to School. Coordinate with the Transportation Authority of Marin to identify locations for improvements that provide safe walking and bicycling routes for students of all backgrounds, including those who rely on walking, biking, or transit to travel to and from school.

Policy C-C.6: Transit Service. Continue to support the improvement and expansion of local and regional transit and paratransit service to improve access for residents who rely on transit, including older adults, youth, lower-income households, and people with disabilities.

Action C-C.6.a: Transit Agency Partnerships. Partner with Marin Transit and the Golden Gate Bridge Highway and Transportation District to survey transit needs and to improve transit routes, service frequency, and overall service in response to evolving trends.

Action C-C.6.b: **Transit-dependent Population**. Actively encourage local and regional transit agencies, providers, and local initiatives to expand reliable and accessible paratransit, shuttles, and other alternative transportation options for non-driving adults, persons with disabilities, and others without access to a private vehicle in San Anselmo.

SUSTAINABILITY, CLIMATE CHANGE, AND RESILIENCY ELEMENT

Goal SU-A Empower residents and businesses to reduce their carbon footprints and prepare for the impacts of climate change.

Policy SU-A.1: Sustainability Education and Empowerment. Provide comprehensive outreach, education, and community engagement programs that support residents and businesses in reducing emissions, improving energy efficiency, conserving resources, and preparing for climate impacts. Partner with local volunteers, schools, and community organizations, such as the Climate Action Commission, to expand the reach of these efforts. Design outreach and education programs to be inclusive and accessible to a broad range of participants, including lower-income households, renters, and non-English-speaking residents. Track participation and engagement trends to identify gaps and refine outreach strategies to broaden and diversify community involvement.

Action SU-A.1.a: Community Sustainability, Electrification, and Renewable Energy Programs. Partner with regional agencies, Marin jurisdictions, and the Climate Action Commission to provide coordinated programs, technical assistance, and permitting support that advance energy efficiency, building and vehicle electrification, and renewable energy adoption. This action includes:

- Sustainability & Electrification Resource Hub: Collaborate with Marin jurisdictions to provide a shared regional hub offering integrated resources, information, demonstrations, incentives, and permitting assistance.
- Community Energy Use: Encourage the installation of solar generation and storage systems by streamlining regulations and permitting, and by promoting 100% renewable energy purchasing options.
- Electrification Assistance: Promote local, regional, and state technical assistance, incentive, rebate, and concierge programs supporting the electrification of residential and commercial buildings.
- Equitable Access: Increase awareness of incentive programs for lower-income households and explore opportunities for local subsidies, permit fee reductions, or other supportive measures for electrification.

Action SU-A.1.b: Community Education, Engagement, and Waste Reduction Initiatives. Engage, educate, and support the community in adopting sustainable lifestyle choices, reducing waste, and shifting travel behavior to support greenhouse gas reduction and public health. Collaborate with the Climate Action Commission and regional partners to:

- Climate Education & Engagement: Provide information and engagement opportunities on climate vulnerabilities, health connections, greenhouse gas reduction strategies, and community resilience.
- Sustainable Practices Outreach: Promote actions that reduce natural resource consumption, increase community awareness of sustainable behaviors, and support achievement of Town sustainability goals.
- Low-Carbon Footprint Diet: Promote the environmental, ecological, and health benefits of low-carbon dietary choices through education, outreach, and partnerships with local organizations.
- Plastic Waste Reduction: Conduct public outreach on the impacts of plastic pollution, encourage waste reduction strategies, and support compliance with the Town's Single-Use Plastics Ordinance.
- Public Transit Education: Partner with transit agencies to publicize available transit options and improve first-mile/last-mile connections to transit stops.
- Active Transportation Promotion: Encourage walking and bicycling among residents and employees as a strategy to reduce greenhouse gas emissions and improve public health. Publicize bicycle routes at schools, parks, and transit facilities, and support bicycle awareness and safety campaigns.

Action SU-A.1.c: Plastic Waste Education and Compliance. Conduct outreach and education to reduce plastic pollution and support compliance with the Town's Single-Use Plastics Ordinance, in coordination with waste management partners.

Goal SU-B Create a sustainable community that ensures residents may meet their own needs without compromising the needs of future generations.

Policy SU-B.4: Local Food System. Support efforts to reduce greenhouse gas emissions from food production, transportation, and waste, and encourage practices that strengthen the sustainability and resilience of the local food system.

Action SU-B.4.a: Local Sourcing. Encourage businesses to source their products from local farms to reduce carbon emissions generated from food and material production and transportation.

Action SU-B.4.b: Regional Agriculture. Advocate for and support regional efforts to promote regenerative and climate-smart agricultural practices that enhance soil health, sequester carbon, and contribute to a sustainable local food system.

Policy SU-B.5: Sustainable Land Uses. Promote environmental sustainability and resilience through thoughtful land use planning and development review that addresses climate change, reduces carbon footprints, and manages resources responsibly.

Goal SU-C Reduce greenhouse gas emissions in the community and within government operations to mitigate the effects of climate change.

Policy SU-C.1: Greenhouse Gas Emission Reductions. Mitigate the impacts of climate change by reducing community greenhouse gas emissions.

Action SU-C.1.a: Greenhouse Gas Emissions Reduction and Monitoring. Implement strategies to achieve community-wide reductions of at least 45 percent below 1990 levels by 2030 and to support the State's goal to achieve zero net emissions statewide by 2045. Regularly track progress by annually updating the community greenhouse gas inventory and evaluating government operations emissions to monitor reductions and inform implementation of the Climate Action Plan.

Action SU-C.1.b: Climate Action Plan. Implement the Town's Climate Action Plan and update the plan every five years to incorporate new emission reduction targets, strategies, and best practices.

Policy SU-C.2: Renewable Energy and Electrification. Accelerate the conversion to renewable energy sources.

Action SU-C.2.a: Building and Appliance Electrification. Consider building regulations which preclude gas appliances and infrastructure in new buildings and require installation of high-efficiency electric appliances at time of replacement.

Action SU-C.2.b: Building Permitting for Electrification. Streamline the building permit process for heat pump water and space heaters and electrical panel upgrades. Through regional collaboration, explore a fee reduction pilot program to incentivize conversion of natural gas appliances to electric versions.

Action SU-C.2.c: Municipal Energy Use. Evaluate solar energy production and storage systems at all municipal buildings and facilities and plan for replacement of natural gas appliances and equipment. Continue to purchase 100% renewable energy for Town buildings and facilities.

Action SU-C.2.d: Zero-Emission Infrastructure. Continue to prohibit the location of new gas stations in San Anselmo and support the phased transition of legal non-conforming gas stations to zero-emissions fueling stations. Support businesses in complying with these requirements through technical assistance and public outreach.

Action SU-C.2.e: Landscaping Equipment. Enforce the ban on gas-powered landscape equipment in San Anselmo and explore opportunities to further reduce emissions from landscaping activities, as feasible.

Policy SU-C.3: Building Energy Efficiency. Encourage energy efficiency improvements in residential and commercial buildings to reduce energy use.

Action SU-C.3.a: Green Building Regulations. Consider adopting green building regulations for new construction and building remodels and additions that exceed minimum State building and energy code requirements.

Action SU-C.3.b: Energy Efficiency Programs. Promote programs and incentives to property owners to improve energy efficiency. Explore the feasibility of requiring energy audits at the time of building sale or major remodel.

Policy SU-C.4: Carbon Sequestration. Support carbon sequestration on natural lands, tiny forests, and urban green spaces.

Action SU-C.4.a: Urban Forest Master Plan. Prepare an Urban Forest Master Plan to preserve and, where appropriate for ecosystem health, plant additional native trees on public parks, medians, and rights-of-way.

Action SU-C.4.b: Sustainable Landscaping. Incorporate sustainable landscaping practices into public projects, when applicable, and encourage community members to apply compost and select native or climate-adapted plant species on private lands. Select plantings for public projects based on their resilience to changing climate conditions to support long-term habitat sustainability and biodiversity with an emphasis on locally native plants.

Policy SU-C.5: Municipal Energy Efficiency, Electrification, and Resilient Operations. Continue to improve energy efficiency, electrify equipment and buildings, and integrate renewable energy and microgrid technologies into Town facilities.

Action SU-C.5.a: Municipal Microgrid and Electrification Plan. Plan and implement microgrids, solar and battery systems, and phased electrification of municipal facilities and equipment.

Goal SU-D Create a resilient and adaptable community that anticipates and reduces the risk from future climate change impacts.

Policy SU-D.1: Resilient Community. Enhance the community's capacity to adapt to climate-related risks by integrating climate adaptation and resilience strategies in the Town's development, capital improvement, and emergency preparedness and response plans and projects, with attention to populations most vulnerable to climate impacts, including lower-income households, seniors, and renters.

Action SU-D.1.a: Resilience Hubs. Identify opportunities to enhance the capacity of Town and school facilities to become Resilience Hubs, evacuation centers, cooling centers, and charging stations during extreme heat or weather events.

Action SU-D.1.b: Equitable Community Resilience. Ensure equitable access to resources and support systems for resilience and adaptation planning and evaluate whether programs are effectively reaching underserved populations both during planning efforts and climate-related events.

Action SU-D.1.c: Urban Heat Island Effect. Reduce urban heat island effects by encouraging installation of landscaped surfaces, cool roofs, ample tree cover, reduced expanses of heat-absorbing pavement, and other urban cooling strategies in new development. For Town projects, incorporate urban cooling measures when feasible.

Action SU-D.1.d: Vulnerable Populations. Engage vulnerable populations to identify gaps in community resilience planning and work together to reduce hazards from climate change impacts.

Action SU-D.1.e: Agency Collaboration. Collaborate with Marin jurisdictions, school districts, special districts, and regional, state, and federal agencies to develop, coordinate, fund, and implement adaptation and resiliency strategies and projects.

Action SU-D.1.f: Adaptive Management and Climate Monitoring. Monitor climate indicators, greenhouse gas emission trends, and adaptation outcomes, and adjust Town policies and programs accordingly.

Action SU-D.1.g: Technology Horizon Scanning. Monitor emerging climate technologies and adaptation strategies with annual reports to the Climate Action Commission on potential applications for San Anselmo.

Policy SU-D.2: Preparation for Extreme Weather. Support policies and programs to help residents and businesses prepare for future extreme weather conditions.

Action SU-D.2.a: SU Element Updates. Regularly update the Sustainability, Climate Change, and Resiliency (SU) Element in alignment with the Town's adaptive management approach, ensuring compliance with current climate regulations and ongoing assessment of climate and hazards impacts on historically marginalized communities.

Action SU-D.2.b: Public Information. Maintain guidelines for monitoring and disseminating public information related to hazards exacerbated by climate change (extreme heat, flooding, severe weather).

Action SU-D.2.c: Climate Conditions. Monitor changing climatic conditions and assess how they may affect Town operations and processes.

Policy SU-D.3: Public Health Benefits. Support and promote climate mitigation and adaptation strategies that also provide public health benefits, such as improved air quality, reduced heat exposure, enhanced community connection, or increased access to green space.

Goal SU-E Prioritize use of zero emission vehicles and promote active transportation and the public transit system as alternative modes of travel to reduce greenhouse gas emissions and support community health.

Policy SU-E.1: Low Carbon Transportation. Minimize transportation-related greenhouse gas emissions by expanding zero-emission mobility options, supporting clean transit, and promoting adoption of low-carbon personal transportation such as electric vehicles and electric bicycles.

Action SU-E.1.a: Zero Emission Vehicles. Implement a comprehensive program to significantly increase the use of zero emission vehicles through public education and promotion, updating building code requirements for electric vehicle charging infrastructure, and installation of Level 2 and 3 public charging facilities near downtown, commercial districts, multifamily housing, and Town parking lots.

Action SU-E.1.b: Electric Bicycles. Promote electric bicycle adoption through community education and outreach, financial incentives, expansion of secure bicycle parking and related infrastructure, and partnerships with employers and retailers to improve access and reduce barriers to ownership.

Action SU-E.1.c: Fleet Vehicle Replacements. Give priority to electric and zero emissions vehicles when replacing vehicles in the Town's fleet in accordance with the Town's Fleet Zero-Emissions Policy, with the goal of achieving a zero-emissions fleet by 2030.

Action SU-E.1.d: Clean Transit. Support local transit providers' efforts to transition to zero-emission vehicles by supporting transportation infrastructure, policies, and funding efforts that align with the Town's air quality and energy conservation goals.

Action SU-E.1.e: Active Transportation Promotion. Promote walking, bicycling, and safe routes to schools and community destinations through outreach, maps, and campaigns.

Action SU-E.1.f: Public Transit Awareness. Work with transit agencies to improve awareness of transit options and strengthen first-/last-mile connections.

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project would result in a significant impact related to greenhouse gases and climate change if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

IMPACTS AND MITIGATION MEASURES

Impact 3.8-1: Project implementation could generate greenhouse gas emissions that could have a significant impact on the environment and could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (Less than Significant)

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. Future development associated with implementation of the General Plan 2045 would contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of CO_2 and other GHG pollutants, such as CH_4 and N_2O, from mobile sources and utility usage. Development that occurs because of implementation of the General Plan 2045 would include activities that emit greenhouse gas emissions over the short- and long-term.

SHORT-TERM EMISSIONS

Short-term GHG emissions would occur because of the use of construction equipment which could be used for construction activities, such as demolition, grading, paving, and other building construction activities associated with future development and infrastructure projects that would

be undertaken in San Anselmo over the buildout horizon of the General Plan 2045. GHG emissions would also result from worker and vendor trips to and from project sites and from demolition and soil hauling trips. Construction activities are short-term and cease to emit GHGs upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases.

Implementation of the General Plan 2045 does not directly approve or otherwise entitle any new development projects or infrastructure improvement projects in the Town. As such, construction-related GHG emissions of future projects cannot be known or quantified at this time and would be highly speculative. Typically, construction-related GHG emissions contribute unsubstantially (less than one percent) to a project's annual GHG emissions inventory, and mitigation for construction-related emissions is not effective in reducing a project's overall contribution to climate change, given the incrementally small proportion of total construction emissions. Short-term climate change impacts due to future construction-related activities would be subject to state requirements related to the reduction of GHG emissions and would be assessed on project-by-project basis.

LONG-TERM EMISSIONS

Future development projects will result in continuous GHG emissions from mobile, area, and operational sources. Mobile sources, including vehicle trips to and from development projects, will result primarily in emissions of CO_2, with minor emissions of CH_4 and N_2O. The most significant GHG emission from natural gas usage will be CH_4. Electricity usage by future development and indirect usage of electricity for water and wastewater conveyance will result primarily in emissions of CO_2. Disposal of solid waste will result in emissions of CH_4 from the decomposition of waste at landfills coupled with CO_2 emission from the handling and transport of solid waste. These sources combine to define the long-term greenhouse gas inventory for typical development projects.

A GHG inventory was developed within the Town of San Anselmo's Climate Action Plan. The CAP includes a "business-as-usual" (BAU) forecast that projects emissions assuming no new policies or actions beyond the base year are implemented to reduce emissions. The forecast is based on scaling 2016 emissions using projected changes in population, households, and employment developed by the ABAG. Transportation emissions are estimated using data from the MTC, which account for anticipated VMT reductions from implementation of Plan Bay Area 2020 and the Regional Transportation Plan adopted in 2017. Under the BAU scenario, emissions are expected to increase by approximately 2.2 percent by 2030 and 3.6 percent by 2040. Although official regional projections are not available for 2050, extending the trend indicates emissions would reach about 63,805 $MTCO_2e$ by 2050.

The CAP sets greenhouse gas reduction targets that align with state goals. The Town's target is a 54 percent reduction in GHG emissions by 2030 relative to a 2005 baseline (equivalent to 45 percent below 1990 levels) and an 80 percent reduction below 1990 levels by 2050. Achieving these targets would require emissions to decline to approximately 41,020 $MTCO_2e$ by 2030 and 13,670 $MTCO_2e$ by 2050. The CAP identifies measures that exceed the 2030 target and establish a trajectory toward meeting the 2050 goal. Community emissions trends, forecasts, and state targets are previously shown in Figure 3.8-2. As such, the CAP establishes GHG reductions that are consistent with the BAAD Climate Plan-Level threshold to meet the state's goal to reduce emissions to 40 percent below

1990 levels by 2030 and carbon neutrality by 2045. This is reflected in San Anselmo's Long Term Climate Action Goals. To achieve municipal and community-scale carbon emissions reductions and sequestration, to prepare for and adapt to greater extremes, and to transition to carbon neutrality and a post-carbon community, all aligned with California's ambition, the Town committed to the following:

- Establish an interim target of 54% emissions reductions from a 2005 baseline emissions level by the year 2030 (45% below 1990 levels) and goal of carbon neutrality by 2045.
- Develop, adopt and implement actions that aim to achieve the interim 54% emission reduction target by 2030 and that align with the 2045 carbon neutrality/post-carbon community goal.
- Develop, adopt and implement adaptation strategies and ecosystem conservation programs in concert with the Town's Local Hazard Mitigation Plan.
- Adopt the following driving values and strategies as the framework for achieving carbon neutrality and a post-carbon economy

As discussed in Section 3.14, Transportation, vehicle miles per capita is expected to decrease over time, even though San Anselmo's population would continue to grow under the General Plan 2045. **Table 3.8-1** summarizes VMT outputs from the Transportation Authority of Marin (TAM) travel demand model, comparing San Anselmo with Marin County and the broader Bay Area region. The model forecasts a decrease in home-based VMT for San Anselmo residents between 2022 and 2050, reflecting projected demographic trends, changing travel behavior, and local jobs-housing relationships within the town. Similar reductions are projected countywide and regionally, consistent with broader planning efforts to reduce automobile dependence through improved land use patterns, expanded transportation options, and increased opportunities for walking, bicycling, transit use, and remote work.

TABLE 3.8-1: VEHICLE MILES TRAVELED ESTIMATES FOR SAN ANSELMO, MARIN COUNTY, AND BAY AREA

JURISDICTION	*VMT PER RESIDENT (RESIDENCE IS IN JURISDICTION)*		*VMT PER WORKER (JOB IS IN JURISDICTION)*	
	2022	*2050*	*2022*	*2050*
San Anselmo	11.8	11.3	15.6	14.4
Marin County	14.9	13.5	17.2	14.4
Bay Area	11.9	10.7	13.0	10.4

SOURCE: TRANSPORTATION AUTHORITY OF MARIN, 2026.

According to the CAP's GHG inventory shown previously in Figure 3.8-1, the transportation sector is the largest source of GHG emissions in the Town, accounting for approximately 55 percent of the Town's GHG inventory.[9] A typical passenger vehicle emits approximately 4.6 metric tons of CO_2 per year.[10] This number can vary based on a vehicle's fuel, fuel economy, and the number of miles driven per year. The reduction in VMT per capita and reduction in VMT per worker (under buildout for the

[9] San Anselmo. Climate Action Plan 2030. 2017. Available at: https://www.sananselmo.gov/1303/Climate-Action-Plan-2030

[10] United States Environmental Protection Agency (USEPA). 2018. Greenhouse Gas Emissions from a Typical Passenger Vehicle. Available at: https://www.epa.gov/greenvehicles/greenhouse-gas-emissions-typical-passenger-vehicle

General Plan 2045 compared with existing conditions) would have a substantial reduction in per capita and per employee GHG emissions.

In addition, the CAP was published in 2019 during which Marin County had light duty zero emission vehicle (ZEV) sales of 19% (year 2020). ZEV sales have doubled and represent 40% of new sales in 2024.[11] ZEV adoption is anticipated to continue due to decreased fuel and maintenance costs as well as environmental benefits. Technological improvements in electric vehicle (EV) range, reductions in battery costs, charging time, and availability of EV chargers are also anticipated to promote the purchase of EVs. The adoption of EVs, which do not have direct GHG emissions, contribute to the Town's GHG reduction targets and will become more pronounced as they replace GHG emitting gasoline and diesel fueled automobiles.

In addition to statewide measures such as the Renewable Portfolio Standards and Title 24 energy efficiency standards, the CAP focuses on the following local mitigation measures to meet the GHG emission reduction targets established by the State of California:

1. Low Carbon Transportation (T)
2. Energy Efficiency (E)
3. Renewable Energy (R)
4. Waste Reduction (W)
5. Water Conservation (C)
6. Sequestration (S)

The General Plan 2045 has goals, policies and actions that are consistent with the GHG reductions found within San Anselmo's Climate Action Plan. **Table 3.8-2** shows the CAP GHG reduction areas and the corresponding policies and actions within the General Plan 2045 that assist in the CAP's implementation.

TABLE 3.8-2: CONSISTENCY OF THE CLIMATE ACTION PLAN AND GENERAL PLAN 2045

CLIMATE ACTION PLAN		*GENERAL PLAN 2045 POLICIES AND ACTIONS*
Transportation	T-1 Zero Emission Vehicles	Policy C-A.5: Emerging Transportation Technologies Policy SU-E.1: Low Carbon Transportation Action SU-C.2.d: Zero-Emission Infrastructure
	T-2 Bicycling	Action C-A.1.a: Complete Streets and Human-Scale Enhancements Action C-A.1.b: Standards for Infrastructure Improvements Action C-B.2.a: Progress Evolution of The Hub Policy C-C.1: Bicycle and Pedestrian Master Plan Policy C-C.3: Bicycle Network Action SU-E.1.b: Electric Bicycles

[11] California Energy Commission. 2026. Available at: https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics-collection/new-zev

CLIMATE ACTION PLAN		*GENERAL PLAN 2045 POLICIES AND ACTIONS*
	T-3 Walking	Policy C-A.1: Complete Streets. Policy C-A.3: Reduction of Vehicle Miles Traveled (VMT) Policy C-C.2: Pedestrian Safety and Access Action SU-E.1.e: Active Transportation Promotion
	T-4 Safe Routes to School	Policy C-A.1: Complete Streets Policy C-C.2: Pedestrian Safety and Access Policy C-C.3: Bicycle Network Policy C-C.5: Safe Routes to School Policy C-C.6: Transit Service
	T-5 Public Transit	Policy C-A.1: Complete Streets Policy C-A.3: Reduction of Vehicle Miles Traveled (VMT) Policy C-B.2: Roadway Traffic Circulation Policy C-C.4: Bicycle Parking Action SU-E.1.d: Clean Transit Action SU-E.1.f: Public Transit Awareness
	T-6 Employee Trip Reduction	Policy C-A.3: Reduction of Vehicle Miles Traveled (VMT) Policy C-A.4: VMT in Transportation Impact Evaluations. Action C-B.6.a: Traffic Impact Studies
	T-7 Parking Requirements	Action SU-E.1.a: Zero Emission Vehicles Policy C-C.4: Bicycle Parking Action OSC-B.9.b: Particulate Emissions
	T-8 Traffic System Management and Vehicle Idling	Action OSC-B.9.c: Idling Prevention for vehicles reduce emissions Policy C-B.2: Roadway Traffic Circulation Policy C-B.6: Traffic Level of Service
	T-9 Smart Growth Development	Policy LU-A.1: Sustainable Growth Policy LU-A.2: Infill Development Action OSC-B.9.a: Clean Air Plan Policy SU-A.1: Community Outreach and Education
	T-10 Electric Landscape Equipment	Action SU-C.2.e: Landscaping Equipment.
	T-11 Zero and Low Emission City Vehicles	Policy C-A.5: Emerging Transportation Technologies Policy SU-E.1: Low Carbon Transportation Action SU-C.2.d: Zero-Emission Infrastructure
	T-12 Low Carbon Fuels	Policy C-A.5: Emerging Transportation Technologies Policy SU-E.1: Low Carbon Transportation Action SU-C.2.d: Zero-Emission Infrastructure
	T-13 City Employee Commute	Policy C-A.3: Reduction of Vehicle Miles Traveled (VMT)

CLIMATE ACTION PLAN		*GENERAL PLAN 2045 POLICIES AND ACTIONS*
		Policy C-A.4: VMT in Transportation Impact Evaluations Action C-B.6.a: Traffic Impact Studies
	T-14 Municipal Electric Landscape Equipment	Action SU-C.2.e: Landscaping Equipment
Residential and Commercial Energy Use	E-1 Energy Efficiency Programs E-2 Energy Audits E-3 Cool Pavement and Roofs E-4 Green Building Reach Code E-5 Streamline Permit Process and Provide Technical Assistance R-1 Renewable Energy Generation R-2 GHG-Free Electricity R-3 Building and Appliance Electrification R-4 Innovative Technologies R-5 Solar Energy Systems – Town Operations R-6 Deep Green Electricity – Town Operations	Policy LU-D.7: Low-Impact Design Action SU-A.1.a: Community Sustainability, Electrification, and Renewable Energy Programs. Policy SU-B.5: Sustainable Land Uses. Policy SU-C.2: Renewable Energy and Electrification Action SU-C.2.a: Building and Appliance Electrification Action SU-C.2.b: Building Permitting for Electrification Action SU-C.2.d: Zero-Emission Infrastructure Policy SU-C.3: Building Energy Efficiency Action SU-C.2.e: Landscaping Equipment. Policy SU-C.5: Municipal Energy Efficiency, Electrification, and Resilient Operations
Waste	W-1 Commercial Organic Waste W-2 Residential Organic Waste W-3 C&D and Self-Haul Waste W-4 Mandatory Waste Diversion W-5 Waste Processing Infrastructure W-6 Extended Producer Responsibility W-7 Inorganic Waste W-8 Waste from Public Facilities W-9 Waste from Town Operations	Action SU-A.1.b: Community Education, Engagement, and Waste Reduction Initiatives Policy SU-B.1: Waste Diversion Targets. Policy SU-B.2: Plastic Waste Reduction Policy SU-B.3: Municipal Waste Reduction Policy SU-B.4: Local Food System Policy SU-B.3: Municipal Waste Reduction
Water and wastewater	C-1 Community Water Use C-2 Municipal Water Use	Action SU-C.2.b: Building Permitting for Electrification Policy SU-B.4: Local Food System
Off-road vehicles and equipment		Action OSC-B.9.a: Clean Air Plan Action OSC-B.9.b: Particulate Emissions Action OSC-B.9.c: Idling Prevention
Adaptation	A-1 Preparation and Response A-2 Cool Pavement and Roofs A-3 Climate-friendly Development A-4 Use Natural Infrastructure	Policy SU-A.1: Sustainability Education and Empowerment Policy SU-B.5: Sustainable Land Uses Policy Policy SU-C.5: Municipal Energy Efficiency, Electrification, and Resilient Operations SU-D.1: Resilient Community

SOURCE: SAN ANSELMO GENERAL PLAN 2045, SAN ANSELMO CLIMATE ACTION PLAN 2030

As shown in Table 3.8-2, the General Plan 2045 has GHG policies and action that address each GHG reduction area of the CAP. The General Plan 2045 integrates CAP targets into the environmental review process for all new developments, while its Land Use and Circulation Elements mandate dense infill housing and "Complete Streets" policies designed to lower VMT. Furthermore, promotion of all-electric building and equipment, organic waste diversion, and preserving open spaces for natural carbon sequestration, the General Plan effectively translates the CAP's climate mitigation and adaptation strategies into enforceable local zoning, design, and building laws. Although population and employment growth would continue to occur in San Anselmo under the General Plan 2045, per capita and per employee VMT would be less under the General Plan 2045 than under existing conditions, reducing emissions from being proportional to the growth in population. Because transportation emissions account for 55% of GHG emissions from the Town, GHG emissions from this transportation sources account for the majority of townwide emissions and is estimated to be substantially less under General Plan 2045.

Subsequent development projects would be required to comply with the General Plan 2045 and adopted federal, state, and local regulations for the reduction of GHG emissions. Implementation of the General Plan 2045 goals, policies, and actions would assist the Town in reducing GHG emissions and would support California's long-term climate goal of achieving carbon neutrality by 2045. Therefore, implementation of the General Plan 2045 would have a **less-than-significant impact** on GHG emissions.

Hazards include man-made or natural materials or man-made or natural conditions that may pose a threat to human health, life, property, or the environment. Hazardous materials and waste present health hazards for humans and the environment. These health hazards can result during the manufacture, transportation, use, or disposal of such materials if not handled properly. In San Anselmo, hazards to humans can also occur from natural or human induced wildfire and air traffic accidents.

This section provides a background discussion of the hazardous materials and waste, fire hazards, and hazards from air traffic found in the Town of San Anselmo. This section is organized with an existing setting, regulatory setting, and impact analysis. Additional analysis related to wildfire hazards is contained in Section 3.16, Wildfire, of this EIR.

No comments on this environmental topic received during the NOP comment period (Appendix A).

3.9.1. ENVIRONMENTAL SETTING

HAZARDOUS MATERIALS AND WASTE

Hazardous Materials

A hazardous material is a substance or combination of substances which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either (1) cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating irreversible illness; or (2) pose a substantial present or potential hazard to human health and safety, or the environment when improperly treated, stored, transported, or disposed of. Hazardous materials are mainly present because of industries involving chemical byproducts from manufacturing, petrochemicals, and hazardous building materials.

Hazardous Waste

Hazardous waste is the subset of hazardous materials that has been abandoned, discarded, or recycled and is not properly contained, including soil or groundwater that is contaminated with concentrations of chemicals, infectious agents, or toxic elements sufficiently high to increase human mortality or to destroy the ecological environment. If a hazardous material is spilled and cannot be effectively picked up and used as a product, it is considered to be hazardous waste. If a hazardous material site is unused, and it is obvious there is no realistic intent to use the material, it is also considered to be a hazardous waste. Examples of hazardous materials include flammable and combustible materials, corrosives, explosives, oxidizers, poisons, materials that react violently with water, radioactive materials, and chemicals.

Transportation of Hazardous Materials

The transportation of hazardous materials within California is subject to various federal, state, and local regulations. It is illegal to transport explosives or inhalation hazards on any public highway not designated for that purpose, unless the use of the highway is required to permit delivery, or the loading of such materials (California Vehicle Code Sections 31602(b), 32104(a)). The California

Highway Patrol (CHP) designates through routes to be used for the transportation of hazardous materials. Transportation of hazardous materials is restricted to these routes except in cases where additional travel is required from that route to deliver or receive hazardous materials to and from users.

HAZARDOUS SITES

Envirostor Data Management System

The DTSC maintains the EnviroStor Data Management System, which provides information on hazardous waste facilities (both permitted and corrective action) as well as any available site cleanup information. This site cleanup information includes: Federal Superfund Sites (NPL), State Response Sites, Voluntary Cleanup Sites, School Cleanup Sites, Corrective Action Sites, Tiered Permit Sites, and Evaluation / Investigation Sites. The hazardous waste facilities include: Permitted–Operating, Post-Closure Permitted, and Historical Non-Operating.

According to the Envirostor Data Management System, there is only one location within the Planning Area. **Table 3.9-1** provides the EnviroStor listing details and a discussion of the site follows the table.

TABLE 3.9-1: SAN ANSELMO SITE CLEANUP AND HAZARDOUS FACILITIES LIST (ENVIROSTOR)

NAME	*STATUS*	*PROJECT TYPE*	*ADDRESS*
Bolinas Avenue Center	Active	State Response	4 & 8 Bolinas Avenue & 21 San Anselmo Avenue

SOURCE: CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES CONTROL, ENVIROSTOR DATA MANAGEMENT SYSTEM, 2024.

Bolinas Avenue Center

The Bolinas Avenue Center is located at 4 and 8 Bolinas Avenue and 21 San Anselmo Avenue in San Anselmo, California, 94960. The site consists of a 0.32-acre parcel. There is a single-story building approximately 5,530 square feet and a parking lot on the parcel. It is located on the northwest corner of Bolinas Avenue and San Anselmo Avenue. The commercial building was built in 1957 and divided into three units in 1972. Currently 4 Bolinas Avenue and 21 San Anselmo Avenue are leased. North of the site are medical offices, a bicycle shop, a dental office, and a store; to the east across San Anselmo Avenue and Sir Francis Drake Boulevard are residential uses; to the south across Bolinas Avenue are residential uses; and to the west are residential uses.

Environmental investigations of the site began in 2009. The primary chemical identified is PCE, a chemical commonly used by dry cleaners in the past. It has been found in soil and soil vapor beneath the location where the dry cleaning equipment had operated until approximately 1982.[1] PCE and its break-down products have also been found in shallow groundwater, approximately 7 to 10 feet below the ground surface. This groundwater is not a source for drinking water. These chemicals are volatile and have also been found in soil vapor. This may have potential to impact indoor air. Current

[1] Environmental Audit, Inc., April 2020. Revised Remedial Action Completion Report. Available at: https://www.envirostor.dtsc.ca.gov/getfile?filename=/public%2Fdeliverable_documents%2F7667785465%2FRACR-2019(Rev.2)_text.tables.figures_Apdx%20A-C.pdf.

conditions do not pose an immediate health risk. The site will be cleaned up for future use, in order to protect health and safety of people and the environment.[2]

Cortese List

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies, and developers to comply with California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. Government Code Section 65962.5 requires the California Environmental Protection Agency to develop at least annually an updated Cortese List. The DTSC is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List. There is one Cortese List site within the Planning Area: Bolinas Avenue Center. Information about this site is provided in the previous EnviroStor discussion.

GeoTracker

GeoTracker is the SWRCB's online database that provides access to statewide environmental data and tracks regulatory data for the following types of sites:

- Leaking underground storage tank (LUST) cleanup sites
- Cleanup Program Sites (CPS; also known as Site Cleanups and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites)
- Military sites (consisting of military underground storage tank [UST] sites, military privatized sites, and military cleanup sites [formerly known as DoD non-UST])
- Land disposal sites (landfills)
- Permitted underground storage tank (UST) facilities

In August of 2024, a search was performed using GeoTracker to identify any known or suspected (reported but not yet confirmed) sources of environmental hazards within the Town of San Anselmo.

LEAKING UNDERGROUND STORAGE TANKS (LUST)

There are 20 locations with a San Anselmo address that are listed in the GeoTracker database for Leaking Underground Storage Tanks (LUST). Seventeen of the twenty locations have undergone LUST cleanup and the State has closed the case. Only the "Former Arco Service Station," "Former Chevron", operating as a gas station under a different name as of 2024, and "San Anselmo Creek Park Property" are listed as open. **Table 3.9-2** lists the location of LUSTs in San Anselmo.[3]

[2] California Department of Toxic Substances Control. Community Update. Available at: https://sananselmo-ca.granicus.com/DocumentViewer.php?file=sananselmo-ca_fcae58fa2f86310dcf08d34556b01699.pdf

[3] California State Water Resources Control Board, 2026. Geotracker. Available: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=san+anselmo. Accessed: May 22, 2026.

TABLE 3.9-2: SAN ANSELMO LUST CLEANUP SITES

NAME	*ACTIVITY*	*LOCATION*
Chevron	Completed – Case Closed	101 Red Hill Ave
Fairfax Garbage Disposal	Completed – Case Closed	1583 Sir Francis Drake Blvd
Former Arco Service Station	Open – Site Assessment	90 Redhill Avenue
Former Chevron	Open – Site Assessment	700/750 Sir Francis Drake Blvd
Guasco Market	Completed – Case Closed	100 Center Blvd
Maoli Consolidated Enterprises	Completed – Case Closed	400 Red Hill Ave
Mobil	Completed – Case Closed	1535 Sir Francis Drake Blvd
Mobil Unocal	Completed – Case Closed	631 Sir Francis Drake Blvd
Mr Trees Former	Completed – Case Closed	343 San Anselmo Ave
Ongaro Plumbing	Completed – Case Closed	243 San Anselmo Ave
Perry Property	Completed – Case Closed	130 Sir Francis Drake Blvd
Redwood Gas / Fara's Auto	Completed – Case Closed	98 Sir Francis Drake Blvd
Ross Valley Fire Department	Completed – Case Closed	150 Butterfield Rd
San Anselmo Auto Repair	Completed – Case Closed	100 Sir Francis Drake Blvd
San Anselmo Cottages	Completed – Case Closed	1608–1616 Sir Francis Drake Blvd
San Anselmo Creek Park Property	Open – Site Assessment	634 San Anselmo Ave
St Anselm's Church	Completed – Case Closed	27 Mariposa Ave
Tosco – Facility #5491	Completed – Case Closed	930 Sir Francis Drake Blvd
Townsend & Townsend Property	Completed – Case Closed	640 Sir Francis Drake Blvd
Unocal	Completed – Case Closed	930 Sir Francis Drake Blvd

SOURCE: CALIFORNIA STATE WATER RESOURCES CONTROL BOARD GEOTRACKER DATABASE, 2026.

CLEANUP PROGRAM SITES

There is one location with a San Anselmo address that is listed in the GeoTracker database as a Cleanup Program Site. The site, known as "32 Red Hill Avenue," includes an active dry cleaning business and has a cleanup status of "Open – Assessment & Interim Remedial Action" as of May 22,

2026.[4] The potential contaminants of concern are Dichloroethene (DCE), Tetrachloroethylene (PCE), Trichloroethylene (TCE), Vinyl Chloride; and the potential media of concerns are indoor air, other groundwater (uses other than drinking water), soil, and soil vapor.

PERMITTED UST FACILITIES

There are three UST facilities located within the Planning Area.[5] The UST facilities details are listed in **Table 3.9-3**. One former UST site at 636 Sir Francis Drake Boulevard was closed when Building Bridge 2 (BB2) was removed from San Anselmo Creek in 2024.

TABLE 3.9-3: UST FACILITIES WITHIN SAN ANSELMO PLANNING AREA

NAME	*ACTIVITY*	*LOCATION*
CA10342663	RedHill Convenience & Fuel	930 Sir Francis Drake Boulevard
CA10032106	San Anselmo Gas & Shop	750 Sir Francis Drake Boulevard
CA10032184	Fara's Auto	98 Sir Francis Drake Boulevard

SOURCE: CALIFORNIA WATER RESOURCES CONTROL BOARD GEOTRACKER DATABASE, 2026.

MILITARY CLEANUP SITES

There are no military cleanup sites within the Planning Area.

LAND DISPOSAL SITES

There are no land disposal sites within the Planning Area.

Solid Waste Information System (SWIS)

The Town of San Anselmo has one closed solid waste facility listed in the database.[6] The site details are listed in **Table 3.9-4**.

TABLE 3.9-4: CIWMB FACILITIES/SITES

NUMBER	*NAME*	*ACTIVITY*	*REGULATORY STATUS*	*OPERATIONAL STATUS*
21-CR-0004	Town Of San Anselmo Corporation Yard	Solid Waste Disposal Site	To Be Determined	Closed

SOURCE: CALIFORNIA DEPARTMENT OF RESOURCES RECYCLING AND RECOVERY, 2026.

HAZARDS FROM AIR TRAFFIC

The Planning Area is not located within an airport land use plan area or airport influence zone and is more than two miles from the nearest airport. According to the California Airport Land Use Planning Handbook (2011), prepared by the California Department of Transportation, Division of Aeronautics, aircraft accident data indicate that most general aviation accidents occur on or near airport runways,

[4] California State Water Resources Control Board, 2026. Geotracker. Available: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=san+anselmo. Accessed: May 22, 2026.
[5] Environmental Protection Agency, n.d. UST Finder. Available at: https://www.epa.gov/ust/ust-finder
[6] Cal Recycle. SWOS Facility/Site Summary. Available at: https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/1743

within the landing pattern, or along the extended runway centerline during approach and departure.[7] Because these accident patterns are concentrated near airport facilities and along runway approach/departure corridors, and the Planning Area is located more than two miles from the nearest airport and outside any adopted airport influence zone, the potential for the project to result in a safety hazard for people residing or working in the Planning Area due to aircraft accidents is low.Local Airport Facilities

San Rafael Airport. The San Rafael Airport is located at 400 Smith Ranch Road in the City of San Rafael, approximately 2.7 miles northeast of the San Anselmo town boundary. The San Rafael Airport is a privately-owned executive airport with a 2,700 feet runway. The airport is located at an elevation of approximately 5 feet above Mean Sea Level (MSL). The Planning Area is not located within the airport influence zone for this airport.

Gnoss Field Airport. The Marin County Department of Public Works operates the Marin County Airport (Gnoss Field Airport) for residents, visitors, businesses, and local government agencies needing personal air transportation. The airport occupies 120 acres just north of Novato and east of Highway 101. The facility is located north of Novato in unincorporated Marin County at 451 Airport Road, approximately 10 miles north of the San Anselmo town boundary.

Hayward Executive Airport (HWD). The Hayward Executive Airport is in the City of Hayward, approximately 31.4 miles southeast of the San Anselmo town boundary. HWD is owned and operated by the City of Hayward as a division of the Public Works Department. The airport is situated on 543 acres with two parallel runways of 5,694 and 3,107 feet each.[8] The Planning Area is not located within the airport influence zone for this airport.

Major Regional Airport Facilities

San Francisco International Airport (SFO): SFO is the largest airport in the region and serves as a hub for United Airlines. It provides a wide range of domestic airline service and all the region's long-haul international flights. San Francisco International Airport served 47 million passengers in 2023.[9]

San Francisco Bay Oakland International Airport (OAK): OAK has traditionally been the hub for low-cost carriers and serves as a major air cargo center due to operations by FedEx and UPS. San Francisco Bay Oakland International Airport served 11.2 million passengers in 2023.[10]

[7] California Department of Transportation, Division of Aeronautics, 2011. *California Airport Land Use Planning Handbook*. October. p. E-22.

[8] Hayward Executive Airport. About the Hayward Executive Airport. Available at: https://www.hayward-ca.gov/airport/about

[9] San Francisco International Airport, 2023. Annual Report. Available at: https://www.flysfo.com/about/finances/fy-2022-2023-annual-report

[10] Port of Oakland, 2024. Media and Newsroom. Available at: https://www.portofoakland.com/oakland-international-airport-reports-11-2-million-passengers-in-2023/

National Transportation Safety Board Aviation Accident Database

The National Transportation Safety Board Aviation Accident Database identifies zero aircraft accidents in San Anselmo between January 1, 1950, and August 20, 2024.[11]

Bald Hill Aviation Accident

On November 2, 1941, there was an aviation crash on Bald Hill. Two Army P-40 pursuit planes crashed into the side of the hill which resulted in the deaths of two pilots. A third pilot was bailed out of his plane near Lucas Valley Road.[12]

3.9.2. REGULATORY SETTING

FEDERAL

Aviation Act of 1958

The Federal Aviation Act resulted in the creation of the Federal Aviation Administration (FAA). The FAA is charged with the creation and maintenance of a National Airspace System.

Federal Aviation Regulations (CFR, Title 14)

The Federal Aviation Regulations establish regulations related to aircraft, aeronautics, and inspection and permitting.

Clean Air Act

In according with the Federal Clean Air Act (FCAA), the USEPA has established National Emissions Standards for Hazardous Air Pollutants. Exceeding the emissions standard for a given air pollutant may cause an increase in illnesses and/or fatalities.

Clean Water Act (CWA)

The Clean Water Act (CWA), which amended the Water Pollution Control Act (WPCA) of 1972, sets forth the Section 404 program to regulate the discharge of dredged and fill material into Waters of the U.S. and the Section 402 National Pollutant Discharge Elimination System (NPDES) to regulate the discharge of pollutants into Waters of the U.S. The Section 401 Water Quality Certification program establishes a framework of water quality protection for activities requiring a variety of Federal permits and approvals (including CWA Section 404, CWA Section 402, FERC Hydropower and Section 10 Rivers and Harbors).

[11] National Transportation Safety Board, 2024. Aviation Investigation Search. Available at: https://www.ntsb.gov/Pages/AviationQueryV2.aspx

[12] San Anselmo Historical Museum, n.d. Tragedy on Bald Hill. Available at: https://sananselmohistory.org/articles/tragedy-on-bald-hill/

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation & Liability Act (CERCLA), commonly associated with the term "Superfund," established:

- Regulations concerning closed and abandoned hazardous waste sites
- Liability of parties responsible for any releases of hazardous waste at these sites
- Funding for cleanup when responsible parties cannot be identified

Environmental Protection Agency (USEPA)

The primary regulator of hazards and hazardous materials is the USEPA, whose mission is to protect human health and the environment. The Town of San Anselmo is located within USEPA Region 9, which includes Arizona, California, Hawaii, and New Mexico.

FY 2001 Appropriations Act

Title IV of the Appropriations Act required the identification of "Urban Wildland Interface Communities in the Vicinity of Federal Lands that are at High Risk from Wildfire" by the U.S. Departments of the Interior and Agriculture.

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act, as amended, is the statute regulating hazardous materials transportation in the United States. The purpose of the law is to provide adequate protection against the risks to life and property inherent in transporting hazardous materials in interstate commerce. This law gives the U.S. Department of Transportation (USDOT) and other agencies the authority to issue and enforce rules and regulations governing the safe transportation of hazardous materials.

Natural Gas Pipeline Safety Act

The Natural Gas Pipeline Safety Act authorizes the U.S. Department of Transportation Office of Pipeline Safety to regulate pipeline transportation of natural (flammable, toxic, or corrosive) gas and other gases as well as the transportation and storage of liquefied natural gas. The Office of Pipeline Safety regulates the design, construction, inspection, testing, operation, and maintenance of pipeline facilities. While the Federal government is primarily responsible for developing, issuing, and enforcing pipeline safety regulations, the pipeline safety statutes provide for State assumption of the intrastate regulatory, inspection, and enforcement responsibilities under an annual certification. To qualify for certification, a state must adopt the minimum Federal regulations and may adopt additional or more stringent regulations as long as they are not incompatible.

Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act (RCRA) established the United States Environmental Protection Agency (USEPA) "cradle to grave" control (generation, transportation, treatment, storage, and disposal) over hazardous materials and wastes. In California, DTSC has RCRA authorization.

STATE

Aeronautics Act (Public Utilities Code Section 21001)

The Caltrans Division of Aeronautics bases the majority of its aviation policies on the Aeronautics Act. Policies include permits and annual inspections for public airports and hospital heliports and recommendations for schools proposed within two miles of airport runways.

Airport Land Use Commission Law (Public Utilities Code Section 21670 et seq.)

The law, passed in 1967, authorized the creation of Airport Land Use Commissions (ALUC) in California. Per the Public Utilities Code, the purpose of an ALUC is to protect *public health, safety, and welfare by encouraging orderly expansion of airports and the adoption of land use measures that minimizes exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses* (Pub. Util. Code Section21670). Furthermore, each ALUC must prepare an Airport Land Use Compatibility Plan (ALUCP). Each ALUCP, which must be based on a twenty-year planning horizon, should focus on broadly defined noise and safety impacts.

Assembly Bill 337

Per AB 337, local fire prevention authorities and the California Department of Forestry and Fire Protection (CalFire) are required to identify Very High Fire Hazard Severity Zones (VHFHSZ) in Local Responsibility Areas (LRA). Standards related to brush clearance and the use of fire resistant materials in fire hazard severity zones are also established.

California Code of Regulations

Title 3 of the California Code of Regulations (CCR) pertains to the application of pesticides and related chemicals. Parties applying regulated substances must continuously evaluate application equipment, the weather, the treated lands and all surrounding properties. Title 3 prohibits any application that would:

- Contaminate persons not involved in the application
- Damage non-target crops or animals or any other public or private property
- Contaminate public or private property or create health hazards on said property

Title 8 of the CCR establishes California Occupational Safety and Health Administration (Cal OSHA) requirements related to public and worker protection. Topics addressed in Title 8 include materials exposure limits, equipment requirements, protective clothing, hazardous materials, and accident prevention. Construction safety and exposure standards for lead and asbestos are set forth in Title 8.

Title 14 of the CCR establishes minimum standards for solid waste handling and disposal.

Title 17 of the CCR establishes regulations relating to the use and disturbance of materials containing naturally occurring asbestos.

Title 22 of the CCR sets forth definitions of hazardous waste and special waste. The section also identifies hazardous waste criteria and establishes regulations pertaining to the storage, transport, and disposal of hazardous waste.

Title 26 of the CCR is a medley of State regulations pertaining to hazardous materials and waste that are presented in other regulatory sections. Title 26 mandates specific management criteria related to hazardous materials identification, packaging, and disposal. In addition, Title 26 establishes requirements for hazardous materials transport, containment, treatment, and disposal. Finally, staff training standards are set forth in Title 26.

Title 27 of the CCR sets forth a variety of regulations relating to the construction, operation and maintenance of the state's landfills. The title establishes a landfill classification system and categories of waste. Each class of landfill is constructed to contain specific types of waste (household, inert, special, and hazardous).

California Department of Transportation

Caltrans has adopted policy and guidelines relating to traffic noise as outlined in the Traffic Noise Analysis Protocol (Caltrans 2011). The noise abatement criteria specified in the protocol are the same as those specified by FHWA.

California Government Code Section 65302

This section, which establishes standards for developing and updating General Plans, includes fire hazard assessment and Safety Element content requirements.

California Health and Safety Code

Division 20 of the Health and Safety Code establishes Department of Toxic Substances Control (DTSC) authority and sets forth hazardous waste and underground storage tank regulations. In addition, the division creates a state superfund framework that mirrors the federal program.

Division 11 of the Health and Safety Code establishes regulations related to a variety of explosive substances and devices, including high explosives and fireworks. Section 12000 et seq. establishes regulations related to explosives and explosive devices, including permitting, handling, storage, and transport (in quantities greater than 1,000 pounds).

Division 12.5 of the Health and Safety Code establishes requirements for buildings used by the public, including essential services buildings, earthquake hazard mitigation technologies, school buildings, and postsecondary buildings.

Division 26 of the Health and Safety Code establishes California Air Resources Board (CARB) authority. The division designates CARB as the air pollution control agency per Federal regulations and charges the Board with meeting Clean Air Act requirements.

California Health and Safety Code and UBC Section 13000 et seq.

State fire regulations are set forth in Section13000 *et seq*. of the California Health and Safety Code, which is divided into "Fires and Fire Protection" and "Buildings Used by the Public." The regulations provide for the enforcement of the UBC and mandate the abatement of fire hazards.

The Health and Safety Code establishes broadly applicable regulations, such as standards for buildings and fire protection devices, in addition to regulations for specific land uses, such as childcare facilities and high-rise structures.

California Vehicle Code Section 31600 (Transportation of Explosives)

This California Vehicle Code establishes requirements related to the transportation of explosives in quantities greater than 1,000 pounds, including licensing and route identification.

California Public Resources Code

The State's Fire Safety Regulations are set forth PRC Section 4290, which include the establishment of State Responsibility Areas (SRAs).

Public Resources Code Section 4291 sets forth defensible space requirements, which are applicable to anyone who "…owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered with flammable material" (Section 4291(a)).

California Fire Code

The 2019 California Fire Code (CCR Title 24, Part 9) establishes regulations to safeguard against the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety for and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas.

Food and Agriculture Code

Division 6 of the California Food and Agricultural Code (FAC) establishes pesticide application regulations. The division establishes training standards for pilots conducting aerial applications as well as permitting and certification requirements.

State Oversight of Hazards and Hazardous Materials

The DTSC is chiefly responsible for regulating the handling, use, and disposal of toxic materials. The State Water Resources Control Board (SWRCB) regulates discharge of potentially hazardous materials to waterways and aquifers and administers the basin plans for groundwater resources in the various

regions of the state. The Regional Water Quality Control Board (RWQCB) oversees surface and groundwater. Programs intended to protect workers from exposure to hazardous materials and from accidental upset are covered under OSHA at the federal level and Cal-OSHA and the California Department of Health Services (DHS) at the state level. Air quality is regulated through the CARB and Bay Area Air District (BAAD). The State Fire Marshal is responsible for the protection of life and property through the development and application of fire prevention engineering, education, and enforcement; CalFire provides fire protection services for State and privately-owned wildlands.

Water Code

Division 7 of the California Water Code, commonly referred to as the Porter-Cologne Water Quality Control Act, created the SWRCB and RWQCB. In addition, water quality responsibilities are established for the SWRCB and RWQCBs.

LOCAL

Marin Multi-Jurisdictional Hazard Mitigation Plan (MJHMP)

The Marin Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) [13] is used to help guide and coordinate mitigation activities and decisions for local land use policy. Hazard mitigation planning is the process of making any sustained plan or course of action taken to reduce or eliminate long-term risk to people and property from both natural hazards and their effects. The Marin MJHMP establishes goals and recommendations for mitigation strategies for the unincorporated county, eleven (11) jurisdictions in the county, three special districts, and the North Marin Water District. Proactive mitigation planning will help reduce the cost of disaster response and recovery to communities and their residents by protecting critical community facilities, reducing liability exposure, and minimizing overall community impacts and disruptions. Marin County has been affected by hazards in the past and is committed to reducing future impacts from hazard events and becoming eligible for mitigation-related federal funding.

The MJHMP addresses evacuation infrastructure while deferring tactical hazardous materials management to alternative county plans. Because the document focuses primarily on natural disasters, it actively assesses risks to transit infrastructure by integrating countywide evacuation route studies, fuels-reduction mapping along critical roadways, and the Zonehaven evacuation zoning system to preserve viable escape pathways. However, due to its FEMA-mandated scope targeting natural hazards, the MJHMP only touches upon hazardous materials tangentially—such as chemical releases secondary to floods or earthquakes—and officially relies on the companion Marin Operational Area Emergency Operations Plan (EOP) for dedicated, operational responses to toxic spills and tactical first-responder protocols.[14]

[13] County of Marin, 2023. Marin County Operational Area Multi-Jurisdictional Hazard Mitigation Plan 2023. Volume 1: Planning Area-Wide Elements.

[14] County of Marin, 2023. Marin County Operational Area Multi-Jurisdictional Hazard Mitigation Plan 2023. Volume 1: Planning Area-Wide Elements.

Existing Town of San Anselmo General Plan

The current Town of San Anselmo General Plan identifies the following policies and actions related to hazards.

HAZARDOUS MATERIALS

Conservation Element

Policy 2: Radioactive, chemical, and biological health hazards shall not be created, and existing levels shall be reduced.

Safety Element

Policy S-1.2: Increase education, outreach, and awareness of hazards and hazard mitigation, especially vulnerable populations (AFN, Disadvantaged Communities, etc.).

Policy S-1.3: Encourage new development in locations that avoid or reduce exposure to hazards.

Action S-1.3a: Locate, when feasible, new essential public facilities outside of identified hazard areas, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities outside of identified hazard zones.

Action S-1.3b: Identify appropriate construction methods to minimize damage to public facilities located within an identified hazard area.

FIRE RELATED POLICIES

Conservation Element

Policy 7: Construction shall be located and designed to avoid or minimize the hazards from earthquake, erosion, landslides, floods, fire, and accidents.

Policy 10: Projects shall not overburden the water supply, fire protection, waste disposal, schools, traffic and circulation, or other services and facilities, or adversely affect the financial or social environment of the community.

Policy N1: Fire Hazard: In areas which lack sufficient water pressure, and/or access for fire-fighting equipment, or areas which have a concentration of inflammable materials the development review process should require proper remedial measures as a condition of approval.

Land Use Element

Policy 13.1: To encourage the Fire District to require sprinkler systems in new residential buildings which the Water District cannot supply with the ISO recommended fire flow.

Policy 14.1: To prohibit on street parking on public and private roadways which, due to their width or circuitous routing, create problems for fire equipment access.

Policy 14.2: To prohibit the use of combustible roofing materials in residential areas that have a high wildfire potential (e.g., hillside and ridge areas).

Open Space Element

Policy 4.9: Access to fire roads will be provided to bicycles under conditions similar to those imposed by Marin Municipal Water District.

Public Facilities Element

Policy 12.1: To work with the special districts that provide water, sewer, and fire protection services in order to maintain and improve upon the present level of service.

Policy 12.2: To require all new development within the Town to be served by the public fire protection system and, where feasible, the public water and sewer system.

Policy 13.1: To encourage the Fire District to require sprinkler systems in new residential buildings which the Water District cannot supply with the ISO recommended fire flow.

Policy 14.1: To prohibit on street parking on public and private roadways which, due to their width or circuitous routing, create problems for fire equipment access.

Policy 14.2: To prohibit the use of combustible roofing materials in residential areas that have a high wildfire potential (e.g., hillside and ridge areas).

Safety Element

Goal S-5: Prepare and ready the community to respond to fire hazards.

Policy S-5.1: Ensure fuel modification activities and vegetation management techniques along creeks and steep slopes do not contribute to landslide and erosion hazards.

Policy S-5.2: Encourage the formation of a community- and neighborhood-based approach to wildfire education and action through local Fire Safe Councils and the Fire Wise Program.

Policy S-5.3: Encourage the Fire Department to increase local patrolling during periods of high fire weather.

Policy S-5.4: Regularly re-evaluate specific fire hazard areas and adopt reasonable safety standards covering such elements as fuel modification around homes, adequacy of existing and future water supplies, fire flow tests, fire hydrants, routes or throughways for fire equipment access, clarity of addresses and street signs, and long-term maintenance.

Policy S-5.5: Enforce and update Town regulations, as needed, to maintain consistency with the California Building and Fire Codes and Ross Valley Fire Department Standards and best practices.

Policy S-5.6: Prohibit new public/critical facilities (schools, hospitals, fire stations, etc.) from being located in High and Very High Fire Hazard Severity Zones to the greatest extent feasible. If located in these areas, require adequate fire response and evacuation capabilities.

Policy S-5.7: Support fire prevention, public education, early detection programs, and property inspections to identify and avoid fire hazards.

Policy S-5.8: Require vegetation clearance and maintenance for all public and private roads and properties in the fire hazard areas.

Policy S-5.9: Allocate adequate funding for fuel breaks and other fire defense improvements on public property and require similar measures for private property in compliance with fire safe regulations.

Policy S-5.10: Coordinate with owners of private water sources, such as swimming pools, in or adjacent to high fire risk areas for on-site fire protection use.

Policy S-5.11: Prioritize development in areas with sufficient water supply infrastructure and roadway capacity to provide adequate evacuation and emergency equipment access.

Policy S-5.12: Coordinate with Marin Municipal Water District to ensure adequate water supply and infrastructure for existing and future daily demands and firefighting suppression requirements.

Action S-5.1a: Require that vegetation management in fire-sensitive areas include thinning or replanting of vegetation with less flammable materials.

Action S-5.1b: Prioritize the removal of non-native species.

Action S-5.1c: Identify structural mitigations rather than vegetation management in the most sensitive areas.

Action S-5.1d: Prepare a Biodiversity, Fire, and Fuels Integrated Plan (BFFIP) that describes actions necessary to minimize fire hazards and maximize ecological health in Town open space areas in compliance with the Marin County Community Wildfire Protection Plan.

Action S-5.2a: Engage with homeowners in the Wildland Urban Interface to prepare a wildfire action plan.

Action S-5.5a: Enforce and update Town regulations, as needed, to maintain consistency with the California Building Code and Ross Valley Fire Department requirements and best practices.

Action S-5.5b: Prior to the approval of any subdivision of lands in an area of high fire risk, the Town should review and approve the results of a study that includes at least the following topics:

- A description of the risk and the factors contributing to the risk.
- Actions should be taken to reduce the risk to an acceptable level.
- The costs and means of providing fire protection to the subdivision.
- An indication of who pays for the costs involved and who receives the benefits.

Action S-5.5c: Establish mitigations for properties in fire hazard areas with restricted and single points of access, including parking restrictions, and investigate the feasibility of

establishing special assessment districts to improve road capacity and adequate water supply.

Action S-5.7a: Implement fire control maintenance measures as needed on undeveloped private property, provide the necessary fire prevention improvements on properties that pose a significant public safety threat, and pass along incurred costs to property owners.

Action S-5.7b: Educate residents and businesses on the Town's vegetation management practices, including fire safety, landscaping installation and maintenance, and fire hazard reduction strategies.

Action S-5.9a: Continue to consider grazing in open space for grass/light fuel maintenance.

3.9.3. IMPACTS AND MITIGATION MEASURES

METHODS OF ANALYSIS

This program-level analysis evaluates potential hazards and hazardous materials impacts that could result from implementation of the Town of San Anselmo General Plan 2045. The analysis considers federal and state regulatory requirements governing hazardous materials (including CERCLA, RCRA, and the California Health and Safety Code), information from DTSC's EnviroStor and the State Water Resources Control Board's GeoTracker databases, and local emergency planning resources such as the Marin County Operational Area Emergency Operations Plan, the Marin County Community Wildfire Protection Plan (CWPP), and the Town's Emergency Operations Plan. Because the EIR is programmatic, it identifies how implementation of General Plan goals, policies, and actions—particularly those in the Safety Element—will ensure that hazards and hazardous materials are addressed through future project-level review and adherence to applicable regulations.

Because this is a program-level review, the analysis is conducted at a town-wide scale; future site-specific environmental review may be required for individual development projects.

GENERAL PLAN 2045 GOALS AND POLICIES

The following draft goals and policies from the General Plan 2045 are relevant to Hazards and Hazardous Materials.

Safety Element

HAZARD MITIGATION, EMERGENCY PREPAREDNESS, RESPONSE, AND RECOVERY

Goal S-A Promote a culture of resilience and preparedness within San Anselmo where community members and businesses are prepared for natural and human-caused emergencies.

Policy S-A.1: Structural Hazards. Support efforts to reduce the number of structures subject to natural hazards.

Action S-A.1.a: Building Code Updates. Regularly update building codes and regulations to address changing hazard conditions and requirements.

Policy S-A.2: Hazard Education. Increase education, outreach, and awareness of hazards and hazard mitigation, especially for vulnerable populations, including older adults, people with disabilities, lower-income households, and others who may face barriers to accessing information.

Action S-A.2.a: Multilingual and Community-Based Outreach. Expand emergency preparedness outreach through multilingual communication and partnerships with community-based organizations to broaden access to information on evacuation routes, shelter locations, and recovery resources. Use a variety of communication methods and trusted community channels to reach residents who may not engage with standard municipal communications, and adapt outreach strategies over time as San Anselmo's demographics evolve.

Policy S-A.3: Hazards in New Development. Encourage new development in locations that avoid or reduce exposure to hazards for future residents and users

Action S-A.3.a: Essential Public Facilities. Locate, when feasible, new essential public facilities outside of identified hazard areas, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities.

Action S-A.3.b: Public Facilities in Hazard Areas. Identify appropriate construction methods to minimize damage to public facilities located within an identified hazard area.

Policy S-A.4: Resilient Utilities and Public Safety Services. Work with public utilities and special districts that provide water, sewer, fire protection, and public safety services in order to maintain and improve upon the present level of service and resiliency to natural hazards.

Policy S-A.5: Resilient Town Buildings. Require that Town-owned buildings are maintained to support their resilience in the face of natural disasters.

Action S-A.5.a: Resilient Public Facilities. Maintain the structural and operational integrity of essential public facilities during hazard events.

Policy S-A.6: Agency Coordination. Increase cooperation and coordination among private entities, local agencies, special districts, State and federal agencies, and tribal organizations to improve service delivery and communication to the community.

Policy S-A.7: Staff Training. Ensure Town staff are adequately trained to implement State and local regulations designed to avoid loss of life, injury, and property damage from natural disasters.

Action S-A.7.a: Hazard Mitigation Program Review and Integration. Conduct an annual review of hazard mitigation goals and strategies and integrate the findings into the annual budget, staffing allocations, and updates to the Capital Improvement Plan.

Policy S-A.8: Pedestrian Evacuation Routes. Support the development of pedestrian rights-of-way as temporary pathways to serve as additional evacuation routes for residents without access to private vehicles or with mobility limitations.

Policy S-A.9: Emergency Response and Evacuation Plans. Support the preparation, implementation, and regular update of local preparedness and evacuation plans ensuring plans are accessible and responsive to the needs of diverse abilities, and promote multi-jurisdictional cooperation and communication for emergency situations.

> **Action S-A.9.a: Emergency Planning, Coordination and Training Program**. Maintain and update the Town's Emergency Operations Plan (EOP) to ensure a clear chain of command and strong coordination with the Marin County Operational Area, and participate in regional emergency planning efforts, including updates to the Marin County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). Adopt each updated MJHMP to remain eligible for FEMA hazard mitigation funding and ensure the plan includes analysis of climate-related risks, identification of vulnerable assets and populations, and strategies to address their specific needs and strengthen community resilience.

Policy S-A.10: Post Disaster Recovery. Expand and enhance post disaster recovery strategies, prioritizing community resilience, sustainability, and equitable recovery for all residents.

> **Action S-A.10.a: Post Disaster Recovery Framework.** Develop an all-hazards Post Disaster Recovery Framework for use after a major incident or event that considers the needs of different segments of the community.

Policy S-A.11: Community Education. Educate community residents and businesses on emergency preparedness, response, and evacuation procedures and mitigation strategies using accessible formats and inclusive communication methods.

> **Action S-A.11.a: Public Outreach.** Provide community outreach and education programs on a regular basis to keep residents informed about emergency procedures, shelters, safe refuge areas, and evacuation routes using multiple communication channels and accessible formats.

Policy S-A.12: Circulation System for Evacuations. Continue to study the Town's circulation network and emergency response capabilities to provide for effective evacuations during an emergency for all residents, including those with limited mobility and transportation options.

Policy S-A.13: Property Identification. Identify properties through clear street naming and numbering systems for emergency response vehicles.

Policy S-A.14: Access Routes for New Development. Require all new developments and redevelopments to provide a minimum of two points of access by means of public roads that can be used for emergency vehicle response and evacuation purposes for residents and emergency responders

Action S-A.14.a: Emergency Access Improvements and Roadway Standards. Evaluate and implement feasible emergency access improvements for existing and new development, including roadway widening, parking restrictions, vehicle pullouts, roadside clearance, and new or improved access routes, and require necessary upgrades during discretionary review when a nexus exists. For areas that do not meet minimum emergency access standards, assess targeted solutions such as hillside pullouts, limited on-street parking, enhanced clearance, or supplemental access routes, with improvements limited to property frontage where appropriate.

Policy S-A.15: Private Road Design. Ensure all private roads are designed and maintained to allow unrestricted emergency equipment and personnel access.

Policy S-A.16: Updated Evacuation Routes. Ensure all Town and Marin County transportation plans reflect updated evacuation routes, strategies, and data.

Policy S-A.17: Emergency Response Capability. Maintain a high level of emergency response capability to serve all members of the community effectively.

Action S-A.17.a: Budget for Emergency Services. Account for current and future emergency service needs during annual budgeting cycles.

Action S-A.17.b: Emergency Service Priorities. Regularly review and update the Town's priorities for future emergency service needs to reflect changing conditions and community needs.

Action S-A.17.c: Development Review. Consult Fire and Police staff in the development review process to ensure development adequately addresses service levels, security concerns, and safety.

WILDLAND AND URBAN FIRES

Goal S-E Prepare and ready the community to respond to fire hazards.

Policy S-E.1: Vegetation Management along Creeks and Steep Slopes. Ensure fuel modification activities and vegetation management techniques along creeks and steep slopes do not contribute to landslide and erosion hazards.

Action S-E.1.a: Vegetation Management in Fire-Sensitive Areas. Require that vegetation management in fire-sensitive areas include thinning of high fuel vegetation or replanting with fire resistant plant materials.

Action S-E.1.b: Non-native Species. Prioritize the removal of non-native species.

Action S-E.1.c: Structural Mitigations. Identify structural mitigations rather than vegetation management in the most fire-sensitive areas (i.e., areas within the WUI), when feasible.

Action S-E.1.d: Biodiversity, Fire, and Fuels Integrated Plan. Prepare a Biodiversity, Fire, and Fuels Integrated Plan (BFFIP) that describes actions necessary to minimize fire hazards and

maximize ecological health in Town open space areas in compliance with the Marin County Community Wildfire Protection Plan.

Policy S-E.2: Community- and Neighborhood-Based Approach. Encourage a community- and neighborhood-based approach to wildfire education and action through local Fire Safe Councils and the Fire Wise Program, supporting participation from a broad range of residents.

Action S-E.2.a: Wildfire Actions Plans. Engage with property owners and residents in the Wildland Urban Interface to prepare a wildfire action plan.

Policy S-E.3: Fire Patrolling. Encourage the Fire Department to increase local patrolling during periods of high fire weather.

Policy S-E.4: Safety Standards in Fire Hazard Areas. Regularly re-evaluate specific fire hazard areas and adopt reasonable safety standards covering such elements as fuel modification around homes, adequacy of existing and future water supplies, fire flow tests, fire hydrants, routes or throughways for fire equipment access, clarity of addresses and street signs, and long-term maintenance.

Policy S-E.5: Code Consistency. Maintain consistency with the California Building and Fire Codes and Ross Valley Fire Department Standards and best practices.

Action S-E.5.a: Fire Code Consistency and Development Review Requirements. Maintain and enforce Town regulations to remain consistent with the California Building Code and Ross Valley Fire Department requirements and require fire risk analysis and appropriate mitigation measures for subdivisions and development in high fire hazard areas. Prior to approving any subdivision in these areas, review and approve a fire risk study that identifies contributing risk factors, recommended mitigation actions, the costs and means of providing fire protection, and the parties responsible for funding and benefiting from these measures.

Action S-E.5.b: Properties with Limited Access. Establish mitigations for properties in fire hazard areas with restricted and single points of access, including parking restrictions, and investigate the feasibility of establishing special assessment districts to improve road capacity and adequate water supply.

Policy S-E.6: Public Facilities in High and Very High Fire Severity Zones. Prohibit new public/critical facilities (schools, hospitals, fire stations, etc.) from being located in High and Very High Fire Hazard Severity Zones to the greatest extent feasible. If located in these areas, require adequate fire response and evacuation capabilities.

Policy S-E.7: Fire Prevention Programs. Support fire prevention, public education, early detection programs, and property inspections to identify and avoid fire hazards, using accessible formats and community methods.

Action S-E.7.a: Property Maintenance for Fire Control. Implement and enforce fire safety and vegetation management requirements on private property, including taking necessary fire prevention actions on undeveloped or hazardous sites and recovering associated costs

from property owners. Provide comprehensive public education for residents and businesses on defensible space, vegetation management, landscaping practices, and fire hazard reduction strategies, using multiple communication channels.

Policy S-E.8: Vegetation Clearance. Require vegetation clearance and maintenance for all public and private roads and properties in the fire hazard areas.

Policy S-E.9: Fire Defense Improvements. Allocate adequate funding for fuel breaks and other fire defense improvements on public property and require similar measures for private property in compliance with fire safe regulations.

Action S-E.9.a: Grazing for Fuel Management. Continue to consider grazing in open space for grass/light fuel maintenance.

Policy S-E.10: Private Water Sources. Coordinate with owners of private water sources, such as swimming pools, in or adjacent to high fire risk areas for on-site fire protection use.

Policy S-E.11: Prioritization of New Development. Prioritize development in areas with sufficient water supply infrastructure and roadway capacity to provide adequate evacuation and emergency equipment access for future residents and users.

Policy S-E.12: Adequate Water Supply. Coordinate with Marin Municipal Water District to ensure adequate water supply and infrastructure for existing and future daily demands and firefighting suppression requirements.

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact from hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- 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;
- 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;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

IMPACTS AND MITIGATION MEASURES

Impact 3.9-1: General Plan 2045 implementation has the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (Less than Significant)

Future development, infrastructure, and other projects allowed under the General Plan 2045 may involve the transportation, use, and/or disposal of hazardous materials. Hazardous materials are typically used in industrial and commercial uses, as well as residential uses. Future uses may involve the transport and disposal of such materials from time to time. Future activities may involve equipment or construction activities that use hazardous materials (e.g., coatings, solvents and fuels, and diesel-fueled equipment), cleanup of sites with known hazardous materials, the transportation of excavated soil and/or groundwater containing contaminants from areas that are identified as being contaminated, or disposal of contaminated materials at an approved disposal site. While hazardous materials may be associated with industrial activities, hazardous materials may also be associated with the regular cleaning and maintenance of residential and other less intense uses.

The use, transportation, and disposal of hazardous materials is regulated and monitored by local fire departments, CUPAs, the Cal-OSHA and the DTSC consistent with the requirements of federal, state, and local regulations and policies. Facilities that store hazardous materials on-site are required to maintain a Hazardous Materials Business Plan in accordance with state regulations. In the event of an accidental release of hazardous materials, the local CUPA and emergency management agencies (e.g., police and fire departments) would respond. All future projects allowed under the General Plan 2045 would be required to comply with the provisions of federal, state, and local requirements related to hazardous materials. As future development and infrastructure projects are considered by the Town, each project would be evaluated for potential impacts, specific to the project, associated with hazardous materials as required under CEQA.

The General Plan 2045 establishes a clear framework for hazard prevention and preparedness through Goal S-A, which promotes a culture of resilience and preparedness. To support this goal, the Town will continue to reduce structural exposure to natural and human-caused hazards through its commitment to update building codes and regulations as conditions change, as described in Action S-A.1.a. The Town also intends to maintain resilient utilities and public safety services, consistent with Policy S-A.4, by coordinating with service providers to ensure that critical systems such as water, sewer, and emergency response infrastructure can operate during emergencies.

To minimize the potential for accidental releases, Town staff are required to stay current on state and local hazard regulations under the direction of Policy S-A.7, which calls for regular training to avoid loss of life, injury, and property damage. Furthermore, the Town promotes coordination with private entities and local, state, and federal agencies under Policy S-A.6 to ensure proper oversight of hazardous materials management. These measures, combined with state and county regulatory

programs governing hazardous materials storage, transport, and disposal, will ensure that any use or handling of hazardous materials under the General Plan 2045 is conducted safely.

The Town's hazard reduction policies complement state and federal regulations. Compliance with the Resource Conservation and Recovery Act ensures proper storage, transport, and disposal of hazardous waste. The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and the California Health and Safety Code provide frameworks for cleanup of contaminated sites before redevelopment, including oversight of potentially hazardous releases. In addition, Titles 8 and 26 of the CCR require worker safety training and standards for hazardous materials handling.

Locally, the General Plan 2045 implements Goal S-A to promote community resilience, including Policy S-A.1 and Action S-A.1.a, which require updating building codes to mitigate hazards, and Policy S-A.7, which promotes staff training to prevent accidents. Coordination under Policies S-A.6 and calls for local actions to align with state and federal standards.

As described previously in the regulatory setting, hazardous materials regulations related to the use, handling, and transport of hazardous materials are codified in Titles 8, 22, and 26 of the CCR, and their enabling legislation set forth in the California Health and Safety Code. These laws were established at the state level to ensure compliance with federal regulations to reduce the risk to human health and the environment from the routine use of hazardous substances. These regulations must be implemented by employers/businesses, as appropriate, and are monitored by the state (e.g., Cal OSHA in the workplace or DTSC for hazardous waste) and/or the County.

Therefore, implementation of the General Plan 2045 policies and actions, as well as compliance with all applicable federal, state and local regulations, would ensure that potential impacts associated with the routine use, transport, storage, disposal, or accidental release of hazardous materials would be **less than significant**.

Impact 3.9-2: General Plan 2045 implementation has the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (Less than Significant)

The Town of San Anselmo is served by the Ross Valley School District and Tamalpais Union High School District (TUHSD). There are three Ross Valley School District school sites within the Planning Area, including Brookside Elementary, Hidden Valley Elementary School, and Wade Thomas Elementary. All three schools serve students from kindergarten through fifth grade. The nearest middle school is White Hill Middle School, located outside of the Planning Area. TUHSD provides ninth through twelfth grade education to 19 different communities in southern Marin County, including San Anselmo, at three high schools and two alternative programs. Archie Williams High School is located at 1327 Sir Francis Drake Boulevard in San Anselmo and serves San Anselmo residents.

The General Plan 2045 Land Use and Community Design Element includes land use designations, but does not propose actual development projects, designate new schools, or businesses. As such, it is

not possible to determine if a specific use will result in hazardous emissions or require handling of hazardous or acutely hazardous materials, substances, or waste. Standards under the Clean Air Act (NESHAPs) and California Air Resources Board regulations control emissions of hazardous air pollutants, while the Clean Water Act prevents contaminant runoff into waterways. Underground storage tanks are regulated under the Health & Safety Code and SWRCB oversight to prevent leaks that could affect nearby schools.

The General Plan 2045 is not anticipated to directly lead to the establishment of new businesses that would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste because the General Plan does not approve any specific development project. However, given the unknown nature of future business establishments within the commercial and industrial use areas, the potential for hazardous materials is present, and may occur withing one-quarter mile of a school.

The General Plan directs new development away from hazard areas through Policy S-A.3 and requires essential facilities in hazard zones to implement protective construction under Action S-A.3.b. Policy S-A.2 and Action S-A.11.a ensure education and outreach to sensitive and vulnerable populations about potential hazards and emergency procedures using accessible formats and inclusive communication methods. Additionally, Action S-A.17.c calls for consultation with Fire and Police staff in the development review process to ensure development adequately addresses service levels, security concerns, and safety.

All hazardous materials would be required to be handled in accordance with Federal, State, County requirements, and local General Plan 2045 policies which would limit the potential for a project to expose nearby uses, including schools, to hazardous emissions or an accidental release. Hazardous emissions and releases, are monitored by the BAAD, RWQCB, DTSC and the local CUPA. In the event of a hazardous materials spill or release, notification and cleanup operations would be performed in compliance with applicable Federal, State, and local regulations and policies, including hazard mitigation plans.

New school sites in California are also subject to review by the California Department of Education (CDE) School Facilities Planning Division under its School Site Selection and Approval Guide, which requires evaluation of proximity to hazardous air emissions and facilities, toxic and hazardous substances, and other health hazards within a quarter mile of a proposed site, among other safety factors. Because any new school site within the Planning Area would be subject to this independent CDE review, in addition to the federal, state, and local requirements described above, the potential for a new or existing school to be sited in proximity to a hazardous materials or emissions source would be further reduced.

Evaluation safety factors for school site selection and approval includes the following:[15]

- Proximity to Airports;

[15] California Department of Education. Updated May 28, 2025. School Site Selection and Approval Guide. Available: https://www.cde.ca.gov/ls/fa/sf/schoolsiteguide.asp. Accessed: May 25, 2026.

- Proximity to High-Voltage Power Transmission Lines;
- Presence of Toxic and Hazardous Substances;
- Hazardous Air Emissions and Facilities Within a Quarter Mile;
- Other Health Hazards;
- Proximity to Railroads;
- Proximity to Pressurized Gas, Gasoline, or Sewer Pipelines;
- Proximity to High-Pressure Water Pipelines, Reservoirs, Water Storage Tanks;
- Proximity to Propane Tanks;
- Noise;
- Proximity to Major Roadways;
- Results of Geological Studies and Soils Analyses;
- Traffic and School Bus Safety Conditions;
- Safe Routes to School; and
- Safety Studies for Joint-Use Sites.

Compliance with all existing regulations, siting requirements and guidelines, as well as General Plan 2045 policies and actions related to land use compatibility and hazardous materials would ensure that the impact is **less than significant**.

Impact 3.9-3: General Plan 2045 implementation has the potential to have projects located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Less than Significant)

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies, and developers to comply with California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. Government Code Section 65962.5 requires the California Environmental Protection Agency to develop at least annually an updated Cortese List. The DTSC is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List.

There is one Cortese List site within the Planning Area: Bolinas Avenue Center. The Bolinas Avenue Center is located at 4 and 8 Bolinas Avenue and 21 San Anselmo Avenue in San Anselmo, California, 94960. The site consists of a 0.32-acre parcel. There is a single-story building approximately 5,530 square feet and a parking lot on the parcel. It is located on the northwest corner of Bolinas Avenue and San Anselmo Avenue. The commercial building was built in 1957 and divided into three units in 1972. Currently 4 Bolinas Avenue and 21 San Anselmo Avenue are leased. North of the site are medical offices, a bicycle shop, a dental office, and a store; to the east across San Anselmo Avenue and Sir Francis Drake Boulevard are residential uses; to the south across Bolinas Avenue are residential uses; and to the west are residential uses.

Environmental investigations of the site began in 2009. The primary chemical identified is PCE, a chemical commonly used by dry cleaners in the past. It has been found in soil and soil vapor beneath

the location where the dry cleaning equipment had operated until approximately 1982.[16] PCE and its break-down products have also been found in shallow groundwater, approximately 7 to 10 feet below the ground surface. This groundwater is not a source for drinking water. These chemicals are volatile and have also been found in soil vapor. This may have potential to impact indoor air. Current conditions do not pose an immediate health risk. The site will be cleaned up for future use, in order to protect health and safety of people and the environment.[17]

Federal and state regulations ensure that existing hazards, including those associated with known hazardous materials sites, are addressed prior to development. Federal and state requirements mandate investigation, remediation, and regulatory oversight of these sites prior to redevelopment.

General Plan 2045 Policy S-A.3 encourages new development to avoid or minimize exposure to hazard sites, and Policy S-A.6 ensures increased cooperation and coordination among private entities, local agencies, special districts, State and federal agencies, and tribal organizations to improve service delivery and communication to the community. These measures, combined with regulatory compliance, minimize potential exposure to hazardous sites.

No specific development projects are proposed or would be approved by the General Plan 2045 process. The General Plan 2045 includes review and coordinating policies that are intended to ensure cleanup sites are identified, reviewed, and if needed, remediated, to prevent inappropriate release of hazardous materials. Overall, compliance with all applicable federal, state and local regulations and requirements included in the General Plan 2045 would ensure that potential impacts associated with the hazardous conditions on sites listed pursuant to Government Code Section 65962.5 would be **less than significant**.

Impact 3.9-4: General Plan 2045 implementation is not located within an airport land use plan, two miles of a public airport or public use airport, and would not result in a safety hazard for people residing or working in the project area (Less than Significant)

Hazards related to airports are typically grouped into two categories: air hazards and ground hazards. Air hazards jeopardize the safety of an airborne aircraft and expose passengers, pilots, and crews to danger. Examples of air hazards include tall structures, glare-producing objects, bird and wildlife attractants, radio waves from communication centers, or other features that have the potential to interfere with take-off or landing procedures, posing a risk to aircraft. Ground hazards jeopardize the safety of current and future residents and/or workers in the vicinity of an airport. The most obvious ground hazard is a crash, which may produce a serious, immediate risk to those residing in or using areas adjacent to the airport. Most accidents occur during take-off and landing. Therefore, the higher

[16] Environmental Audit, Inc., April 2020. Revised Remedial Action Completion Report. Available at: https://www.envirostor.dtsc.ca.gov/getfile?filename=/public%2Fdeliverable_documents%2F7667785465%2FRACR-2019(Rev.2)_text.tables.figures_Apdx%20A-C.pdf.

[17] California Department of Toxic Substances Control. October 2016. Community Update. Available: https://sananselmo-ca.granicus.com/DocumentViewer.php?file=sananselmo-ca_fcae58fa2f86310dcf08d34556b01699.pdf. Accessed: May 25, 2026.

the density around an airport, including transportation facilities, the higher the risk associated with this type of hazard.

There are no private or public airport facilities in the Planning Area. San Anselmo is not located within an airport influence zone. The closest airport facility to the Planning Area is the San Rafael Airport, approximately 2.7 miles northeast of the San Anselmo town boundary.

The Town of San Anselmo is not located within an airport land use plan area and is more than two miles from any public or private airport. Therefore, implementation of the General Plan 2045 would not result in an airport safety hazard for people residing or working in the Planning Area.

The General Plan 2045 does not include any policies or actions that would impact air hazards or safety. Future development associated with the General Plan 2045 would not affect the Runway Protection Zone, Inner/Outer Safety Zones, Inner Turning Zone, Sideline Safety Zone, Traffic Pattern Zone, or other safety-related zones for the local or regional airports. Implementation of the General Plan 2045 would result in a **less-than-significant impact**.

Impact 3.9-5: General Plan 2045 implementation has the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (Less than Significant)

As described in Chapter 2.0 (Project Description), the General Plan 2045 would allow a variety of new development types including residential, commercial, and public projects, resulting in increased employment and population in the town. Road and infrastructure improvements would occur to accommodate the new growth. Future development and infrastructure projects are not anticipated to remove or impede any established evacuation routes within the town or region. Furthermore, the General Plan 2045 does not include land uses, policies, or other components that conflict with adopted emergency response or evacuation plans.

Emergency management in San Anselmo is coordinated through the Marin County Sheriff's Office of Emergency Services and guided by the Marin Operational Area Emergency Operations Plan (EOP). The EOP establishes procedures for emergency response, coordination among agencies, and recovery following disasters.

There are no official evacuation routes designated by the Town of San Anselmo. During an evacuation incident, specific routes will be designated by the Ross Valley Fire Department in coordination with the Town and the Central Marin Police Authority (CMPA). The specific routes and directions identified will be made on a case-by-case basis using incident specific information to ensure travelers can relocate to a safe location.

The General Plan 2045 includes sectional policies and actions that support emergency evacuation. Policy S-A.8 supports the development of pedestrian rights-of-way as temporary pathways to serve as additional evacuation routes for residents without access to private vehicles or with mobility limitations. Policy S-A.9 supports the preparation, implementation, and regular update of local preparedness and evacuation plans ensuring plans are accessible and responsive to the needs of

diverse abilities, and promote multi-jurisdictional cooperation and communication for emergency situations.

Action S-A.9.a calls for maintenance and updating of the Town's Emergency Operations Plan (EOP) to ensure a clear chain of command and strong coordination with the Marin County Operational Area, and participation in regional emergency planning efforts, including updates to the Marin County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP).

The General Plan 2045's emphasis on maintaining emergency response capability (Policy S-A.17 and Actions S-A.17.a–c), budgeting for emergency services, and consulting Town Fire and Police staff in development review ensures new projects will preserve access, water flows for suppression, and evacuation function.

Given the combination of Town policies, Ross Valley Fire and CMPA involvement in project review, and adherence to Marin OA EOP, General Plan 2045 implementation would not impair emergency response or evacuations. Given the regulatory framework, and implementation of General Plan 2045 policies supporting preparedness and response capacity, potential interference with emergency response or evacuation would be **less than significant**.

Impact 3.9-6: General Plan 2045 implementation has the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires (Less than Significant)

Wildfires are a potential hazard to development and land uses located in the foothill and forested areas of the town. The severity of wildfire problems depends on a combination of vegetation, climate, slope, and people. The vegetation and topography found in the eastern portions of the Planning Area, coupled with hot, dry summers, present fire hazards during critical fire periods for much of the county. In addition to natural factors such as lightning, human activity is a primary factor contributing to the incidence of wildfires, including campfires, smoking, debris burning, arson, public utility infrastructure, and equipment use.

As described in greater detail in Section 3.16 (Wildfire), there are no areas identified as Very High Fire Hazard Severity Zones (VHFHSZs) in the Planning Area (see Figure 3.16-1); however, the Town includes areas of moderate to high wildfire risk within the wildland-urban interface (WUI).

Future development could increase exposure to wildfire hazards; however, this exposure would be minimized through compliance with existing regulatory requirements, including defensible space standards under Public Resources Code Section 4291, site-specific Fire Department review, and the California Fire Code, together with the General Plan 2045's suite of wildfire-related policies and actions. These include vegetation management and fuel reduction (Policy S-E.1 and Actions S-E.1.a–d), consistency with state building/fire codes and Ross Valley Fire standards (Policy S-E.5), vegetation clearance requirements (Policy S-E.8), siting restrictions for critical facilities in high fire severity zones (Policy S-E.6), prioritization of development where water supply and roadway capacity support evacuation and suppression (Policy S-E.11), coordination with Marin Water on firefighting supply and hydrant flows (Policy S-E.12), and defensible-space and fuel-reduction requirements paired with

public education (Policy S-E.7). Additional emergency-response and evacuation policies are addressed above under Policies S-A.6 through S-A.17. A full evaluation of these policies and actions, together with the Planning Area's fire hazard severity classifications and wildfire risk factors, is provided in Section 3.16 (Wildfire).

Through these combined regulatory requirements and General Plan policies, future development would apply fire-resistant design, maintain defensible space, and have adequate evacuation and suppression capacity, and exposure of people or structures to wildfire risk would be minimized. This impact would be **less than significant**.

Impact 3.9-7: General Plan 2045 implementation, in combination with other cumulative development, would not result in adverse impacts to hazards and hazardous materials. (Less than Significant)

The cumulative context of risk associated with hazards and hazardous materials is Marin County.

Construction of future development projects in Marin County may involve the transportation, use, and/or disposal of hazardous materials, which may involve the use of equipment that contains hazardous materials (e.g., solvents and fuels or diesel-fueled equipment), or the transportation of excavated soil and/or contaminants from areas that are identified as being contaminated. Some future land uses developed in the county could transport or use hazardous materials within ¼ mile of a school, or other sensitive receptors such as hospitals and residences.

Cumulative risk stems from regional increases in hazardous materials handling, development into the WUI, and multiple jurisdictions facing the same climate-driven fire trends. The MJHMP addresses evacuation infrastructure while deferring tactical hazardous materials management to alternative county plans. Because the document focuses primarily on natural disasters, it actively assesses risks to transit infrastructure by integrating countywide evacuation route studies, fuels-reduction mapping along critical roadways, and the Zonehaven evacuation zoning system to preserve viable escape pathways. For dedicated, operational responses to toxic spills and tactical first-responder protocols, the Marin Operational Area Emergency Operations Plan (EOP) provides guidance on appropriate actions.

Because regional and state regulatory frameworks apply across jurisdictions and regional plans embed ongoing coordination, monitoring, and minimizing policies, cumulative impacts related to hazards and hazardous materials would be **less than significant**.

This section provides a background discussion of the regional hydrology, flooding, water quality, water purveyors, and water sources in San Anselmo. This section is organized with an existing setting, regulatory setting, and impact analysis.

There were no comments received during the NOP comment period related to this environmental topic. See Appendix A for NOP comments received.

KEY TERMS

AF: Acre Feet; The volume of one acre of water to a depth of one foot. Each acre-foot of water is equal to approximately 325,851.4 gallons.

AFY: Acre Feet per Year

BGS: Below Ground Surface

CFS: Cubic Feet per Second

GPD: Gallons per Day

GPM: Gallons per Minute

Groundwater: Water that is underground and below the water table, as opposed to surface water, which flows across the ground surface. Water beneath the earth's surface fills the spaces in soil, gravel, or rock formations. Pockets of groundwater are often called "aquifers" and are the source of drinking water for a large percentage of the population in the United States. Groundwater is often extracted using wells which pump the water out of the ground and up to the surface. Groundwater is naturally replenished by surface water from precipitation, streams, and rivers when this recharge reaches the water table.

MG: Million Gallons

MGD: Million Gallons per Day

Surface water: Water collected on the ground or from a stream, river, lake, wetland, or ocean. Surface water is naturally replenished through precipitation but is naturally lost through evaporation and seepage into soil.

3.10.1. EXISTING SETTING

CLIMATE

San Anselmo is located in the Mediterranean-type climate zone typical of coastal central California. This zone is characterized by cool, wet winters and warm, dry summers, with almost all rain falling between the months of October and April. The mean annual precipitation in the San Anselmo area typically ranges between 30 to 40 inches per year. The precipitation levels can vary slightly from year to year based on weather patterns and climate fluctuations.

WATERSHEDS

A watershed is a region that is bound by a divide that drains to a common watercourse or body of water. Watersheds serve an important biological function, oftentimes supporting an abundance of aquatic and terrestrial wildlife including special-status species and anadromous and native local fisheries. Watersheds provide conditions necessary for riparian habitat.

The State uses a hierarchical naming and numbering convention to define watershed areas for management purposes. This means that boundaries are defined according to size and topography, with multiple sub-watersheds within larger watersheds. **Table 3.10-1** shows the primary watershed classification levels used by the State. The second column indicates the approximate size that a watershed area may be within a particular classification level, although variation in size is common.

TABLE 3.10-1: STATE OF CALIFORNIA WATERSHED HIERARCHY NAMING CONVENTION

WATERSHED LEVEL	*APPROXIMATE SQUARE MILES (ACRES)*	*DESCRIPTION*
Hydrologic Region (HR)	12,735 (8,150,000)	Defined by large-scale topographic and geologic considerations. California is divided into ten HRs.
Hydrologic Unit (HU)	672 (430,000)	Defined by surface drainage; may include a major river watershed, groundwater basin, or closed drainage, among others.
Hydrologic Area (HA)	244 (156,000)	Major subdivisions of hydrologic units, such as by major tributaries, groundwater attributes, or stream components.
Hydrologic Sub-Area (HSA)	195 (125,000)	A major segment of an HA with significant geographical characteristics or hydrological homogeneity.

SOURCE: CALWATER, CALIFORNIA INTERAGENCY WATERSHED MAPPING COMMITTEE, 2013. AVAILABLE AT: HTTPS://DATABASIN.ORG/DATASETS/F9EE90A6D42A48C0BC7CFC823978FE90/

Hydrologic Region

San Anselmo is located in the San Francisco Bay Hydrologic Region. The San Francisco Bay Hydrologic Region covers approximately 2.88 million acres (4,500 square miles) and includes all of San Francisco and portions of Marin, Sonoma, Napa, Solano, San Mateo, Santa Clara, Contra Costa, and Alameda counties. Significant geographic features include the Santa Clara, Napa, Sonoma, Petaluma, Suisun-Fairfield, and Livermore valleys; the Marin and San Francisco peninsulas; San Francisco, Suisun, and San Pablo bays; and the Santa Cruz Mountains, Diablo Range, Bolinas Ridge, and Vaca Mountains of the Coast Range.

The San Francisco Bay Hydrologic Region has 28 identified groundwater basins. Despite the tremendous urban development in the region, groundwater use accounts for only about five percent (68,000 acre-feet) of the region's estimated average water supply for agricultural and urban uses, and accounts for less than one percent of statewide groundwater uses. The Sacramento and San Joaquin rivers flow into the Delta and into San Francisco Bay. The Delta is the largest estuary on the West Coast, receiving nearly 40 percent of the state's surface water from the Sierra Nevada and the Central Valley. The interaction between Delta outflow and Pacific Ocean tides determines how far salt water intrudes into the Delta. The resulting salinity distribution influences the distribution of

many estuarine fish and invertebrates, as well as the distribution of plants, birds, and animals in wetlands areas.

The north lobe of San Francisco Bay is brackish and is known as San Pablo Bay. It is surrounded by Marin, Sonoma, Napa, and Solano counties. Suisun Marsh is between San Pablo Bay and the Delta and is the largest contiguous brackish marsh on the West Coast of North America, providing more than 10 percent of California's remaining natural wetlands. Within the San Francisco Bay Hydrologic Region, the Planning Area is located in the Corte Madera Creek-Frontal San Francisco Bay Estuaries, as shown on **Figure 3.10-1**.

GROUNDWATER

According to the DWR's Bulletin 118 Groundwater Basin Lookup, there are three groundwater basins identified within the Marin Water's service area, including the Ross Valley Groundwater Basin, San Rafael Valley Groundwater Basin, and portions of the Novato Groundwater Basin. All three basins are categorized by the California Statewide Groundwater Elevation Monitoring (CASGEM) program as very low priority basins.

Groundwater use within Marin Water's service area is limited to small, domestic use through private groundwater pumping wells. Marin Water has studied the potential for municipal groundwater use; however, several studies have determined the potential for municipal groundwater use within the boundaries of Marin Water's service area is very limited due to limited production capabilities, water quality constraints, and potential water rights issues. As a result of these studies, groundwater is not currently or planned to be used as a municipal water supply source by the district.[1]

LOCAL DRAINAGE

The Department of Public Works is responsible for the maintenance and improvement of all public infrastructure owned and managed by the Town. In addition to normal maintenance operations, they are a key agency in responding to emergencies involving the Town's infrastructure as well as weather related events and other disasters that have the potential for adverse impacts to public health or the environment. San Anselmo is responsible for maintaining the flood control system within the incorporated area. In the unincorporated parts of the Planning Area, responsibility for storm drain maintenance lies with the Marin County Flood Control and Water Conservation District (Marin Flood District).

The Planning Area is within the Corte Madera Creek-Frontal San Francisco Bay Estuaries. The Town's drainage system consists of a network of storm drains, culverts, and channels designed to collect and convey rainwater from streets, parking lots, and other impermeable surfaces. Storm drains are strategically placed to capture runoff and direct it into natural watercourses or detention basins to prevent flooding during heavy rainfall events. San Anselmo's creeks are also a key part of the Town's open space network. They are valuable physical, aesthetic, recreational, and ecological assets.

[1] Marin Water. 2024. 2020 Urban Water Management Plan. [page 54]

Protection of creeks not only preserves surface water quality, but also reduces flood risks, preserves biodiversity and habitat, minimizes erosion of stream banks, and prevents downstream siltation.

FLOODPLAIN MAPPING

FEMA Flood Zones

Federal Emergency Management Agency (FEMA) mapping provides important guidance to the Town in planning for flooding events and regulating development within identified flood hazard areas. FEMA's National Flood Insurance Program (NFIP) is intended to encourage state and local governments to adopt responsible floodplain management programs and flood measures. As part of the program, NFIP defines floodplain and floodway boundaries that are shown on Flood Insurance Rate Maps (FIRMs). The FEMA FIRM for the Planning Area is shown on **Figure 3.10-2**.

Areas that are subject to flooding are indicated by a series of alphabetical symbols, indicating anticipated exposure to flood events:

- **Zone A:** Subject to 100-year flooding with no base flood elevation determined. Identified as an area that has a one percent chance of being flooded in any given year.
- **Zone AE:** Subject to 100-year flooding with base flood elevations determined.
- **Zone AH:** Subject to 100-year flooding with flood depths between one and three feet being areas of ponding with base flood elevations determined.
- **500-year Flood Zone:** Subject to 500-year flooding. Identified as an area that has a 0.2 percent chance of being flooded in a given year.

Figure 3.10-2 identifies the areas within the Planning Area with a FEMA flood zone designation. Areas subject to flooding in the Planning Area generally follow San Anselmo and Sleepy Hollow Creeks, running from the northern and western portions of the Planning Area south toward the Town of Ross. Approximately 105 acres and 936 parcels in the town and less than 0.1 acre and two parcels in the SOI are located within the 100-year flood zone. The primary flood hazards are the low-lying residential areas adjacent to Broadmoor Avenue, Center Boulevard, Red Hill Avenue, and San Anselmo Avenue. The 500-year floodplain is largely adjacent to San Anselmo Avenue.

Existing Flood Conditions

Flooding in the Planning Area results from periodic flooding from San Anselmo and Sleepy Hollow Creeks. The Planning Area does not experience coastal flooding. The Downtown area of San Anselmo often floods in high rain events.[2] The low-lying areas of the Planning Area and its neighboring communities have experienced widespread flooding throughout history as creeks overflow their banks. Ross Valley, where the Planning Area is located, is naturally prone to flooding due to its location, geologic and geomorphic setting. Rainfall can be intense, soils are shallow with limited absorption capacity, slopes are steep, and stream channels are entrenched and, in many places,

[2] County of Marin. 2023. 2023 Marin County Operational Area Multi-Jurisdictional Hazard Mitigation Plan, Town of San Anselmo Community Profile. [page 70] Available at: https://storage.googleapis.com/proudcity/marindpwca/2024/05/Marin_County_MJHMP_2023_Final_resized1.pdf

narrow with relatively little storage capacity. As shown in **Figure 3.10-3** San Anselmo has 40 percent slope levels across much of the Planning Area. This steep terrain can lead to faster water runoff during heavy rains, which increases the risk of flooding in the lower-lying areas. Steep slopes are discussed further in Chapter 6, Geologic, Seismic, and Soil Hazards.

Historical Flood Events

The Planning Area has a long history of flooding, with two of the most severe floods occurring in the winters of 1982 and 2005.[3]

From January 3 to January 5, 1982, a severe storm caused serious flooding damage in the Planning Area. Floodwaters were three to four feet deep on San Anselmo Avenue, essentially turning it into a river. All commercial buildings in the Downtown area suffered water damage, with damages estimated at $4 million. One house was destroyed, and thirty or more homes and thirty-forty businesses were damaged. Utilities were out for several days, and a curfew was enforced.

From December 31, 2005 to January 1, 2006, an atmospheric river event caused San Anselmo Creek to overflow its banks, resulting in more than four feet of water rushing down San Anselmo Avenue in the Downtown area. Town facilities, including the police station, San Anselmo Library, Council Chambers, and Fire Station 19, were damaged as well as 140 businesses and 290 homes. Damage was estimated at $30 million. The San Anselmo Library lost around 1,000 books.

Flood Control Projects

The Town of San Anselmo, along with Marin Flood District, has been actively working on flood control projects within the town and Ross Valley.[4] The Ross Valley watershed is 28-square miles and extends from Mt. Tamalpais and White's Hill through the communities of Fairfax, Sleepy Hollow, San Anselmo, Ross, Kentfield, Greenbrae, Larkspur, and Corte Madera to the San Francisco Bay. The Town of San Anselmo was a part of Zone 9: Ross Valley until residents voted to remove the Town from the Zone 9 through Measure F, which passed in March 2024; however, property owners are still obligated to pay the voter-approved flood fee through June 30, 2027. The current flood control projects are detailed below:

Bridges

The Town has approximately 20 bridges, some of which are nearly 100 years old. The Town has obtained funding to replace five bridges in San Anselmo between 2024 and 2029, including the Nokomis Avenue, Madrone Avenue, Bridge Street, Saunders Avenue, and Center Boulevard Bridges. All five bridges have been identified as constriction points causing flooding in the town. In addition, the Town has obtained funding to repair the Peterson Bridge, a pedestrian bridge which connects Sais Avenue to Karl Avenue, by 2029.

[3] County of Marin. 2023. 2023 Marin County Operational Area Multi-Jurisdictional Hazard Mitigation Plan, Town of San Anselmo Community Profile. [page 74] Available at: https://storage.googleapis.com/proudcity/marindpwca/2024/05/Marin_County_MJHMP_2023_Final_resized1.pdf

[4] Town of San Anselmo. Current Flood Projects. Available at: https://www.townofsananselmo.org/1203/Current-Flood-Projects

Building Bridge 2 (BB2) is a bridge located on a parcel west of Creek Park in the Downtown area. The parcel is owned by the Marin Flood District, as described below in The San Anselmo Creek Restoration Project discussion.

San Anselmo Flood Risk Reduction (SAFRR) Project

The San Anselmo Flood Risk Reduction (SAFRR) Project consists of three main components: (1) creation of the Sunnyside Nursery Flood Diversion and Storage Basin at 3000 Sir Francis Drake Boulevard; (2) removal of the building at 634 San Anselmo Avenue and creek bank stabilization at the site; and (3) implementation of flood mitigation measures on downstream private properties that may see impacts from the project. The project has an overall goal to substantially reduce the frequency and severity of flooding throughout the upper Ross Valley Watershed in an economically viable manner while providing multiple benefits and minimizing environmental impacts.

The San Anselmo Creek Restoration Project

San Anselmo Creek runs through Creek Park, a Town-owned park east of San Anselmo Avenue in the Downtown area. Since 2011, multiple flood mitigation projects in Creek Park have been identified in the Town's Capital Improvement Plan to maximize flood flow capacity and reduce flooding in Creek Park, the surrounding areas, and downstream.

In 2018, the Marin Flood District acquired the property at 632-636 San Anselmo Avenue, adjacent to Creek Park, as part of the SAFRR Project. The site included a building and its supporting concrete platform, known as BB2, whose foundation restricted the creek's flow and exacerbated flooding during major storms. In 2020, the building was demolished through a collaborative effort between the Town and the District, marking the first step in restoring the creek and reducing flood risks for hundreds of structures in the town and downstream. During the COVID-19 pandemic, the Town leased the deck of BB2 from the District, transforming it into a community gathering space that connected Creek Park to San Anselmo Avenue. This plaza became an informal extension of Creek Park. In 2022, the District ended the Town's lease of BB2 due to engineering reports citing structural safety concerns.

On February 24, 2026, the Marin County Board of Supervisors and the San Anselmo Town Council unanimously approved a lease agreement allowing the Town to temporarily reopen and use the BB2 platform as a managed community gathering space (Creek Park Plaza/Commons). Structural monitoring has confirmed no active movement of the deck, enabling this short-term interim use.

Dam Inundation

Earthquakes centered close to a dam are the most likely cause of dam failure. Dam inundation maps have been required in California since 1972, following the 1971 San Fernando Earthquake and the resulting damage to the Lower Van Norman Dam. A portion of the Planning Area is within the dam inundation zone of Phoenix Lake Dam, operated by the Marin Water.[5] As shown in **Figure 3.10-4**, the inundation area extends to the southernmost portions of the Planning Area. The Phoenix Lake Reservoir has storage of 612-acre feet of water that could be released down Ross Creek in the event of a full sunny-day dam failure. Water could extend out 500 feet on both sides of Ross Creek in Ross

[5] The Marin Municipal Water District rebranded as Marin Water in 2020.

for about five miles at a depth up to thirty feet in some areas before it dumps into Corte Madera Creek and San Anselmo Creek. Flooding could continue north along San Anselmo Creek into San Anselmo, extending up to Creek Park. Flooding could extend out 1,000 feet along the west side of the creek in the southern part of the town and 200 feet along both sides of the creek further north, with San Anselmo Town Hall and the San Anselmo Emergency Operations Center in two to ten feet of water approximately ten to 20 minutes after the dam fails.[6] Dam inundation areas within this Planning Area are shown in Figure 3.10-4.

WATER QUALITY

Potential hazards to surface water quality include the following nonpoint pollution problems: high turbidity from sediment resulting from erosion of improperly graded construction projects, concentration of nitrates and dissolved solids from agriculture or surfacing septic tank failures, contaminated street and lawn run-off from urban areas, and warm water drainage discharges into cold water streams.

The most critical period for surface water quality is following a rainstorm which produces significant amounts of drainage runoff into streams at low flow, resulting in poor dilution of contaminants in the low flowing stream. Such conditions are most frequent during the fall at the beginning of the rainy season when stream flows are near their lowest annual levels. Besides the greases, oils, pesticides, litter, and organic matter associated with such runoff, heavy metals such as copper, zinc, and cadmium can cause considerable harm to aquatic organisms when introduced to streams in low flow conditions.

Urban stormwater runoff was managed as a non-point discharge (a source not readily identifiable) under the Federal Water Pollution Control Amendments of 1972 (PL 92-500, Section 208) until the mid-1980s. However, since then, the United States Environmental Protection Agency (USEPA) has continued to develop implementing rules which categorize urban runoff as a point source (an identifiable source) subject to National Pollutant Discharge Elimination System (NPDES) permits. Rules now affect medium and large urban areas, and further rulemaking is expected as programs are developed to meet requirements of federal water pollution control laws.

Surface water pollution is also caused by erosion. Excessive and improperly managed grading, vegetation removal, quarrying, logging, and agricultural practices all lead to increased erosion of exposed earth and sedimentation of watercourses during rainy periods. In slower moving water bodies these same factors often cause a buildup of siltation, which ultimately reduces the capacity of the water system to percolate and recharge groundwater basins, adversely affecting both aquatic resources and flood control efforts.

303(d) Impaired Water Bodies

Section 303(d) of the federal Clean Water Act requires states to identify waters that do not meet water quality standards or objectives and thus, are considered "impaired." Once listed, Section

[6] County of Marin, 2023. Marin County Operational Area Multi-Jurisdictional Hazard Mitigation Plan, Town of San Anselmo Community Profile. Available at: https://publicworks.marincounty.gov/documents/marin-county-operational-area-multi-jurisdictional-hazard-mitigation-plan-2023/

303(d) mandates prioritization and development of a Total Maximum Daily Load (TMDL). The TMDL is a tool that establishes the allowable loadings or other quantifiable parameters for a waterbody and thereby the basis for the states to establish water quality-based controls. The purpose of TMDLs is to ensure that beneficial uses are restored and water quality objectives are achieved.

Corte Madera Creek is listed by the San Francisco Bay Regional Water Quality Control Board as having limited water quality, as required by the Clean Water Act, Section 303(d). The only identified pollutant in the creek is a nonsystemic organophosphate formerly used as an insecticide.

Tsunami

A tsunami is a series of waves in a water body caused by the displacement of a large volume of water, generally in an ocean or a large lake due to earthquakes, volcanic eruptions, and other underwater explosions. Depending on the location of an incident, a tsunami can reach the California coast in as little as ten minutes for a local-source earthquake or may take from five to 14 hours for a distant-source earthquake. The Planning Area is not located within the Tsunami Hazard Area.[7]

3.10.2. REGULATORY SETTING

There are a number of regulatory agencies whose responsibility includes the oversight of the water resources of the state and nation including FEMA, USEPA, the State Water Resources Control Board (SWRCB), the U.S. Army Corps of Engineers (USACE), and the Regional Water Quality Control Board (RWQCB). The following is an overview of the federal, state, and local regulations that are applicable to the proposed project.

FEDERAL

Clean Water Act

The CWA, initially passed in 1972, regulates the discharge of pollutants into watersheds throughout the nation. CWA Section 402(p) establishes a framework for regulating municipal and industrial stormwater discharges under the NPDES Program. CWA Section 402(p) requires that stormwater associated with industrial activity that discharges either directly to surface waters or indirectly through municipal separate storm sewers must be regulated by an NPDES permit.

The USACE is the agency responsible for administering the permit process for activities that affect Water of the U.S. The SWRCB is responsible for implementing the CWA and does so through issuing NPDES permits to cities and counties through RWQCBs. Federal regulations allow two permitting options for stormwater discharges (individual permits and general permits). The SWRCB elected to adopt a Statewide General Permit (Water Quality Order No. 2013-001-DWQ-DWQ).

[7] California Department of Conservation. California Tsunami Maps. Available at: https://www.conservation.ca.gov/cgs/tsunami/maps

Federal Emergency Management Agency

FEMA operates the NFIP, and participants in the NFIP must satisfy certain mandated floodplain management criteria. The National Flood Insurance Act of 1968 has adopted as a desired level of protection, an expectation that developments should be protected from floodwater damage of the Intermediate Regional Flood (IRF). The IRF is defined as a flood that has an average frequency of occurrence on the order of once in 100 years, although such a flood may occur in any given year. Communities are occasionally audited by the California DWR to insure the proper implementation of FEMA floodplain management regulations.

National Flood Insurance Program

The National Flood Insurance Act of 1968 identified three fundamental purposes: better indemnify individuals for flood losses through insurance; reduce future flood damages through state and community floodplain management regulations; and reduce federal expenditures for disaster assistance and flood control. While the Act provided for subsidized flood insurance for existing structures, the provision of flood insurance by FEMA became contingent on the adoption of floodplain regulations at the local level. The National Flood Insurance Act of 1968 led to the creation of the NFIP.

The NFIP goals are two-fold:

- To provide flood insurance for structures and contents in communities that adopt and enforce an ordinance outlining minimal floodplain management standards.
- To identify areas of high and low flood hazard and establish flood insurance rates for structures inside each flood hazard area.

Flood Control Act

The Flood Control Act of 1944 (Section 11) and the Flood Control Act of 1962 are the foundational laws for Marin County's major flood control infrastructure. The legislation responded to severe flooding events in 1942, 1955, 1958, and 1960, leading to the construction of earthen and concrete channels by the USACE in the late 1960s and 1970s. The legislation authorized the Corte Madera Creek Flood Control Project, a comprehensive system designed to manage water flow from the headwaters in San Anselmo and Fairfax down to the Bay.

Flood Disaster Protection Act (FDPA)

The FDPA of 1973 was a response to the shortcomings of the NFIP, which were experienced during the flood season of 1972. The FDPA prohibited federal assistance, including acquisition, construction, and financial assistance, within delineated floodplains in non-participating NFIP communities. Furthermore, all federal agencies and/or federally insured and federally regulated lenders must require flood insurance for all acquisitions or developments in designated Special Flood Hazard Areas (SFHAs) in communities that participate in the NFIP.

Improvements, construction, and developments within SFHAs are generally subject to the following standards:

- All new construction and substantial improvements of residential buildings must have the lowest floor (including basement) elevated to or above the base flood elevation (BFE).
- All new construction and substantial improvements of non-residential buildings must either have the lowest floor (including basement) elevated to or above the BFE or dry-floodproofed to the BFE.
- Buildings can be elevated to or above the BFE using fill, or they can be elevated on extended foundation walls or other enclosure walls, on piles, or on columns.
- Extended foundation or other enclosure walls must be designed and constructed to withstand hydrostatic pressure and be constructed with flood-resistant materials and contain openings that will permit the automatic entry and exit of floodwaters. Any enclosed area below the BFE can only be used for the parking of vehicles, building access, or storage.

National Pollutant Discharge Elimination System (NPDES)

NPDES permits are required for discharges of pollutants to navigable waters of the United States, which includes any discharge to surface waters, including lakes, rivers, streams, bays, the ocean, dry stream beds, wetlands, and storm sewers that are tributary to any surface water body. NPDES permits are issued under the CWA, Title IV, Permits and Licenses, Section 402 (33 USC 466 et seq.)

The RWQCB issues these permits in lieu of direct issuance by the USEPA, subject to review and approval by the USEPA Regional Administrator. The terms of these NPDES permits implement pertinent provisions of the CWA and its implementing regulations, including pre-treatment, sludge management, effluent limitations for specific industries, and anti- degradation. In general, the discharge of pollutants is to be eliminated or reduced as much as practicable so as to achieve the CWA's goal of "fishable and swimmable" navigable (surface) waters. Technically, all NPDES permits issued by the RWQCB are also Waste Discharge Requirements issued under the authority of the CWA.

These NPDES permits regulate discharges from publicly owned treatment works, industrial discharges, stormwater runoff, dewatering operations, and groundwater cleanup discharges. NPDES permits are issued for five years or less and are, therefore, to be updated regularly. The rapid and dramatic population and urban growth in the Central Valley Region has caused a significant increase in NPDES permit applications for new waste discharges. To expedite the permit issuance process, the SWRCB has adopted several general NPDES permits, each of which regulates numerous discharges of similar types of wastes. The SWRCB has issued general permits for stormwater runoff from industrial and construction sites statewide. Stormwater discharges from industrial and construction activities in the San Francisco Bay Region can be covered under these general permits, which are administered jointly by the SWRCB and RWQCB. The Town is within the jurisdictions of the San Francisco Bay RWQCB.

The SWRCB and RWQCBs enforce California statutes that are equivalent to or more stringent than the federal statutes. RWQCBs are responsible for establishing water quality standards and objectives that protect the beneficial uses of various waters. In 2003, smaller (less than 100,000 population) municipalities and unincorporated counties were required to obtain coverage under a statewide NPDES Municipal General Stormwater Permit (Phase II Permit) issued by the State Water Resources Control Board. In Marin County, the County and all Marin's municipalities, including San Anselmo,

are subject to the conditions of the regulations described in the current 2013 Phase II Permit. Marin County Permittees are subject to NPDES Order No. 2013-0001-DWQ, NPDES No. CAS000004, as amended.

Rivers and Harbors Appropriation Act of 1899

One of the country's first environmental laws, the Rivers and Harbors Appropriation Act established a regulatory program to address activities that could affect navigation in Waters of the United States.

Water Pollution Control Act of 1972

The Water Pollution Control Act (WPCA) established a program to regulate activities that result in the discharge of pollutants to waters of the United States.

STATE

California Water Code

The CWA places the primary responsibility for the control of surface water pollution and for planning the development and use of water resources with the states, although this does establish certain guidelines for the states to follow in developing their programs and allows the USEPA to withdraw control from states with inadequate implementation mechanisms.

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act (Porter-Cologne Act) of 1970 (Division 7 of the California Water Code) (Porter-Cologne Act). The Porter-Cologne Act grants the SWRCB and each of the RWQCBs power to protect water quality and is the primary vehicle for implementation of California's responsibilities under the CWA. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a water quality control plan (Basin Plan) for its region, and the regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its state water policy. The Porter-Cologne Act also provides that a RWQCB may include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

Water Code Section 13260 requires all dischargers of waste that may affect water quality in waters of the state to prepare and provide a water quality discharge report to the RWQCB. Section 13260a-c is as follows:

(a) Each of the following persons shall file with the appropriate regional board a report of the discharge, containing the information that may be required by the regional board:

(1) A person discharging waste, or proposing to discharge waste, within any region that could affect the quality of the waters of the state, other than into a community sewer system.
(2) A person who is a citizen, domiciliary, or political agency or entity of this state discharging waste, or proposing to discharge waste, outside the boundaries of the state in a manner that could affect the quality of the waters of the state within any region.
(3) A person operating, or proposing to construct, an injection well.

(b) No report of waste discharge need be filed pursuant to subdivision (a) if the requirement is waived pursuant to Section 13269.
(c) Each person subject to subdivision (a) shall file with the appropriate regional board a report of waste discharge relative to any material change or proposed change in the character, location, or volume of the discharge.

Assembly Bill 162

Assembly Bill (AB) 162 revised Government Code Section 65302 to require a general plan's land use element to identify and annually review those areas covered by the general plan that are subject to flooding as identified by flood plain mapping prepared by FEMA or the DWR. AB 162 also requires the conservation element of the general plan to identify rivers, creeks, streams, flood corridors, riparian habitat, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management. By imposing new duties on local public officials, the bill creates a state-mandated local program.

AB 162 also requires the safety element to identify, among other things, information regarding flood hazards and to establish a set of comprehensive goals, policies, and objectives, based on specified information for the protection of the community from, among other things, the unreasonable risks of flooding.

Assembly Bill 70

AB 70 provides that a city or county may be required to contribute its fair and reasonable share of the property damage caused by a flood to the extent that it has increased the state's exposure to liability for property damage by unreasonably approving, as defined, new development in a previously undeveloped area, as defined, that is protected by a state flood control project, unless the city or county meets specified requirements.

Historically, the State of California bore most of the liability for failures of state flood control projects (like levees). AB 70 changed that dynamic by ensuring that local governments cannot simply approve risky housing developments in floodplains and expect the state to pick up 100% of the tab if the levees break.

Senate Bill 92

On June 27, 2017, Senate Bill (SB) 92 became effective and added Sections 6160 and 6161 to the Water Code, requiring owners of state-regulated dams, except those classified as low hazard, to

prepare emergency action plans (EAPs) containing inundation map(s) for emergency preparedness. An EAP contains a blueprint for emergency response following an incident involving a dam and details various failure scenarios of a dam and its related critical infrastructure. It provides special notification procedures. Dam owners must submit EAPs to the Governor's Office of Emergency Services (Cal OES) for approval by deadlines that are based on the dam's downstream hazard classification. The EAPs, including the inundation map(s), are to be updated every ten years, but if relevant circumstances change, then the update must be made sooner. SB 92 provides the DWR with enforcement tools, including fines and operational restrictions for failure to comply.

Water Quality Control Plan for the San Francisco Bay Basin

The Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan) is the master policy document adopted by the San Francisco Bay Regional Water Quality Control Board (Region 2). It designates beneficial uses for surface and groundwaters within the region, sets narrative and numerical water quality objectives to protect those uses, and details strategy and implementation plans to achieve those objectives across the San Francisco Bay watershed (*Water Code § 13240*). The Basin Plan covers all coastal watersheds and marine waters from the Golden Gate eastward to the legal boundary of the Sacramento-San Joaquin Delta near Chipps Island.

The San Francisco Bay Regional Water Quality Control Board (SF Bay Water Board) acts as the lead regulatory agency responsible for adopting, implementing, and enforcing the Basin Plan. The State Water Resources Control Board (State Water Board) must review and approve all Basin Plan amendments before they become effective under state law.

The term "water quality standards," as used in the CWA, includes both the beneficial uses of specific water bodies and the levels of quality that must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions by the RWQCB and others that are necessary to achieve and maintain the water quality standards.

The RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's ground and surface water. Permits are issued under a number of programs and authorities. The terms and conditions of these discharge permits are enforced through a variety of technical, administrative, and legal means. Water quality problems in the region are listed in the Basin Plan, along with the causes, where they are known. For water bodies with quality below the levels necessary to allow all the beneficial uses of the water to be met, plans for improving water quality are included. The Basin Plan reflects, incorporates, and implements applicable portions of a number of national and statewide water quality plans and policies, including the California Water Code and the CWA.

State Water Resources Control Board Storm Water Strategy

The Storm Water Strategy is founded on the results of the Storm Water Strategic Initiative, which served to direct the SWRCB's role in storm water resources management and evolve the Storm Water Program by a) developing guiding principles to serve as the foundation of the storm water program, b) identifying issues that support or inhibit the program from aligning with the guiding

principles, and c) proposing and prioritizing projects that the Water Boards could implement to address those issues.

The SWRCB staff created a strategy-based document called the Strategy to Optimize Management of Storm Water (STORMS). STORMS includes a program vision, missions, goals, objectives, projects, timelines, and consideration of the most effective integration of project outcomes into the SWRCB's Storm Water Program.

California Fish and Wildlife Code

The California Department of Fish and Wildlife (CDFW) protects streams, water bodies, and riparian corridors through the streambed alteration agreement process under Section 1600 to 1616 of the California Fish and Game Code. The California Fish and Game Code establishes that "an entity may not substantially divert or obstruct the natural flow or substantially change the bed, channel or bank of any river, stream or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river stream, or lake" (Fish and Game Code Section 1602(a)) without notifying the CDFW, incorporating necessary mitigation and obtaining a streambed alteration agreement. The CDFWs jurisdiction extends to the top of banks and often includes the outer edge of riparian vegetation canopy cover.

California Code of Regulations

California Code of Regulations (CCR) Title 22, Chapter 15, Article 20 requires all public water systems to prepare a Consumer Confidence Report for distribution to its customers and to the Department of Health Services. The Consumer Confidence Report provides information regarding the quality of potable water provided by the water system. It includes information on the sources of the water, any detected contaminants in the water, the maximum contaminants levels set by regulation, violations and actions taken to correct them, and opportunities for public participation in decisions that may affect the quality of the water provided.

California Department of Health Services

The Department of Health Services, Division of Drinking Water and Environmental Management, oversees the Drinking Water Program. The Drinking Water Program regulates public water systems and certifies drinking water treatment and distribution operators. It provides support for small water systems and for improving their technical, managerial, and financial capacity. It provides subsidized funding for water system improvements under the State Revolving Fund and Proposition 50 programs. The Drinking Water Program also oversees water recycling projects, permits water treatment devices, supports and promotes water system security, and oversees the Drinking Water Treatment and Research Fund for Methyl Tertiary Butyl Ether (MTBE) and other oxygenates.

Consumer Confidence Report Requirements

California Code of Regulations (CCR) Title 22, Chapter 15, Article 20 requires all public water systems to prepare a Consumer Confidence Report for distribution to its customers and to the Department of Health Services. The Consumer Confidence Report provides information regarding the quality of potable water provided by the water system. It includes information on the sources of the water,

any detected contaminants in the water, the maximum contaminant levels set by regulation, violations and actions taken to correct them, and opportunities for public participation in decisions that may affect the quality of the water provided.

LOCAL

Existing Town of San Anselmo General Plan

The following goals, policies, and actions are applicable to hydrology and water quality.

LAND USE ELEMENT

Objective 16: To protect the community from danger to life and property caused by flooding.

Policy 16.1. All new developments in the Town should be designed to minimize vegetation removal, soils compaction, and site coverage.

Policy 16.2. To only allow development within the 100-year floodplain which is consistent with the Town's adopted Protection of Flood Hazard Areas and Water Course Ordinance.

Policy 16.3. To inform the citizens of the community of existing and potential flooding problems on an ongoing basis.

Policy 16.4. To repair and improve the Town's storm drainage system to handle existing and projected runoff.

Policy 16.5. To prepare evacuation plans for flood-prone areas and distribute information to affected residents, businesses, and property owners.

Objective 17: To ensure that facilities needed to function in a natural disaster are not located in the floodplain or, if there is no other choice, that they are designed to function adequately under emergency conditions.

Policy 17.1. Facilities designated as "critical" in the emergency preparedness plan should not be located in the 100-year floodplain, or if no other choice shall be designed to function adequately under emergency conditions.

Town of San Anselmo Municipal Code

San Anselmo Municipal Code (Town Code) Title 5 Chapter 8, Urban Runoff Pollution Prevention. The purpose of this chapter is to ensure the future health, safety, and general welfare of the citizens of the Town of San Anselmo and to protect and enhance watercourses, fish and wildlife habitat by:

a) Minimizing discharges other than storm runoff to storm drains or watercourses;
b) Responding to the discharge of spills, preventing and controlling the discharge of spills to storm drains or watercourses, and prohibiting dumping or disposal of materials other than stormwater;
c) Reducing pollutants in stormwater discharges to the maximum extent practicable;

d) Requiring operators of construction sites, new or redeveloped land, and industrial and commercial facilities to install, implement, and maintain appropriate best management practices (BMPs); and
e) Requiring development projects to maintain or reduce the volume, velocity, peak flow rate, and duration of runoff as compared to the pre-development stormwater runoff rates; and preventing stormwater pollution whenever possible, through stormwater management controls and ensuring that these management controls are properly maintained.

Town Code Title 7, Chapter 11, Protection of Flood Hazard. This chapter is designed to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas by legally enforceable regulations applied uniformly throughout the community to all publicly and privately owned land within flood prone, mudslide (i.e. mudflow), or flood related erosion areas. These regulations are designed to:

a) Protect human life and health.
b) Minimize expenditure of public money for costly flood control projects.
c) Minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public.
d) Minimize prolonged business interruptions.
e) Minimize damage to public facilities and utilities such as water and gas mains; electric, telephone and sewer lines; and streets and bridges located in areas of special flood hazard.
f) Help maintain a stable tax base by providing for the sound use and development of areas of special flood hazard so as to minimize future blighted areas caused by flood damage.
g) Ensure that potential buyers are notified that property is in an area of special flood hazard.
h) Ensure that those who occupy the areas of special flood hazard assume responsibility for their actions.

Town Code Title 7, Chapter 12 Watercourses. This chapter establishes additional standards and regulations related to zoning, parks and recreation and the obstruction, diverting, etc., of watercourses within the Town of San Anselmo.

Town Code Title 9, Chapter 22 Water Efficient Landscape. In this chapter, the Town adopts by reference the water efficient landscape requirements of Marin Water Code Title 13 "Water Service Conditions and Water Conservation Measures", Chapter 13.02 "Water Conservation and Dry Year Water Use Reduction Program", and Section 13.02.021 "Water Conservation: Normal Year Water Conservation" Subsections (2) "Definitions" and (5) "Water Efficient Landscaping".

San Francisco Bay Regional Water Quality Control Board Municipal Regional Stormwater NPDES Permit

The 1987 amendments to the CWA [Section 402(p)] provided for USEPA regulation of several new categories of nonpoint pollution sources within the existing NPDES. Phase 1 of the program involved the Water Board issuing county-wide municipal stormwater permits in the early 1990s to operators serving populations over 100,000. Additionally in Phase I, NPDES permits were issued for urban runoff discharges from: plants in industries recognized by the USEPA as being likely sources of stormwater pollutants, and construction activities that disturb more than five acres.

Phase II implementation, effective March 10, 2003, extended NPDES urban runoff discharge permitting to cities of 50,000 to 100,000 people and construction sites that disturb between one and five acres. The State Water Resources Control Board (SWRCB) Water Quality Order No. 2003-0005-DWQ, adopted April 30, 2003, established the Phase II NPDES General Permit No. CAS000004 to cover Small Municipal Separate Storm Sewer Systems (MS4). Marin County and the Town of San Anselmo are designated as Small MS4s and fall under this NPDES General Permit. Enforcement of permit conditions is the responsibility of the RWQCB staff, assisted by local municipal or county staff. In Marin, the County and all of Marin's municipalities are subject to the conditions of the regulations described in the current 2013 Phase II Permit Water Quality Order No. 2013-0001-DWQ NPDES No. CAS000004, as amended by Water Quality Orders No. 2015-0133-EXEC, 2016-0069-EXEC, 2017-XXXX-DWQ, 2018-0001-EXEC, and 2018-0007-EXEC.

Marin County Flood Control and Water Conservation District

The Marin Flood District addresses flood control planning, construction, operation, and maintenance for its eight flood control zones, Zones 1, 3, 4, 5, 6, 7, 9, and 10. San Anselmo is located in Flood Control Zone 9: Ross Valley (Zone 9). Zone 9 and the Ross Valley Flood Protection and Watershed Program was established by the Flood Control District after the flooding that occurred in Ross Valley during December 2005. The Zone 9 flood control objective is to substantially reduce the frequency and severity of flooding throughout the Ross Valley Watershed, in an economically viable manner while prioritizing public safety and minimizing environmental impacts. The Town of San Anselmo was a part of Zone 9: Ross Valley until the Town residents voted to remove the Town from the Flood Control Zone 9 through Measure F, which passed on March 2024. Measure F did not relieve property owners of their obligation to pay the voter-approved flood fee, which is set to expire on June 30, 2027.

Marin County Stormwater Pollution Prevention Program

The Marin County Stormwater Pollution Prevention Program (MCSTOPPP) is a joint effort of Marin's cities, towns, and unincorporated areas to prevent stormwater pollution, protect and enhance water quality in creeks and wetlands, preserve beneficial uses of local waterways, and comply with State and federal regulations. Each MCSTOPPP member agency implements a local stormwater pollution prevention program and funds the countywide MCSTOPPP, which provides for the coordination and consistency of approaches between the local stormwater programs. The MCSTOPPP program documents their efforts in annual reports. The annual reports include information on illegal discharge detection and elimination, street and storm drain cleaning, municipal and creek maintenance, stormwater and creek protection controls for development projects, business inspections, and public outreach, education, and participation. While MCSTOPPP provides guidance for compliance with NPDES permitting, permit compliance is administered by the specific municipality in which the project is proposed.

Bay Area Stormwater Management Agencies Post Construction Manual

MCSTOPPP has approved the most recent version of the Bay Area Stormwater Management Agencies (BASMAA) Post Construction Manual as the applicable California Storm Water Quality Association Best Management Practices Handbook for projects within MCSTOPPP. The BASMAA

Post Construction Manual helps development applicants prepare submittals that demonstrate how their project complies with the NPDES permit requirements. This manual is designed to facilitate the review of application and promote integrated Low Impact Development (LID) designs. LID design aims to mimic pre-project site hydrology as well as protect water quality. Runoff from roofs and impervious paved areas is dispersed to landscaped areas or routed to bioretention facilities distributed throughout the site. Bioretention facilities infiltrate some runoff and feature underdrains to convey treated stormwater to storm drains.

3.10.3. IMPACTS AND MITIGATION MEASURES

METHODS OF ANALYSIS

Future development under the General Plan 2045 was reviewed to determine if the Project would have a significant impact on hydrology and/or water quality. These types of impacts would be the greatest in areas located within or near to existing rivers, streams, drainage channels, and other water bodies; therefore, these are the areas that are focused on in the analysis. Impacts are evaluated assuming full buildout of the General Plan 2045.

GENERAL PLAN 2045 GOALS AND POLICIES

The following draft goals and policies from the General Plan 2045 are relevant to Hydrology and Water Quality.

OPEN SPACE AND CONSERVATION ELEMENT

Goal OSC-B Protect and improve the quality of the natural environment through collaborative conservation, restoration, management, regenerative practices, and pollution reduction and control.

Policy OSC-B.4: Creek Protection. Protect and conserve creeks for riparian habitat, fish and wildlife movement, biodiversity, groundwater recharge, and stormwater conveyance for ecological function and community benefit.

Action OSC-B.4.a: Agency Consultation. Refer proposals for grading, filling, or construction that would alter a watercourse shown on Figure OSC-3 to the State Department of Fish and Wildlife, U.S. Army Corps of Engineers, San Francisco Bay Regional Water Quality Control Board, the Marin County Flood Control District, and other regulatory agencies for consultation.

Action OSC-B.4.b: Creek Setbacks. Continue to require development to comply with the creek setback standards in the Town's Watercourse regulations.

Policy OSC-B.5: Creek Enhancement. Require creek enhancement and riparian habitat restoration for construction projects adjacent to creeks and drainageways to reduce erosion, maintain storm flows, improve water quality, improve habitat value, and preserve natural shade, whenever possible.

Policy OSC-B.6: Water Quality. Minimize pollutants in stormwater runoff including discharge of soil sediments.

Action OSC-B.6.a: Watershed Management. Ensure that new development complies with the requirements of the federal and state Clean Water Acts, National Pollutant Discharge Elimination System (NPDES), and the Town's Urban Runoff Pollution Prevention regulations.

Action OSC-B.6.b: Low-Impact Design Measures. Require the incorporation of Low-Impact Design (LID) measures and other site design elements that slow stormwater flows, promote groundwater recharge, and filter out pollutants.

Policy OSC-B.7: Creek Education and Awareness. Increase awareness and appreciation of San Anselmo's creeks and their role in sustaining fish and wildlife and providing flood protection through accessible education and outreach.

Action OSC-B.7.a: Creek Signage and Education. Develop signage and educational displays in clear and accessible formats that describe native habitat, history, and restoration efforts. Partner with local schools, conservation and environmental groups, and community groups to increase awareness of the town's creeks.

PARKS, RECREATION, AND PUBLIC FACILITIES ELEMENT

Goal PR-C Provide high-quality public facilities and infrastructure that meet the needs of current and future residents, businesses, and visitors in the most efficient and cost-effective ways possible.

Policy PR-C.1: Ongoing Maintenance. Proactively maintain public facilities and infrastructure through ongoing preventative care, and ensure the timely repair, replacement, and upgrading of Town facilities, infrastructure, and equipment.

Action PR-C.1.a: Capital Improvement and Agency Coordination Program. Maintain and update a multi-year Capital Improvement Plan for Town infrastructure and facilities, and coordinate with partner agencies to align projects, maximize resources, achieve economies of scale, and reduce construction impacts.

Action PR-C.1.b: Asset Management Program. Develop a proactive Asset Management Program to identify needed facility and infrastructure maintenance, upgrade, and replacement timing and costs. Seek additional funding opportunities and strategies to avoid increased costs of deferred maintenance.

Policy PR-C.7: Storm Drainage. Continue to monitor and pursue improvements to the storm drainage system, including programs to reduce flooding, improve water quality, remove debris, and respond to climate-related changes. Evaluate the potential for restoration of the natural hydrologic function of creeks and drainageways where possible.

Policy PR-C.8: Potable Water. Work with the Marin Municipal Water District (Marin Water) to meet projected water demand, encourage water conservation, and ensure the reliability and safety of the water supply and distribution system.

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on the environment associated with hydrology and water quality if it will:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
    - Result in substantial erosion or siltation on- or off-site;
    - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
    - Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
    - Impede or redirect flood flows.
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

IMPACTS AND MITIGATION MEASURES

Impact 3.10-1: General Plan 2045 implementation would not violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality or obstruct implementation of a water quality control plan (Less than Significant)

CONSTRUCTION-RELATED WATER QUALITY IMPACTS

Grading, excavation, removal of vegetation cover, and loading activities associated with future construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion impacts that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas.

As required by the CWA, each subsequent development project or improvement project will require an approved Storm Water Pollution Prevention Plan (SWPPP) that includes best management practices for grading and preservation of topsoil. A SWPPP is not required if the project will disturb less than one acre. SWPPPs are designed to control storm water quality degradation to the extent practicable using best management practices during and after construction.

Future development project applicants must submit the SWPPP with a Notice of Intent to the RWQCB to obtain a General Permit. The RWQCB is an agency responsible for reviewing the SWPPP with the Notice of Intent, prior to issuance of a General Permit for the discharge of storm water during construction activities. The RWQCB accepts General Permit applications (with the SWPPP and Notice of Intent) after specific projects have been approved by the lead agency. The lead agency for each specific project that is larger than one acre is required to obtain a General Permit for discharge of storm water during construction activities prior to commencing construction (per the CWA).

The General Plan 2045 sets policies and actions for future development in the town, but it does not envision or authorize any specific development project. Because of this, the site-specific details of potential future development projects are currently unknown and analysis of potential impacts of such projects is not feasible and would be speculative. However, each future project must include detailed project-specific drainage plans that control storm water runoff and erosion, both during and after construction. The RWQCB will require a project-specific SWPPP to be prepared for each future project that disturbs an area one acre or larger. The SWPPPs will include project-specific BMPs that are designed to control drainage and erosion.

NEW DEVELOPMENT-RELATED WATER QUALITY IMPACTS

New development and infrastructure improvements projects that would result from implementation of the General Plan 2045 could introduce constituents into the storm water system that are typically associated with urban runoff. These constituents include sediments, petroleum hydrocarbons, pesticides, fertilizers, and heavy metals, such as lead, zinc, and copper. These pollutants tend to build up during the dry months of the year. Precipitation during the early portion of the wet season (generally from November to April) washes away most of these pollutants, resulting in high pollutant concentrations in the initial wet weather runoff. This initial runoff is referred to as the "first flush" of storm events. Subsequent periods of rain would result in less concentrated pollutant levels in the runoff.

The majority of development allowed under the General Plan 2045 would be within areas currently developed with urban uses, and the amount and type of runoff generated by various future development and infrastructure projects would be similar to existing conditions. However, new development and infrastructure projects accommodated by the General Plan 2045 have the potential to result in increases in the amount of impervious surfaces throughout San Anselmo. Future increases in impervious surfaces would result in increased urban runoff, pollutants, and first flush roadway contaminants, as well as an increase in nutrients and other chemicals from landscaped areas. These constituents could result in water quality impacts to onsite and offsite drainage flows to area waterways.

Storm water runoff may play a role in the water quality impairments described above. Runoff that occurs as overland flow across yards, driveways, and public streets is intercepted by the storm water drainage system and conveyed to local drainages before eventually being routed to the Pacific Ocean. This storm water can carry pollutants that can enter the local waterways and result in the types of water quality impairments described above. Common sources of storm water pollution in the town include litter, trash, pet waste, paint residue, organic material (yard waste), fertilizers,

pesticides, sediments, construction debris, metals from automobile brake pad dust, air pollutants that settle on the ground or attach to rainwater, cooking grease, illegally dumped motor oil, and other harmful fluids.

Future development and infrastructure projects allowed by the General Plan 2045 could result in an increase in the overall volume of runoff in San Anselmo compared to existing conditions. If the Town's drainage system is not adequately designed, General Plan 2045 buildout could result in localized higher peak flow rates. Localized increases in flow would be significant if increases exceeded system capacity or contributed to bank erosion. This is considered a potentially significant impact, which would be mitigated to a less than significant level through the implementation of the policies and actions listed below, as well as the Town's adopted Municipal Code requirements.

The General Plan 2045 establishes the framework for future development and buildout of the Town, but it does not envision or authorize any specific development project. Because of this, the site-specific details of potential future development projects are currently unknown and analysis of potential impacts of such projects is not feasible and would be speculative. However, each future development and infrastructure project is required to prepare a detailed project-specific drainage plan, Water Quality Management Plan, and a SWPPP that will control storm water runoff and erosion, both during and after construction. If a project involves the discharge into surface waters the project proponent will need to acquire a Dewatering permit, NPDES permit, and Waste Discharge permit from the RWQCB and comply with all storm water sewer system (MS4) requirements.

As described above, under the Regulatory Setting, the Town is required to implement a range of measures and procedures when reviewing new development and infrastructure projects. These measures include but are not limited to the Town's stormwater regulations set forth in the Municipal Code, as well as the requirements set forth in the Marin County Stormwater Pollution Prevention Program (MCSTOPPP).

Chapter 8, Urban Runoff Pollution Prevention, of the Town's Municipal Code is intended to ensure the future health, safety, and general welfare of Town of San Anselmo citizens and to protect and enhance watercourses, fish, and wildlife habitat by:

(a) Minimizing discharges other than storm runoff to storm drains or watercourses;

(b) Responding to the discharge of spills, preventing and controlling the discharge of spills to storm drains or watercourses, and prohibiting dumping or disposal of materials other than stormwater;

(c) Reducing pollutants in stormwater discharges to the maximum extent practicable;

(d) Requiring operators of construction sites, new or redeveloped land, and industrial and commercial facilities to install, implement, and maintain appropriate best management practices (BMPs); and

(e) Requiring development projects to maintain or reduce the volume, velocity, peak flow rate, and duration of runoff as compared to the pre-development stormwater runoff rates; and preventing stormwater pollution whenever possible, through stormwater management controls and ensuring that these management controls are properly maintained.

Compliance with existing Town and County construction and stormwater management regulations would reduce the potential for impacts related to stormwater quality. In addition, prior to the issuance of grading permits, each site developed under the proposed General Plan 2045 would be required to submit a site-specific drainage study and SWPPP to the Town for approval.

While the primary regulatory mechanisms for ensuring that future development and infrastructure projects do not result in adverse water quality impacts are contained in the San Anselmo Municipal Code, the Town has developed the General Plan 2045 to include additional policies and actions that, when implemented, will further reduce water pollution from construction, new development, and new infrastructure projects, and protect and enhance natural storm drainage and water quality features. The policies and actions identified below include numerous requirements that would reduce the potential for development accommodated by the General Plan 2045 to result in increased water quality impacts. Actions by the Town during the development review process require the review of development projects to identify potential stormwater and drainage impacts and require development to include measures to ensure that off-site runoff is not increased beyond pre-development levels during rain and flood events. In addition, compliance with the CWA and regulations enforced by the RWQCB would ensure that construction-related impacts to water quality are minimized and future projects comply with all applicable laws and regulations.

Provision of stormwater detention facilities as needed would reduce runoff rates and peak flows. The implementation of the General Plan 2045 policies and actions listed below include policies aimed to enhance stormwater quality and infiltration as well as actions to review development projects to identify potential stormwater and drainage impacts and require development to include measures to ensure off-site runoff is not increased beyond pre-development levels. Existing regulatory requirements that manage water quality include requirements to obtain approval from the RWQCB for NPDES permits, other discharge permits, WQMPs, SWPPPs, and to implement BMPs. These regulatory requirements are intended to ensure that water quality does not degrade to levels that would violate water quality standards.

As previously described, the proposed General Plan 2045 includes policies and actions related to drainage and water quality. Goal OSC-B encourages protection and improvement of the natural environment through conservation restoration, management, regenerative practices, and pollution reduction and control. Policy OSC-B.4 encourages the protection and conservation of creeks for riparian habitat, fish and wildlife movement, biodiversity, groundwater recharge, and stormwater conveyance. Policy OSC-B.6 requires the minimization of pollutants in stormwater runoff including discharge of soil sediments. Action OSC-B.6.a ensures that new development complies with the requirements of the federal and state Clean Water Acts, National Pollutant Discharge Elimination System (NPDES), and the Town's Urban Runoff Pollution Prevention regulations. Action OSC-B.6.b requires the incorporation of LID measures and other site design elements that slow stormwater flows, promote groundwater recharge, and filter out pollutants. Policy OSC-B.7: Creek Education

and Awareness increases awareness and appreciation of San Anselmo's creeks and their role in sustaining fish and wildlife and providing flood protection.

Through implementation of the General Plan 2045 policies and actions, and implementation of the San Anselmo Municipal Code requirements, compliance with mandatory federal and state regulations, and compliance with the existing regulations for Corte Madera Creek-Frontal San Francisco Bay Estuaries watershed, impacts to drainage patterns and water quality would be **less than significant**.

Impact 3.10-2: General Plan implementation would not result in the depletion of groundwater supplies or interfere substantially with groundwater recharge or conflict with a groundwater management plan. (Less than Significant)

The Planning Area is located within the Corte Madera Creek-Frontal San Francisco Bay Estuaries watershed, as shown on Figure 3.10-1. Marin Water's water supplies presently come from a combination of water imported from Sonoma County Water Agency (SCWA), local surface water, and recycled water. Groundwater is not currently or planned to be used as a municipal water supply source by the district, though private groundwater wells are used in Marin Water's service area. Table 3.15-1 within Section 3.15, Utilities of this EIR summarizes, by source, the total amount of actual water supplied in 2020.

According to the DWR's Bulletin 118 Groundwater Basin Lookup, there are three groundwater basins identified within the Marin Water's service area, including the Ross Valley Groundwater Basin, San Rafael Valley Groundwater Basin, and portions of the Novato Groundwater Basin. All three basins are categorized by the California Statewide Groundwater Elevation Monitoring (CASGEM) program as very low priority basins.

As previously stated, groundwater use within Marin Water's service area is limited to small, domestic use through private groundwater pumping wells. Marin Water has studied the potential for municipal groundwater use; however, several studies have determined the potential for municipal groundwater use within the boundaries of Marin Water's service area is very limited due to limited production capabilities, water quality constraints, and potential water rights issues. As a result of these studies, groundwater is not currently or planned to be used as a municipal water supply source by the district.[8]

Projected General Plan 2045 growth—approximately 2,279 additional units and 5,356 new residents—represents a minor proportional increase in total district demand and were previously accounted for by Marin Water contained within the UWMP's regional demand projections. The increase in 5,356 new residents would require approximately 408 AFY,[9] which is a small proportion of the approximately 13,500 AFY available in 2025 and the 11,541 AFY projected to be available in

[8] Marin Water. 2024. 2020 Urban Water Management Plan. [page 54] Available: https://marinwater.org/wp-content/uploads/2024/01/MMWD-Updated-2020-UWMP-FINAL-January-2024_0.pdf.

[9] Based on the Marin Water's Water Efficiency Master Plan (2024) estimate of 68 gallons per capita per day, for baseline residential water use.

2045 (refer to Table 3.15-8 of Section 3.15, Utilities of this EIR, for further detail). As described previously, based on Marin Water's projections through 2045, Marin Water will have sufficient supplies to meet the demands during normal and dry water years and would run a substantial surplus under all scenarios.

General Plan policies ensure continued coordination and conservation. Goal PR-C requires the provision of high-quality public facilities and infrastructure that meet the needs of current and future residents, businesses, and visitors. Policy PR-C.1 requires the proactive maintenance of public facilities and infrastructure. Policy PR-C.8 requires working with the Marin Water to meet projected water demand, encourage water conservation, and ensure the reliability and safety of the water supply and distribution system.

If larger development projects occur within the Planning Area, such development would be subject to SB 610 and SB 221, which require preparation of a WSA to confirm whether current and projected water supplies could accommodate the development as proposed. Additionally, although the development capacity under the General Plan 2045 reflects the Town's long-term buildout potential, this growth would occur gradually over decades as individual projects are proposed, reviewed, and approved. Implementation of new housing units, nonresidential development, and supporting infrastructure will depend on market conditions, available funding, and local and regional planning priorities. As such, utility demand and infrastructure needs will evolve incrementally rather than all at once. The Town and its service providers will continue to periodically update their master plans, the Urban Water Management Plan, and Capital Improvement Programs to reflect actual development trends and regulatory requirements.

Lastly, although there would be an increase in impervious surfaces associated with General Plan 2045 buildout, this would not substantially interfere with groundwater recharge or impede the sustainable management of the underlying groundwater basin, based on the hydrogeologic setting and existing regulatory mandates. Specifically, the land use patterns under the General Plan 2045 emphasize infill development, revitalization, and intensification within established urban corridors. Because future development would occur primarily on sites that are already disturbed and heavily urbanized, the net expansion of the physical impervious footprint across the basin is highly constrained, preserving natural, high-pervious open space and hillside areas that function as primary regional recharge zones. Furthermore, any potential localized reduction in infiltration from new or replaced impervious surfaces is effectively neutralized by mandatory compliance with existing regulatory frameworks (for example, the applicable permits administered locally by the MCSTOPPP). These legally enforceable standards require project designs to mimic pre-project hydrologic site conditions. This is achieved by routing stormwater runoff from roofs and pavements into on-site green infrastructure—such as bioretention basins, rain gardens, vegetated swales, and permeable pavements—engineered to maximize localized infiltration into the underlying soil matrix. Because mandatory on-site LID measures capture, retain, and infiltrate stormwater close to its source, post-project infiltration volumes will remain substantially similar to baseline conditions. Therefore, the introduction of impervious surfaces associated with the General Plan 2045 buildout will not result in a substantial net decrease in groundwater recharge.

CONCLUSION

Subsequent development projects under the General Plan 2045, such as residential, commercial, industrial, and roadway projects would result in new impervious surfaces and could reduce rainwater infiltration and groundwater recharge. However, the majority of the developable areas within the Town are currently developed with urban uses. The amount of new pavement and impervious surfaces, and the extent to which they affect infiltration, depends on the site-specific features and soil types of a given project site. Projects located in urban areas would have less of an impact than projects converting open lands and spaces.

Implementation of and future development accommodated by the General Plan 2045 would not appreciably add to the volume of impervious surfaces in San Anselmo, when compared to the overall size of the regional groundwater basin recharge area. Additionally, the water needs of the General Plan 2045 would be far less than the available supply, in current and future years. Furthermore, groundwater is not currently or planned to be used as a municipal water supply source by Marin Water. General Plan 2045. Further, the General Plan 2045 includes policies and actions that address groundwater pollution and quality, and encourage groundwater recharge through water management strategies. Implementation of the General Plan 2045 policies and actions would further ensure that the General Plan 2045 would have a **less-than-significant** impact relative to this topic.

Impact 3.10-3: General Plan implementation would not alter the existing drainage pattern in a manner which would result in substantial erosion, siltation, flooding, impeded flows, or polluted runoff (Less than Significant)

Development and projects accommodated under the General Plan 2045 have the potential to impact the Planning Area's storm drainage system, primarily derived from development in underdeveloped and/or underutilized areas. Individual future projects accommodated by the General Plan 2045 would create new impervious surfaces, resulting in an incremental reduction in the amount of natural soil surfaces available for infiltration of rainfall and runoff, which could generate additional runoff during storm events. This increase in surface water runoff, coupled with expanded impervious surfaces, could increase the non-point source discharge of pollutants, including sediment, pesticides, oil and grease, nutrients, metals, bacteria, and trash. During the dry season, vehicles and other urban activities release contaminants onto impervious surfaces, where they accumulate. During the initial storm event, or "first flush," these concentrated pollutants would be transported via runoff to stormwater drainage systems, potentially degrading the water quality of receiving rivers, agricultural ditches, sloughs, and channels.

The Town of San Anselmo is subject to NPDES Permit No. CAS000004 (Order No. 2013-0001-DWQ, as amended), which regulates stormwater runoff discharge from storm drains and watercourses. This permit regulates trash, pollutants of concern, and excessive hydrologic runoff that can carry sediment and cause flooding. Construction activities are strictly regulated by the NPDES General Construction Storm Water Permit, which requires the preparation of a SWPPP containing BMPs to control the discharge of pollutants, including sediment, into local surface water drainages. Post-

construction, the Town requires implementation of a stormwater control plan, LID site design, and integrated stormwater management practices in new development and redevelopment in accordance with MCSTOPPP guidance. Future development consistent with the General Plan 2045 would be subject to these NPDES and RWQCB waste discharge permit requirements.

Each future development project as part of the General Plan 2045 must include detailed, individual project-specific floodplain and drainage studies that assess drainage characteristics and flood risks to ensure an appropriate storm drainage plan is prepared to control storm water runoff both during and after construction. These drainage plans will include individual project-specific best management measures designed to allow for natural recharge and infiltration of stormwater. Construction of storm drainage improvements would occur as part of overall development or infrastructure projects and is evaluated as part of project implementation.

By adhering to San Anselmo Municipal Code requirements and floodplain regulations, future development would be sited and designed to manage flows and avoid exacerbating flood conditions. Furthermore, by restricting the placement of unmitigated structures and pollutant sources within flood-prone areas and requiring infrastructure that safely conveys storm flows, the Town ensures that floodwaters would not substantially impede flows or mobilize urban contaminants during inundation events. For any work performed within a waterway that could alter drainage pathways, future project applicants would be required to obtain permits from the USACE and the CDFW.

The Town has developed the General Plan 2045 to include policies and actions that reduce flooding from new development, reduce storm water pollution, and protect and enhance natural storm drainage and water quality features. Specifically, Policy OSC-B.4 requires the protection and conservation of creeks for stormwater conveyance. Water quality would be protected by the implementation of Policy OSC-B.6 requiring the minimization of pollutants in stormwater runoff including the discharge of soil sediments, Action OSC-B.6.arequiring that new development complies with the requirements of the federal and state Clean Water Acts, NPDES, and the Town's Urban Runoff Pollution Prevention regulations, and Action OSC-B.6.b requiring the incorporation of LID measures and other site design elements that slow stormwater flows, promote groundwater recharge, and filter out pollutants.

Through implementation of the General Plan 2045 goals, policies, and actions, along with compliance with San Anselmo Municipal Code requirements, mandatory Federal and State regulations (including NPDES and RWQCB waste discharge permits), and existing MCSTOPPP guidance, impacts related to increased flooding, altered drainage patterns, and water quality impacts associated with polluted runoff would be **less than significant**.

Impact 3.10-4: General Plan implementation would not release pollutants due to project inundation by flood hazard, tsunami, or seiche. (Less than Significant)

FLOOD HAZARD

As noted previously, the Planning Area is subject to limited flooding problems along the natural creeks and drainages. Specifically, portions of the Planning Area are within the 100-year or 500-year

FEMA flood zones or regulatory floodways. The 100-year and 500-year floodplains are largely confined to the southern portion of the Town boundary.

The General Plan 2045 would allow development and improvement projects that would involve some land clearing, grading, and other ground-disturbing activities that could temporarily increase soil erosion rates during and shortly after project construction. As required by the CWA, each subsequent development project or improvement project will require an approved SWPPP that includes best management practices for grading and preservation of topsoil. SWPPPs are designed to control storm water quality degradation to the extent practicable using best management practices during and after construction.

As described previously in the Regulatory Setting, the Town of San Anselmo regulates storm water discharge in accordance with the NPDES permit through San Anselmo Municipal Code (Town Code) Section 5-8, Urban Runoff Pollution Prevention. In addition, Town Code Section 7-11, Protection of Flood Hazard, is designed to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas.

In addition, the General Plan 2045 contains policies to reduce impacts associated with stormwater and drainage including policies to maintain storm drainage systems, improve flood management facilities, and other best practices in order to protect the community from flood hazards and minimize the discharge of materials into the storm drain system that are toxic. Implementation of the General Plan 2045 would result in a **less-than-significant** impact relative to this topic.

TSUNAMI AND SEICHES

Tsunamis and seiches are standing waves that occur in the ocean or relatively large, enclosed bodies of water that can follow seismic, landslide, and other events from local sources (California, Oregon, Washington coast) or distant sources (Pacific Rim, South American Coast, Alaska/Canadian coast).

San Anselmo is located in Marin County and approximately 20 miles from the Pacific Ocean at an elevation of approximately 46 feet above mean sea level. Based on tsunami inundation maps prepared by the DOC, Cal OES, and California Geological Survey, the Town is not identified as being within a tsunami inundation or run-up zone.

Seiches are typically caused when strong winds and rapid changes in atmospheric pressure push water from one end of a body of water to the other. When the wind stops, the water rebounds to the other side of the enclosed area. The water then continues to oscillate back and forth for hours or even days. In a similar fashion, earthquakes, tsunamis, or severe storms may also cause seiches along ocean shelves and ocean harbors, or other bodies large bodies of water. Any body of water may experience limited oscillation during storm events or following seismic events; however, oscillation in small bodies of water is generally limited. In smaller water bodies seiches may have the potential to damage or overtop dams. Generally, in lakes the threat of large-scale damage from seiches comes from downstream flooding that would be caused by large volumes of water overtopping a dam or reservoir.

As described previously, the Planning Area has the potential to be inundated by one dam: the Phoenix Dam. The dam inundation area for the Planning Area is shown in Figure 3.10-4. This dam does not have a history of failure; however, it is identified as having the potential to inundate habitable portions of the Planning Area in the unlikely event of dam failure. The Phoenix Dam owner/operator, Marin Water, is responsible for the management, monitoring, and improvements to the dam to reduce the risk of dam failure and inundation. Operation of the facility is strictly regulated by the California Department of Water Resources, Division of Safety of Dams (DSOD). To prevent failure, the DSOD conducts comprehensive annual physical inspections of the dam to identify any structural deficiencies, seismic vulnerabilities, hydrologic inadequacies, or deferred maintenance issues. If safety concerns are identified, the DSOD possesses the statutory authority to mandate immediate operational restrictions—such as lowering the maximum allowable reservoir water level—or to legally compel the owner to execute structural remediations to ensure the dam complies with modern safety and seismic standards.

In addition to structural oversight, state regulations mandate rigorous emergency preparedness to protect downstream populations from the potential for dam inundation. Pursuant to California Water Code Sections 6160 and 6161, and under the oversight of the Cal OES, Marin Water is required to maintain a Cal OES-approved Emergency Action Plan (EAP) for Phoenix Dam. The mandated EAP operates as a proactive mitigation framework and includes:

- Updated and highly detailed dam inundation maps.
- Clearly defined emergency detection and classification protocols.
- Formal, immediate notification procedures to rapidly alert the Marin County Sheriff's Office, the Town of San Anselmo, and local emergency management agencies in the event of a potential, developing, or imminent failure.

These state-mandated protocols integrate directly with the local hazard mitigation and emergency response plans utilized by the Town of San Anselmo and Marin County. This integration ensures that early warning systems and established evacuation routes can be rapidly activated to protect the public prior to an inundation event.

The Town of San Anselmo is not within a tsunami hazard area and would not be subject to substantial flooding hazards or impacts from seiche events. Therefore, impacts would be **less than significant**.

Impact 3.10-5: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts to hydrology and water quality. (Less than Significant)

The context and geographic setting for hydrology and water quality are those projects located within the same watershed, under the jurisdiction of the same RWQCB, and served by Marin Water facilities.

WATER QUALITY

Future construction associated with cumulative development in the watershed would be required to comply with NPDES Permit regulations, including development and implementation of a SWPPP

and monitoring plan that includes erosion-control and sediment-control BMPs on a project-by-project basis to ensure water quality standard or waste discharge requirements would not be violated. Related cumulative development would also be required to comply with any specific water quality, waste discharge, and construction regulations adopted by the jurisdiction in which the site is located.

Subsequent development projects, could increase impervious surfaces, resulting in increased stormwater runoff when compared to existing site conditions. Qualifying new development and redevelopment projects would be required to be consistent with the Regional MS4 Permit and applicable local regulations, resulting in improved water quality conditions within the watershed.

Cumulative development within the watershed would be required to be consistent with the Regional MS4 Permit and implement all water quality requirements adopted by the jurisdiction in which the site is located as part of the site development process.

As previously discussed, Marin Water provides water service to Marin County. Marin Water does not rely on groundwater; thus, future development activities in the water basin associated with regional growth would not involve the use of groundwater. Therefore, groundwater supplies would not be depleted as a result of cumulative growth.

EROSION AND SILTATION

As projects associated with cumulative development build out, construction activities could potentially involve land clearing, mass grading, and other ground-disturbing activities that could temporarily increase soil erosion rates during and shortly after project construction. The greatest onsite erosion risk would occur during construction. Depending upon the location of a specific project site, construction activities, and soil conditions, construction-related erosion could result in the loss of nonrenewable topsoil and could adversely affect water quality in nearby surface waters. As part of the development review process for each project within the water basin, detailed project-specific drainage plans that control storm water runoff and erosion, both during and after construction would be developed. Each subsequent project would also be required to comply with applicable water quality measures. Verification of compliance with the applicable local, State, and federal regulatory requirements would be required prior to project approval.

Cumulative projects would be required to comply with the applicable MS4 NPDES permit and assess potential erosion and siltation impacts on a project-by-project basis. In addition to compliance with the Regional MS4 Permit, development would be required to comply with the regulations of the specific jurisdiction in which the site is developed that address erosion. Therefore, cumulative effects involving substantially altering the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in erosion and siltation on- or offsite associated with operations would be less than significant.

SURFACE RUNOFF

Cumulative projects would be evaluated for conformance with the California Buildings Standards Commission (CBSC), NPDES permit, and other relevant regulations, including the specific regulations

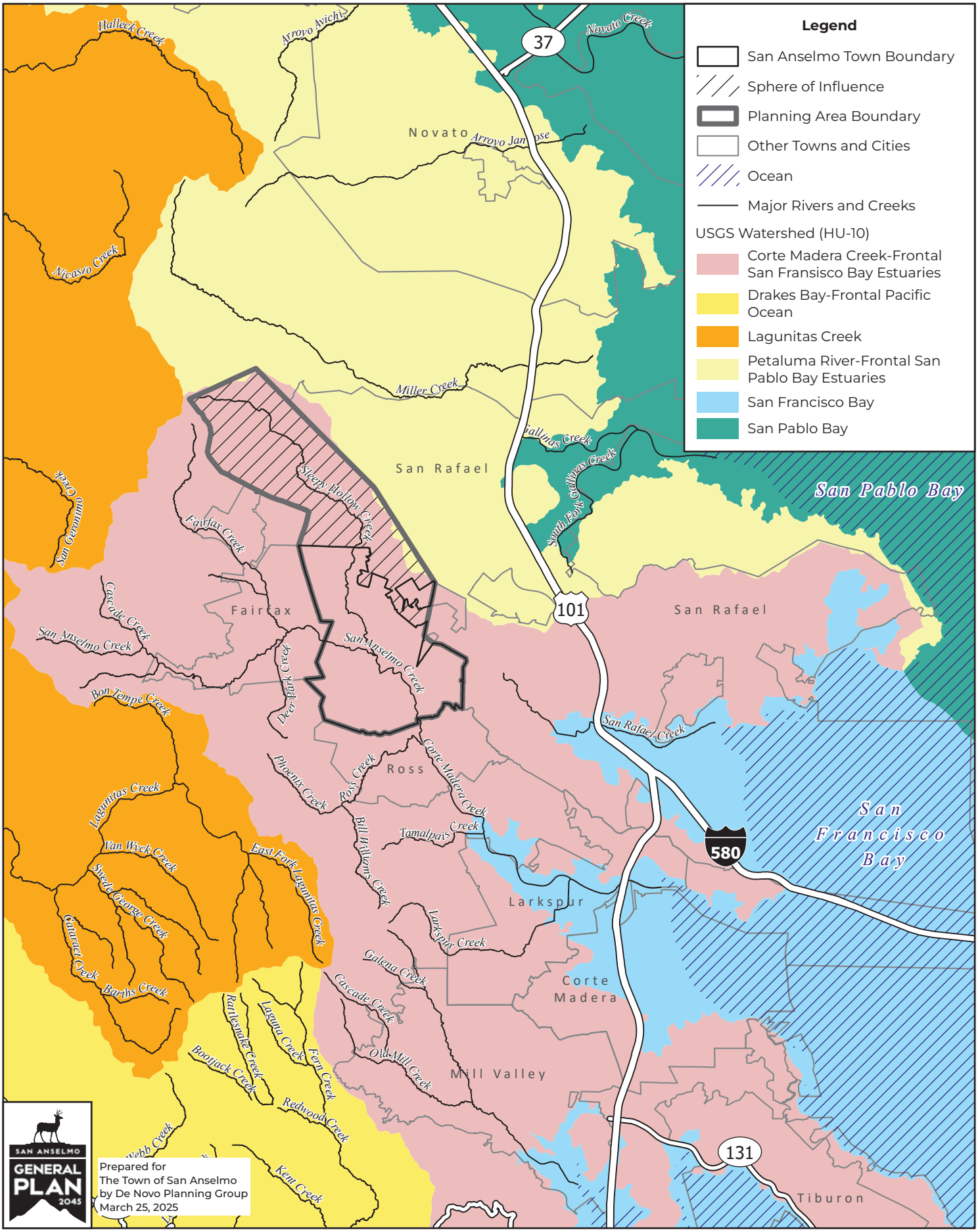
of the jurisdiction in which the site is located. Individual projects would be reviewed for compliance with the Construction General Permit, including the preparation of a SWPPP, implementation of BMPs appropriate for each major phase of construction, and compliance with applicable jurisdiction-specific grading regulations to ensure that the related cumulative project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. Further, federal, State, and local regulations would require individual projects to provide the on-site storm drain infrastructure and any off-site infrastructure improvements to ensure stormwater runoff is adequately captured and conveyed. Thus, cumulative development would not alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would, result in a substantial increase in the rate or amount of surface runoff in a manner which would result in flooding on- or offsite associated with construction. Therefore, the cumulative impact would be less than significant.

STORMWATER DRAINAGE SYSTEMS

Grading, excavation, removal of vegetation cover, and loading activities associated with cumulative construction activities could temporarily increase runoff to stormwater drainage systems. As subsequent development and infrastructure projects are considered in the region, each project would be evaluated for conformance with the CBSC, applicable local Municipal Code, NPDES permit, and other relevant regulations. Through compliance with the Construction General Permit, including the preparation of a SWPPP, implementation of BMPs appropriate for each major phase of construction, and compliance with applicable federal, State, and local regulations, construction of subsequent development would not 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. Therefore, cumulative development would not substantially alter the existing drainage patterns of the area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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 associated with operations, and the cumulative impact would be less than significant.

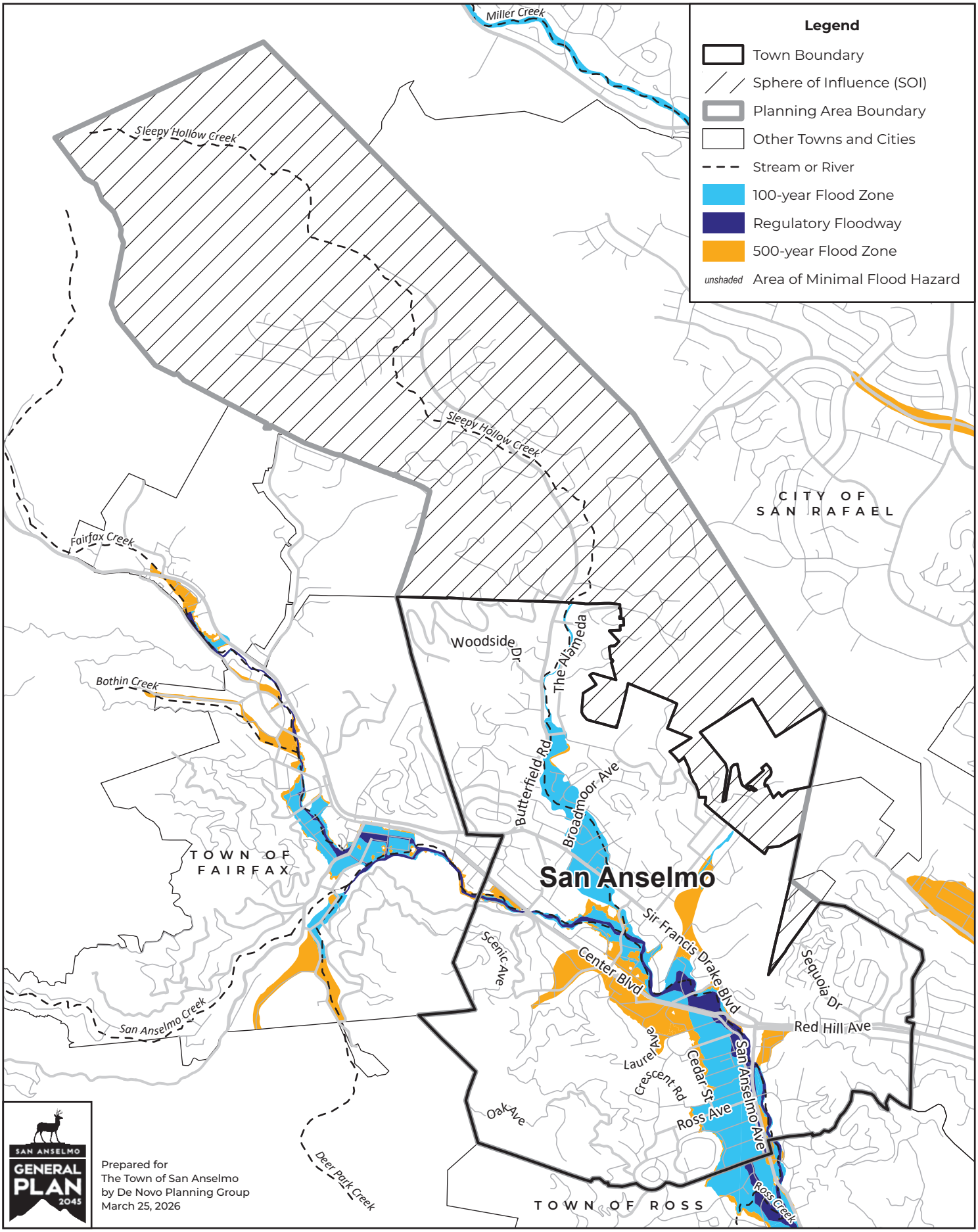
CONCLUSION

Cumulative regional development, including that in the watershed, would be guided by federal, State, and local regulations to reduce potential impacts on hydrology and water quality. Therefore, the cumulative impact on hydrology and water quality would be **less than significant**.



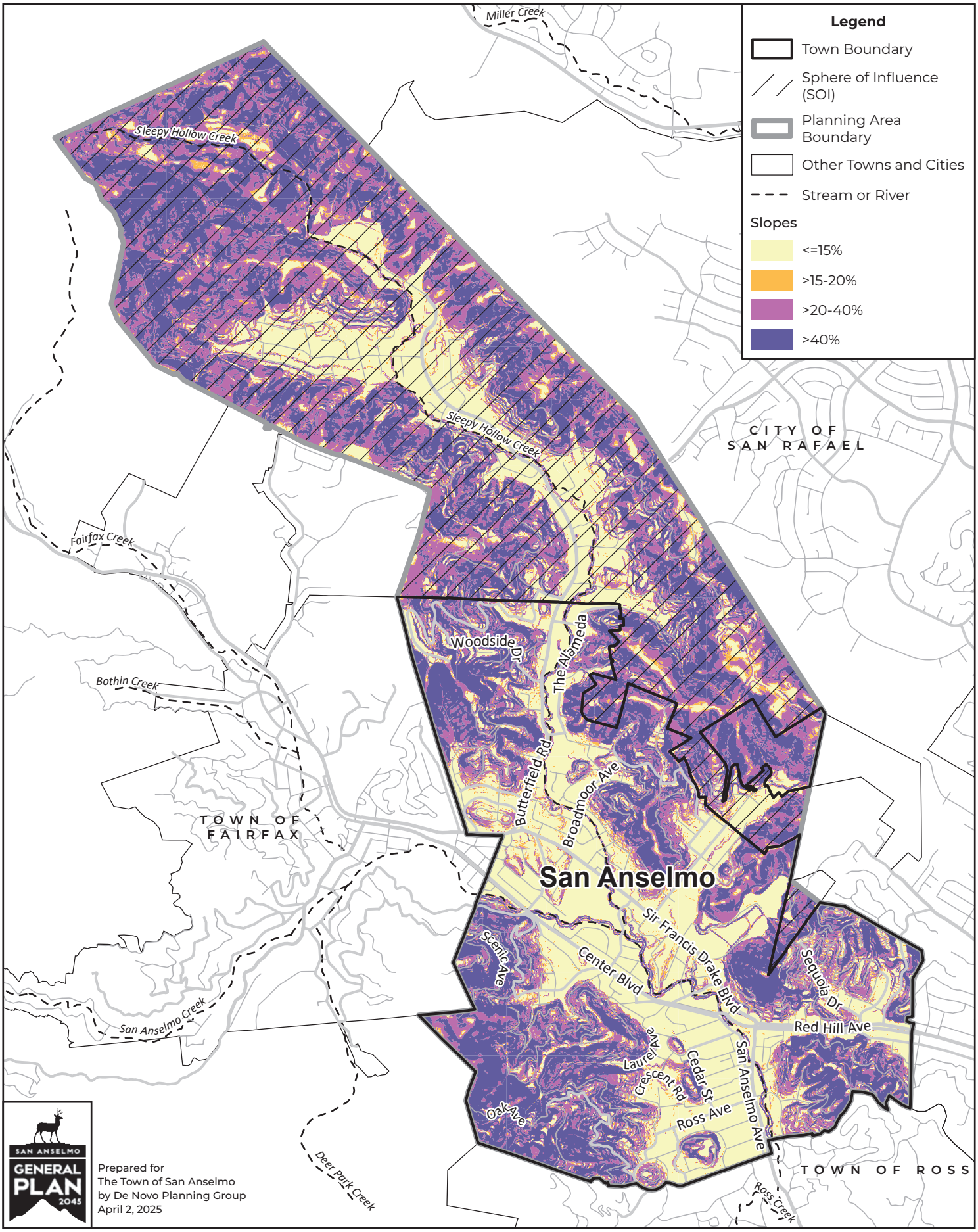
Base Data Sources: Marin County LAFCO; USGS National Transportation Dataset.
Theme Sources: USGS Watershed Boundary Dataset; USGS National Hydrography Dataset.

Figure 3.10-1.
WATERSHED MAP



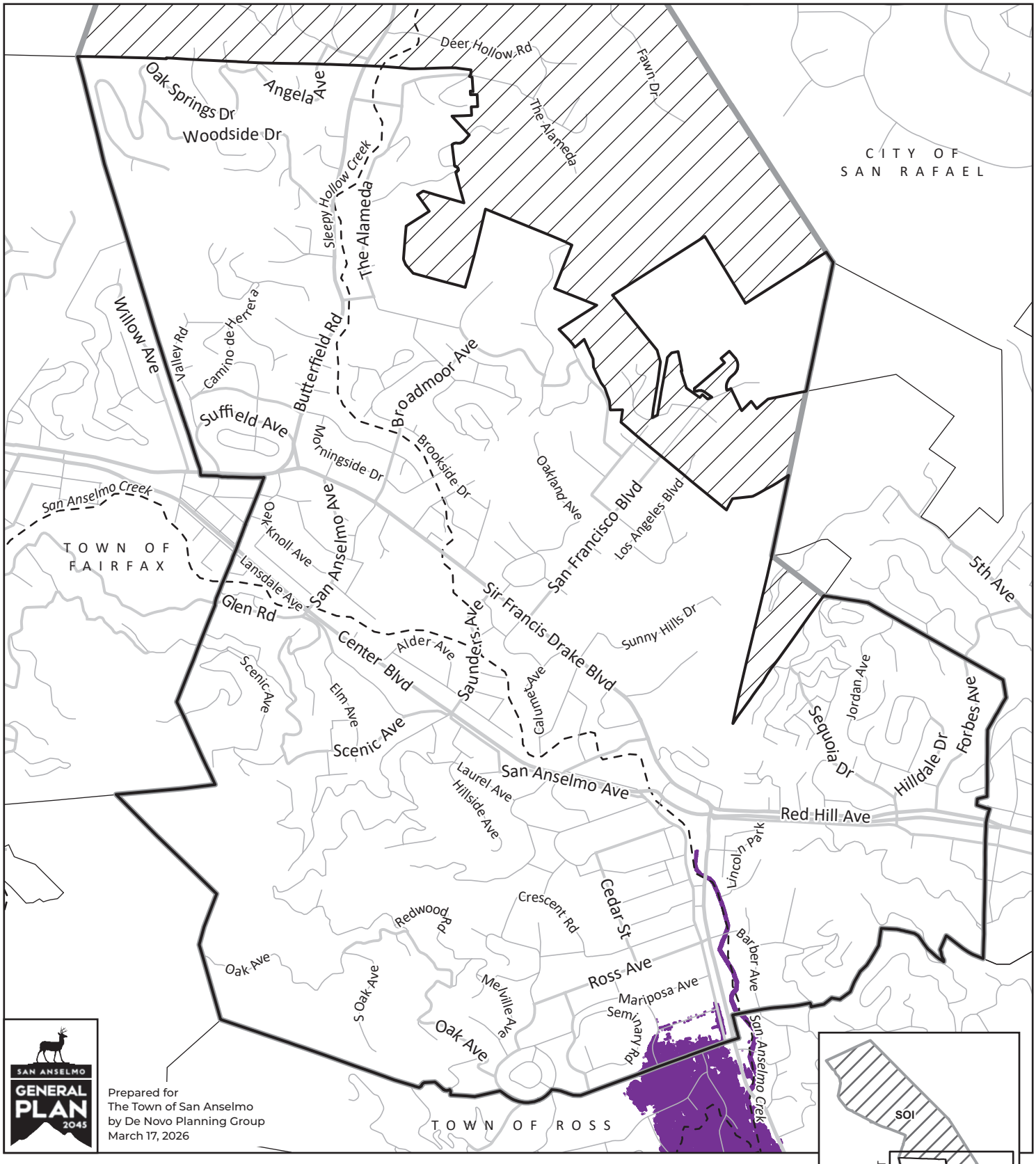
Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: FEMA National Flood Hazard Layer, Marin County 10-18-2023.

FIGURE 3.10-2.
FEMA FLOOD ZONE DESIGNATIONS



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset
Theme Source: Marin County Vegetation and Land Cover Data LIDAR-derived Digital Elevation Model (2019), 1.5x1.5 cell size converted to 10x10 slope

Figure 3.10-3.
SLOPE MAP



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset; ESRI Hillshade Map Service.
Theme Source: DWR Division of Safety of Dams Dam Breach Inundation Maps.

Figure 3.10-4.

DAM INUNDATION AREA

This section identifies the existing land use conditions, discusses population and housing trends and projections, analyzes the project's consistency with relevant planning documents and policies adopted for the purpose of avoiding or mitigating an environmental effect, and recommends mitigation measures to avoid or minimize the significance of potential environmental impacts. General Plan 2045 policies associated with other specific environmental topics are discussed in the relevant sections of this EIR.

The following comments on this environmental topic were received during the NOP comment period: Richard Berkson (November 17, 2025). Full comments are included in Appendix A.

3.11.1. ENVIRONMENTAL SETTING

EXISTING CONDITIONS

San Anselmo is an incorporated town in central Marin County nestled in a picturesque valley straddling San Anselmo Creek, surrounded by wooded open spaces and the rolling hills of the Mount Tamalpais watershed. As shown in Figure 2.0-1, San Anselmo is bordered by the Town of Fairfax to the west; the City of San Rafael to the east; the Town of Ross to the south; and unincorporated areas to the west, north, and east.

San Anselmo is an established residential community with visitor- and neighborhood-serving businesses centered on the major transportation thoroughfares. Winding streets stem from the major roadways into residential neighborhoods and steep hillsides. Historic Downtown San Anselmo, one of the major commercial centers in San Anselmo, sits at the heart of the town and follows San Anselmo Creek.

The Town Limits include the area within the San Anselmo's municipal boundary, over which the Town exercises land use authority and provides public services. The Town's Sphere of Influence (SOI) is the probable physical boundary and service area of the Town, as adopted by Marin Local Agency Formation Commission (LAFCO). An SOI may include both incorporated and unincorporated areas within which a city, town, or special district will have primary responsibility for the provision of public facilities and services. For the purposes of the General Plan 2045, the Planning Area is the geographic area for which the General Plan 2045 provides a framework for long-term plans for growth and resource conservation. State law requires the General Plan 2045 to include all territory within San Anselmo's incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300). The Planning Area for the General Plan 2045 includes the entire town limits, and the town's SOI. Figure 2.0-2 in Chapter 2.0, Project Description, shows the Planning Area boundary.

Land Use Patterns

When discussing land use, it is important to distinguish between planned land uses and existing land uses. The General Plan 2045 land use designations identify the long-term planned use of land but do not present a complete picture of existing land uses. The Marin County Assessor's office maintains a database of existing land uses on individual parcels, which is used as the basis for property tax assessments. The acreages for each assessed land use within the Planning Area are

summarized in **Table 3.11-1** and depicted in **Figure 3.11-1**. Only one land use code is assigned to each parcel by the County Assessor's office; parcels with a mixture of uses are not identified.

TABLE 3.11-1: ASSESSED LAND USES BY ACREAGE– TOWN OF SAN ANSELMO[4]

ASSESSED LAND USE	ACREAGE		
	WITHIN TOWN LIMITS	SOI WITHIN PLANNING AREA	TOTAL PLANNING AREA[2,4]
COMMERCIAL			
Commercial – Improved[1]	44	1	44
Commercial – Unimproved	2	--	2
RESIDENTIAL			
Single Family Attached	3	--	3
Single-Residence – Improved	962	728	1,690
Single Residence – Unimproved	56	84	139
Multiple-Residential – Improved	75	11	86
Multiple-Residential – Unimproved	1	--	1
INDUSTRIAL			
Industrial – Unimproved	<1	--	<1
RURAL			
Rural – Improved	--	184	184
COMMON AREA			
Common Area	9	3	12
EXEMPTION			
Exemption - Improved	54	544	598
Exemption - Vacant	6	--	6
SBE[3] VALUED			
Valued by S.B.E. - Vacant and Improved	<1	--	<1
TAX EXEMPT			
Tax Exempt (Improved and Unimproved)	250	194	445
Grand Total[2,4]	1,461	1,749	3,211

NOTES:

1. IMPROVED DEFINITION: ALL BUILDINGS, STRUCTURES, FIXTURES, AND FENCES ERECTED ON OR AFFIXED TO THE LAND, ALL FRUIT, NUT BEARING, ORNAMENTAL TREES AND VINES, NOT OF NATURAL GROWTH, AND NOT EXEMPT FROM TAXATION, EXCEPT DATE PALMS UNDER EIGHT YEARS OF AGE.

2. TOTALS MAY NOT APPEAR TO SUM EXACTLY, DUE TO ROUNDING ACREAGES ARE ROUNDED TO NEAREST INTEGER, AND VALUES OF 0.01 TO 0.49 ARE SHOWN AS <1.

3. STATE BOARD OF EQUALIZATION (SBE).

4. TABLE ACREAGE TOTALS ARE PRESENTED SEPARATELY FOR LANDS WITHIN THE TOWN LIMITS AND THE SOI, WITH THE "TOTAL" COLUMN REPRESENTING THE COMBINED PLANNING AREA.

SOURCE: MARIN COUNTY ASSESSOR'S OFFICE, 2024; DE NOVO PLANNING GROUP, 2026.

Existing land uses refer to the existing built environment, which may be different from the land use or zoning designations applied to land for planning purposes. Existing land uses are based on data provided by the County Assessor and are described below.

COMMERCIAL

Improved commercial land total acreage accounts for 44 acres of the Planning Area (including the Town Limits and SOI) while unimproved commercial land total acreage accounts for two acres of the Planning Area. As shown on Figure 3.11-1, the town's commercial uses are located in and around the downtown area and transportation corridors.

RESIDENTIAL

Residential uses in San Anselmo include single family attached, single-family, and multiple-family developments.

Single Family Attached refers to parcels that contain attached single-family residential housing units on parcels. The Planning Area contains three acres of Single Family Attached uses.

Single Residence refers to parcels that contain one housing unit per parcel. The Planning Area contains 1,690 acres of improved single residence uses and 139 acres of unimproved uses. Single family residential land uses are generally located throughout the town, as shown on Figure 3.11-1. The majority of single family residential units are typical single family residences, with one residence located on one parcel.

Multiple-Residential refers to parcels that contain more than one housing unit, including duplexes, triplexes, fourplexes, condominiums, townhomes, and apartment buildings. The Planning Area contains 86 acres of improved uses and one acre of unimproved multifamily residential uses. Multifamily uses are generally located near major roadways and commercial areas, as shown on Figure 3.11-1.

INDUSTRIAL

Industrial uses account for less than one acre of the Planning Area.

COMMON AREA

The common area category includes both residential and commercial parcels. A common area is the entire area of a common interest development (i.e., a community apartment, condominium, planned development, or stock cooperative), except for the separate interests therein parcels (i.e., individually owned parcels such as a condominium, home, or office suite) and is owned by all of the individual owners, typically through an ownership association. This category accounts for 12 acres of the Planning Area (including the Town Limits and SOI).

RURAL

The improved rural category accounts for 184 acres within the Planning Area.

EXEMPTION

The exemption category is for vacant or improved parcels that are exempt from tax on real property, such as entities formed under Internal Revenue Code Section 501(c)(3), including charities, educational organizations, including the San Francisco Theological Seminary, and land and resource

conservation organizations, such as the Marin Open Space Trust. This category accounts for 598 acres of improved uses and 6 acres of unimproved uses of the Planning Area.

TAX EXEMPT

The tax exempt category includes land owned by public entities, including the Town of San Anselmo, County of Marin, school districts, and various special districts, and land valued by the State Board of Equalization. The Planning Area contains 445 acres of non-taxable uses.

UNIMPROVED

There are approximately 65 acres of unimproved (vacant) land in the Town and 84 acres in the SOI. This includes the unimproved lands in all categories identified by the Assessor.

Special Planning Areas

There are several special planning areas within the Planning Area including the Bald Hill Area Plan area, the Sorich Ranch Master Plan area, and the Seminary Master Plan area. The Bald Hill Area Plan encompasses the area located on the southwest portion of the Planning Area, comprised of very low density residential, single family-conservation, and open space uses. The Sorich Ranch Master Plan area is located in the northeast portion of the Planning Area, and it is surrounded by lands within the City of San Rafael and unincorporated Marin County. The Seminary Master Plan area is located on the southern portion of the Planning Area, east of the Bald Hill Area Plan study area. The Seminary Master Plan area is comprised of specialized education uses associated with the Seminary, with ancillary high density residential and single family residential uses. Both the Bald Hill Area Plan and Seminary Master Plan areas are shown on **Figure 3.11-2**.

Population, Housing, and Household Trends

REGIONAL TRENDS AND FORECASTS

Plan Bay Area 2050+ is a long-range planning document that projects the course for the future of the nine-county San Francisco Bay Area, which includes the Town of San Anselmo. The Plan Bay Area 2050+ is jointly developed and adopted by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) every four years.

The regional growth forecast projects the Bay Area region's employment to grow by approximately 1.4 million to just over 5.4 million total jobs between 2015 and 2050. The population is forecasted to grow by approximately 1.9 million people to approximately 9.6 million. This population includes approximately 3.8 million households by 2050, for an increase of approximately 1.1 million households from 2015. Total population, employment, households, and associated housing units are included in **Table 3.11-2**.

TABLE 3.11-2: REGIONAL GROWTH FORECAST OF POPULATION, EMPLOYMENT, HOUSEHOLDS AND HOUSING UNITS

CATEGORY	2015	REGIONAL GROWTH FORECAST (M)							CHANGE 2015 TO 2050 (M)	CHANGE 2015 TO 2050 (%)
		2020	2025	2030	2035	2040	2045	2050		
BAY AREA REGION (M)										
Population	7.66	7.75	7.72	8.05	8.48	8.90	9.27	9.59	1.93	25%
Employment	4.01	4.03	4.15	4.67	4.86	5.08	5.26	5.44	1.43	36%
Households	2.68	2.80	2.90	3.03	3.31	3.51	3.66	3.80	1.12	42%
Housing Units	2.71	2.88	3.02	3.19	3.49	3.70	3.86	4.00	1.29	48%

SOURCE: PLAN BAY AREA 2050+ FORECASTING AND MODELING REPORT, APPENDIX 1, 2026; PLAN BAY AREA 2050+ DRAFT ENVIRONMENTAL IMPACT REPORT.

NOTES: (M) =MILLION

LOCAL POPULATION AND HOUSEHOLD TRENDS

Figure 3.11-3 illustrates, and **Table 3.11-3**, summarizes, the population and household data for San Anselmo and Marin County from 1980 through 2025. The population of the town increased 0.8 percent between 2000 to 2020, compared to the county increase of 4.9 percent. Households for the town decreased 1.8 percent between 2000 to 2020, compared to the county increase of 4.1 percent. Population for both jurisdictions went down slightly between 2020 and 2025, while households stayed the same for San Anselmo and decreased slightly for Marin County (primarily due to economic displacement and a lack of housing supply).

TABLE 3.11-3: TOWN OF SAN ANSELMO AND MARIN COUNTY POPULATION AND HOUSEHOLD GROWTH

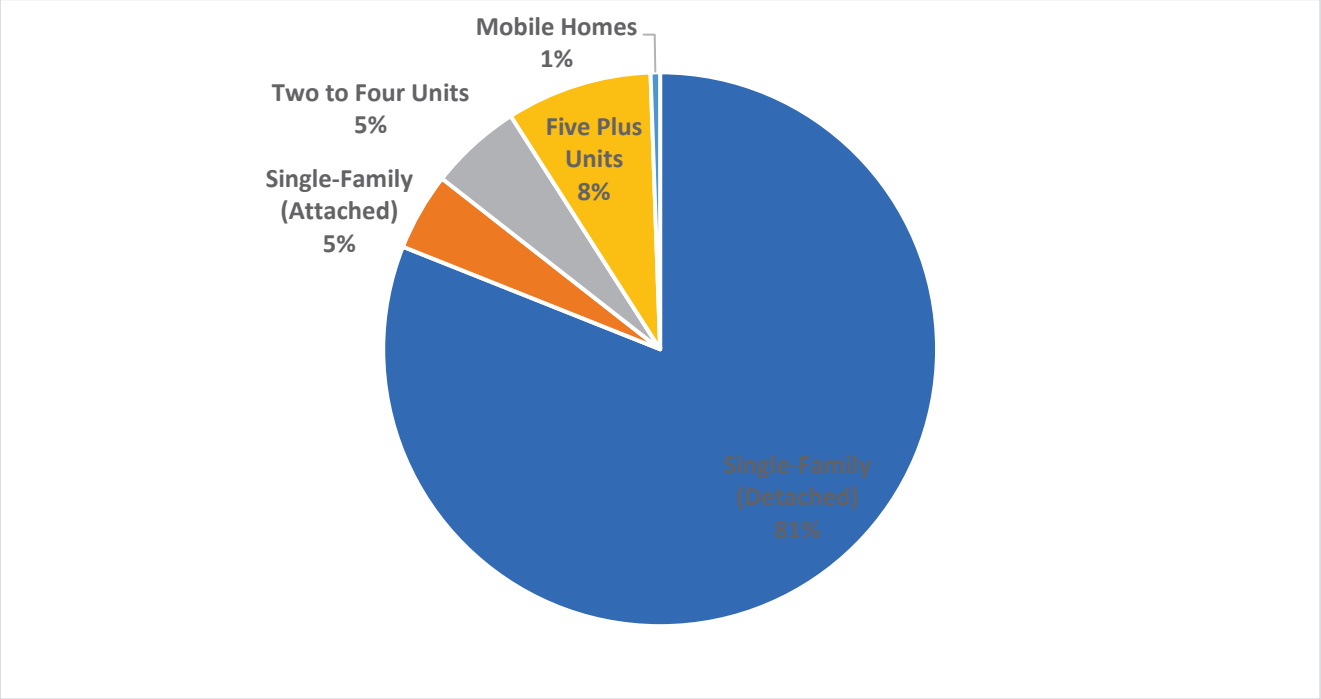
	1980	1990	2000	2010	2020	2025	1980-2000 CHANGE	2000-2025 CHANGE
SAN ANSELMO								
Population	12,053	11,743	12,521	12,203	12,623	12,602	3.9%	-0.17%
Households	5,102	5,185	5,320	5,118	5,224	5,224	4.3%	0.00%
Persons per household	2.34	2.25	2.30	2.33	2.40	2.41	-1.7%	0.41%
MARIN COUNTY								
Population	222,568	230,096	247,289	248,601	259,441	253,694	11.1%	-2.27%
Households	88,702	95,233	100,736	102,727	104,900	103,018	13.6%	-1.83%
Persons per household	2.43	2.33	2.34	2.33	2.41	2.46	-3.7%	2.03%

SOURCE: BAY AREA CENSUS; U.S. CENSUS 2000 DECENNIAL SURVEY, U.S. CENSUS ACS

HOUSING UNITS

The Town of San Anselmo had approximately 5,224 households in 2025. As shown in **Chart 3.11-1**, the majority of housing units are single family detached, which account for 75.0 percent of housing units. The remaining housing types include single family attached (5.3 percent), multi-family duplexes through fourplexes (6.6 percent), multi-family apartments with five or more units (12.4 percent), and mobile homes (0.6 percent).

CHART 3.11-1: SAN ANSELMO HOUSING UNITS BY TYPE (2025)



SOURCE: CALIFORNIA DEPARTMENT OF FINANCE, 2025. E-5 POPULATION ESTIMATES FOR SAN ANSELMO

3.11.2. REGULATORY SETTING

FEDERAL

There are no federal regulations for the land use planning, population, and housing topics applicable to the General Plan 2045.

STATE

California General Plan Law

The General Plan is a set of goals, objectives, policies, implementation measures, and maps that form a blueprint for physical development within the Town and its Planning Area. Government Code Section 65300 requires that each county and city adopt a General Plan, as described in Section 1.1. The General Plan shall address each of the elements specified in Government Code Section 65302 to the extent that the subject of the element exists in the planning area. The plan addresses important community issues such as new growth, housing needs and environmental protection. Its policies are instrumental in planning infrastructure to accommodate future growth. State law

requires that all California Counties and Cities adopt General Plans which include seven mandatory elements (chapters): Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. Additionally, State law also mandates that if Disadvantaged Communities are present, a jurisdiction must also address Environmental Justice within the General Plan.

As further explained below, Housing Element Law (Government Code Sections 65580 through 65589.8) requires local governments to adopt a Housing Element that addresses existing and projected housing needs, including their share of the regional housing need (RHNA). A Housing Element must include an analysis of existing and projected housing needs, identification of governmental and non-governmental constraints to the provision of housing, an inventory of sites appropriate to accommodate the Town's RHNA, identification of resources available to assist with meeting housing needs, a review of the effectiveness of the previous Housing Element, and a plan to address the identified housing needs and constraints.

California Housing Element Law and Housing Laws

The California Housing Element Law mandates that all local jurisdictions—including the Town of San Anselmo—plan for and accommodate their RHNA by updating the Housing Element of their General Plan every eight years. Under this framework, the California Department of Housing and Community Development (HCD) reviews and certifies local Housing Elements to ensure adequate zoned capacity, development standards, and programs exist to meet the community's fair share of regional housing demand across all income tiers. This planning mandate intersects directly with CEQA thresholds of significance regarding land use compatibility and growth inducement. Pursuant to Government Code Section 65595.02, if an inconsistency arises between quantified development standards (such as density, height, or floor area ratios) across different elements of a General Plan, the standards set forth in the most recently adopted element—typically the 6th Cycle Housing Element—control the analysis. Consequently, a housing project that conforms to the newly certified Housing Element but conflicts with an older Land Use Element or Zoning Ordinance cannot be interpreted as creating a significant land use planning conflict, as the older local provisions are legally superseded for the purposes of establishing the regulatory baseline. At the time of this writing, San Anselmo operates under its 6th Cycle Housing Element (2023–2031).

The State of California has declared a housing emergency and in response, has adopted numerous laws intended to encourage and streamline the production of housing. California's housing laws including, but not limited to, those related to housing development approvals, accessory dwelling units, density bonus units, by-right and ministerial housing approvals, and objective development standards, may in certain instances, limit the Town's ability to apply design review, hold public hearings, and apply certain General Plan policies and actions and development standards that would otherwise trigger CEQA review including situations where the project is ministerially approved or exempt from CEQA.

California Zoning Law

Chapter 4 of Title 7, Planning and Land Use, Division 1, Planning and Zoning, outlines the State zoning law requirements. Pursuant to Government Code Section 65850, the legislative body of any county or city may adopt ordinances that do any of the following:

(a) Regulate the use of buildings, structures, and land as between industry, business, residences, open space, including agriculture, recreation, enjoyment of scenic beauty, use of natural resources, and other purposes.
(b) Regulate signs and billboards.
(c) Regulate all of the following:
(1) The location, height, bulk, number of stories, and size of buildings and structures.
(2) The size and use of lots, yards, courts, and other open spaces.
(3) The percentage of a lot which may be occupied by a building or structure.
(4) The intensity of land use.
(d) Establish requirements for off-street parking and loading.
(e) Establish and maintain building setback lines.
(f) Create civic districts around civic centers, public parks, public buildings, or public grounds, and establish regulations for those civic districts.
(g) Require, as a condition of the development of residential rental units, that the development include a certain percentage of residential rental units affordable to, and occupied by, households with incomes that do not exceed the limits for moderate-income, lower income, very low income, or extremely low income households specified in Sections 50079.5, 50093, 50105, and 50106 of the Health and Safety Code. The ordinance shall provide alternative means of compliance that may include, but are not limited to, in-lieu fees, land dedication, off-site construction, or acquisition and rehabilitation of existing units.

California Relocation Assistance Act

The California Relocation Assistance Act (Government Code Section 7260 et seq.) establishes uniform policies to provide for the fair and equitable treatment of people displaced from their homes or businesses as a direct result of state and/or local government projects or programs. The California Relocation Assistance Act requires that comparable replacement housing be made available to displaced persons within a reasonable period of time prior to the displacement. Displaced persons or businesses are assured payment for their acquired property at fair market value. Relocation assistance in the form of advisory assistance and financial benefits would be provided at the local level. This includes aid in finding a new home location, payments to help cover moving costs, and additional payments for certain other costs.

California Environmental Quality Act

CEQA was developed to protect the quality of the environment and the health and safety of persons from adverse environmental effects. Discretionary projects are required to be reviewed consistent with the requirements of CEQA to determine if there is potential for the project to cause a significant adverse effect on the environment. Depending on the type of project and its potential effects, technical traffic, noise, air quality, biological resources, and geotechnical reports may be needed. If potential adverse effects can be mitigated to less than significant levels, a mitigated negative declaration may be adopted. If potentially adverse effects cannot be mitigated to less than significant levels, an environmental impact report is required. These documents have mandated content requirements and public review times. Preparation of CEQA documents can be costly and time-consuming, potentially extending the processing time of a project by a year or longer.

LOCAL

Existing Town of San Anselmo General Plan

The following goals, policies, and actions are applicable to land use, planning, and population/housing. Existing San Anselmo General Plan land use designations are shown on **Figure 3.11-4**.

LAND USE ELEMENT

Objective 1: To manage future growth to ensure the orderly development of the community, the logical extension of urban services, preservation of the area's natural and cultural resources, and protection of the area's environmental setting.

Policy 1.1. Future growth through the year 2032 will be limited to the Town's present adopted urban service limit line. (See Map 2.)

Policy 1.2. Future growth will be managed based on the ability to provide needed public services, the constraints associated with development of the site, the costs and revenues associated with new development, and the effects of growth on local traffic conditions.

Policy 1.3. Ensure that new growth does not create intolerable traffic conditions.

Objective 2: To preserve and enhance the unique natural and urban characteristics of the community while accommodating suitable new growth.

Policy 2.1. All land use decisions within the Town and the planning area will take into consideration the protection and preservation of the area's surrounding hillsides, ridges, water courses, and any unique natural habitats.

Policy 2.2. New development will be required to preserve some of the natural and cultural characteristics of their respective development sites.

Policy 2.3. Undeveloped and agricultural lands outside the urban service area boundary should be protected from urban expansion.

Objective 3: To establish residential densities which are compatible with the environmental constraints of the area, and sensitive to adjacent land uses.

Policy 3.1. Very low density (hillside and ridge) and single-family conservation residential development should be located in areas of (1) relatively high visibility, (2) environmental hazards, (3) sensitive environmental resources, or (4) areas which are established as high priority open space lands.

Policy 3.2. Single-family residential development is most appropriate within and adjacent to existing single-family areas, and in areas easily served with water and sewer lines. Such areas should also serve as transition zones between mixed density and very low-density areas.

Policy 3.3. Mixed residential and affordable housing development is most appropriate where sites have few environmental constraints, and have adequate facilities, such as water, sewer, transit, and access to commercial services.

Policy 3.4. Mixed residential and affordable housing development is also appropriate along major traffic arterials and adjacent to commercial and office areas.

Objective 4: Maintain the existing size and intensity of commercial businesses in the Town.

Policy 4.1. Commercial land uses in the Town shall be divided into four categories: central commercial, general commercial, limited commercial, and neighborhood commercial.

Policy 4.2. Retail commercial is best suited for the central area.

Policy 4.3. General commercial is best suited for both retail and service commercial.

Policy 4.4. Neighborhood commercial should be located on collector streets within a short distance of residential areas.

Policy 4.5. Limited commercial uses shall be located along Sir Francis Drake Boulevard west of the Hub. Low intensity uses are low traffic generators.

Policy 4.6. Before the Town will consider a proposal for commercial expansion or intensification, the Town first needs to resolve current parking problems in the commercial areas of the community. Any commercial proposals which would compound the parking problem will not be approved.

Objective 5: To establish parking standards and a parking program for the central commercial area. (Also see Circulation Element Policies 9.1 and 12.1.)

Policy 5.1. To revise the parking standards in the Town's Zoning Ordinance recognizing that most businesses in the central area cannot provide parking onsite.

Policy 5.2. To establish a parking district or other mechanism in the central commercial area to generate the monies needed to develop sufficient parking in the area to support the Central Commercial District.

Objective 7: To protect and preserve those areas of unique natural and visual resources within the planning area (see Map 3). (Also see Open Space Element Policies 2.1-2.8.)

Policy 7.1. To limit or prohibit development in hazardous areas or areas of high resource value.

Policy 7.2. To prohibit or severely limit development along the Town's major and minor ridges and hilltops.

Policy 7.3. To preserve as open space land of aesthetic or recreational value.

Policy 7.4. Encourage open space corridors along easements and streams and provide public access where appropriate for bicycling, walking, and equestrians. (See Objective 4 of Open Space Element.)

Policy 7.5. Regulate construction on visible slopes to preserve the visual value of the hillside.

Policy 7.6. Continue to preserve open space and provide for the conservation of resources through innovative implementation including zoning, development controls (including grading, public and private acquisition, and incentives for private improvements which enhance the environment).

Objective 8: To limit future annexations to lands within the urban service area.

Policy 8.1. To determine which properties within the Town's Urban Service Area should be prezoned.

Policy 8.2. To prezone lands in conformance with all the policies of the San Anselmo General Plan.

Policy 8.3. To review and comment on all development proposals within the Town's adopted Urban Service Area Boundary.

Policy 8.4. Developments proposed on properties contiguous to the Town Limits and prezoned by the Town shall be annexed into the Town prior to any decisions on the development proposal.

Policy 8.5. All lands annexed into the Town will be zoned no less restrictively than the current County of Marin zoning. The Town will not consider annexation for purposes of increasing the density over that allowed by the County of Marin.

Objective 11: To preserve, maintain, and enhance the existing character, scale, and quality of life in San Anselmo's residential neighborhoods.

Policy 11.1. New development, including rehabilitation and expansion projects, shall be of a scale, intensity, and design that integrates with the existing character of the surrounding neighborhood.

Policy 11.2. Medium- and large-scale development projects in both single-family and mixed residential areas shall provide for a variation in building heights and exterior wall and roof articulation to avoid monotonous structures with a large, blank visual bulk and mass.

Policy 11.3. New developments of five or more units which overcrowd the local residential street network, and cannot make the necessary roadway improvements to mitigate the impact, will be required to be phased over a period of time or possibly be reduced in density. All roadway improvements will be paid for by the development creating the need for the improvements.

OPEN SPACE ELEMENT

Objective 1: To protect from development those open space parcels which contribute directly to the Town's identity, its sense of separate place in relation to other communities, and the quality of life in the community. The properties which meet this criteria are listed in Appendix A.

Policy 1.1. The Town will determine the relative importance of the properties listed in Appendix A in terms of their open space value.

Policy 1.2. The Town, in conjunction with one or more of the following agencies: the County of Marin, Fairfax, Ross, San Rafael, and the Marin County Open Space District, will establish a program for acquisition and preservation of priority open space properties.

Policy 1.3. The Town may sponsor community and areawide meetings, exhibits, and events to raise community awareness with regard to open space needs in San Anselmo and the surrounding area.

Policy 1.4. Any landowner or developer who intends to submit a land division or other development proposal for all or a portion of property listed in Appendix A will be required to meet with the San Anselmo Open Space Committee prior to submitting any development application.

The Committee must meet with the applicant within thirty (30) days of notification to discuss the Town's open space objectives and options for development. The applicant will be required to submit a written report of the findings of this meeting with the development application.

Policy 1.5. The Town's hillside and ridge protection policies and development densities will be used to protect the open space values of the properties listed in Appendix A if efforts to purchase open space have failed. Such efforts will include the establishment of lands designated as private open space.

Policy 1.6. To examine current management/maintenance arrangements and needs for existing open space lands and explore alternatives for meeting management goals.

Town of San Anselmo Municipal Code

Regional Transportation Plan and Sustainable Communities Strategy

Plan Bay Area 2050+ is a limited, focused update to the 2021 version of Plan Bay Area (Plan Bay Area 2050), which is a regional plan that integrates land use and housing strategies to address affordability and equity. Plan Bay Area 2050+ identifies 35 integrated strategies across transportation, housing, the economy, and the environment, aiming to make the Bay Area more affordable, connected, diverse, healthy, and vibrant by 2050. It does not fund specific infrastructure projects or override local policies; cities and counties retain all local land use authority, while the plan serves as a shared vision and policy framework for regional coordination.

Key housing and land use initiatives include concentrating growth in Growth Geographies, Priority Development Areas, and Tansit-Rich Areas to align housing supply with transit access. Strategies emphasize expanding the supply of affordable housing, allowing greater mix of densities and housing types, and repurposing underutilized commercial spaces like aging malls and office parks into mixed income neighborhoods. The plan also prioritizes preserving existing affordable housing and implementing renter protections to mitigate displacement and ensure that low income households gain improved access to opportunity and reduce cost-of-living burdens.

Regional Housing Needs Plan

California General Plan law requires each city, town, and county to have land zoned to accommodate a fair share of the regional housing need. For Bay Area jurisdictions, the share is based on the Final

Regional Housing Needs Allocation (RHNA) Plan: San Francisco Bay Area, 2023-2031 adopted by the ABAG in December 2021. San Anselmo's fair share of the adopted RHNA for 2023-2031 is summarized in **Table 3.11-4**.

The Town is not required to ensure that development to accommodate the RHNA occurs; however, the Town must facilitate housing production by ensuring that land is available, that unnecessary development constraints have been removed, and that the Town is taking actions to promote development of housing at all income levels. The Town's Housing Element, adopted in 2023, demonstrates the Town's ability to accommodate and facilitate the 2023-2031 RHNA that has been assigned to the Town of San Anselmo.

TABLE 3.11-4: REGIONAL HOUSING NEEDS ALLOCATION

JURISDICTION	VERY LOW INCOME (0-50% AMI)	LOW INCOME (51-79% AMI)	MODERATE INCOME (80-119% AMI)	ABOVE MODERATE INCOME (120% AMI+)	TOTAL
6TH CYCLE: 2023 - 2031					
Bay Area Region	114,442	65,892	72,712	188,130	441,176
Marin County	4,171	2,400	2,182	5,652	14,405
San Anselmo	253	145	121	314	833

SOURCE: FINAL REGIONAL HOUSING NEEDS ALLOCATION (RHNA) PLAN: SAN FRANCISCO BAY AREA, 2023-2021, 2021; TOWN OF SAN ANSELMO, 2023-2031 HOUSING ELEMENT

Town of San Anselmo Municipal Code

Town Code Title 4, Chapter 9, establishes requirements for planting and maintaining street trees.

Town Code Title 4, Chapter 13, establishes permit requirements for the removal, destruction, or harm of any tree on undeveloped parcels and for the removal, destruction, or harm of heritage trees on developed parcels. A heritage tree is any tree with a diameter of 22 inches at breast height or a tree which has special significance and is of a species and size designated by the Council; heritage tree does not include acacia trees or trees designated as a nuisance by the Council.

Town Code Title 10, Chapter 3, establishes zoning standards for residential and non-residential development. Article 3 establishes development standards for each of the zones within the Town, including height standards that address visual impacts on the ridge zone and siting of buildings and size of buildings to reduce visibility on hillsides and ridges. Article 3 establishes design review requirements to minimize adverse effects of the exterior design of development projects by providing for the review of the design of certain buildings and improvements. Article 3 requires findings to be made for design review, including findings that address functional and aesthetic compatibility with the surrounding area.

Town Code Title 10, Chapter 9, Signs, establishes comprehensive guidelines for the installation, regulation, and maintenance of signs throughout San Anselmo, emphasizing compatibility with surrounding architecture and environments while enhancing the town's visual appeal for residents and visitors alike. This Chapter also requires that light sources shall be concealed or shielded to prevent or minimize light spillage, glare, momentary blindness, or other annoyance, disability or

discomfort to persons within the view of such light sources. Additionally, signs using exposed light sources, such as neon tubing, unshielded light bulbs or fluorescent tubes, or any interior lighted sign with transparent or translucent faces may receive final approval only when the Planning Commission finds that the light from the sign does not cause unreasonable glare or annoyance to passersby or neighbors.

Town Code Title 10, Chapter 10, Signs on Town Property, outlines rules governing the placement, design, and maintenance of signs on property owned or controlled by the Town, as well as public rights-of-way.

ZONING ORDINANCE

Title 10, Chapter 3, Zoning, of the Town Code is the Town's Zoning Ordinance. The Zoning Ordinance carries out the policies of the General Plan by classifying and regulating the uses of land and structures within the Town, consistent with the General Plan. The ordinance establishes development standards deemed the minimum necessary to promote and protect the public health, safety, and general welfare of the Town. The Town's zoning map, amended most recently in April 2024, is shown on **Figure 3.11-5**.

Marin Local Agency Formation Commission

In 1963, the State Legislature created a LAFCo with the authority to regulate local agency boundary changes for each county. Subsequently, the State has expanded the authority of a LAFCo. The goals of a LAFCo include preserving agricultural and open space land resources and providing for the efficient delivery of services. The Marin LAFCo has authority over land use decisions in Marin County that affect local agency boundaries. Its authority extends to the incorporated cities, including annexation of County lands into a town, city, and special districts within the county. LAFCo has the authority to review and approve or disapprove the following:

- Annexations to or detachments from cities or districts;
- Formation or dissolution of districts;
- Incorporation or disincorporation of towns and cities;
- Consolidation or reorganization of towns, cities, or districts;
- Extensions of service beyond an agency's jurisdictional boundaries;
- Development of, and amendments to, SOIs. The SOI is the probable physical boundary and service area of each local government agency. This may extend beyond the current service area of the agency; and
- Provision of new or different services by districts.

In addition, LAFCo conducts Municipal Service Reviews (MSRs) for services within its jurisdiction. An MSR typically includes a review of existing municipal services provided by a local agency and its infrastructure needs and deficiencies. It also evaluates financing constraints and opportunities, management efficiencies, opportunities for rate restructuring and shared facilities, local accountability and governance, and other issues.

Marin County General Plan

Marin County adopted its General Plan in November 2007 and has amended the General Plan six times through January 2023. The County's General Plan provides a comprehensive set of goals,

policies, and implementation measures to guide the county's growth through the County's planning horizon. The County's General Plan only establishes land use designations for the unincorporated areas within Marin County.

The County's General Plan establishes allowed land uses within the unincorporated areas of the county, including the Town's SOI and unincorporated areas surrounding the Planning Area. Marin County has ultimate land use planning and project approval authority within the SOI and other unincorporated areas of the county unless the lands are annexed to a town or city. The County's land use designations for areas within the SOI are summarized in **Table 3.11-5** and shown on **Figure 3.11-6**.

TABLE 3.11-5: MARIN COUNTY LAND USE DESIGNATIONS IN SOI

LAND USE	SOI (ACRES)
Agriculture 3 (AG3)	1
Multi-Family 2 (MF2)	8
Multi-Family 2- Housing Overlay Designation (MF2-HOD)	11
Open Space (OS)	371
Public-Single-Family 4(PF-SF4)	11
Planned Residential (PR)	337
Planned Residential- Housing Overlay Designation (PR-HOD)	525
Single-Family 3 (SF3)	29
Single-Family 4 (SF4)	421
Single-Family 5 (SF5)	20
Single-Family 6 (SF6)	14
Single-Family 6- Housing Overlay Designation (SF6-HOD)	2

SOURCE: MARIN COUNTY GIS; MARIN COUNTY LAFCO; USGS NHD; DE NOVO PLANNING GROUP, 2026.

Special Planning Areas in San Anselmo

BALD HILL AREA PLAN

The Bald Hill Area Plan, adopted in 1996, was prepared for the Bald Hill area to address issues of fire safety, aesthetics, trails, open space, and infrastructure. The Bald Hill Working Group, a Town Council-appointed representative group of property owners and residents in Bald Hill and Town officials, met from 1993 to 1995 to formulate and present the draft plan. The Bald Hill Area Plan is adopted as part of the San Anselmo General Plan 2045. It is designed to supplement, rather than replace, General Plan 2045 policies and Town Code provisions relating to hillside development. An important aspect of the Plan is to further the policies set forth in the Open Space Element, which encourage private and public open space preservation to reduce the potential negative impacts of cumulative development and its effects on visual aesthetics, traffic circulation, topography, drainage, and emergency egress. Contents of this document include policies on land use/density, circulation/parking, water/sewer, drainage, visual, trail access, and fire protection.

Lands in the Bald Hill Area are designated and zoned respectively either as: the Very Low Density—Hillside and Ridge (VLD) use and R-1-H zone; the Single Family Residential-Conservation (SF-C) use and R-1-C zone; and the Single-Family Residential (SF) use and R-1 zone.

SORICH RANCH MASTER PLAN

The Sorich Ranch Park Master Plan, completed in 1992, guides the preservation and enhancement of the 64-acre park at San Anselmo's northeastern edge. The plan was developed through a community-driven process supported by the Town's Open Space Committee, Parks and Recreation Commission, and Planning Department. The plan balances conservation with low-impact recreational use, emphasizing passive recreation, environmental restoration, and improved access. The plan outlines policies for trail development, habitat preservation, fire safety, and site improvements while maintaining the land's natural character as a quiet, open space refuge for the community.

SEMINARY MASTER PLAN

The Campus Plan 2010, A Master Plan Amendment for the San Francisco Theological Seminary, (Seminary Master Plan) serves as a campus plan for the San Francisco Theological Seminary (Seminary), which provides private higher education uses. On March 13, 1990, the Town Council adopted Ordinance No. 910, which recognized the rezoning of the Seminary Campus area from R-1 Single Family to SP-O Specific Planned Development - Single Family and High Density Residential and simultaneously approved the San Francisco Theological Seminary Master Plan. The Seminary Master Plan reflects the overall uses approved in 1990 and plans for the organization of the Seminary Campus in accordance with the previously approved uses, which include Academic, Administrative, Student Center, Special Academic, Housing, Community, and Storage. The Seminar Master Plan addresses removal and reorganization of existing uses, establishes a Campus Master Plan Map, and addresses the scale and extent of new development. The Seminary Master Plan allows the San Francisco Theological Seminary to adapt to changes in patterns of enrollment and in the economy so that it can continue to carry out its 140-year-old mission in the Town of San Anselmo. The Seminary Master Plan does not result in the following: alteration of the exterior appearance or use of the historic structures, change the allowed uses in the Seminary, increased traffic/parking, nor increased drainage onto the adjacent properties. The Seminary Master Plan was amended in 1999, 2001, and 2012.

3.11.3. IMPACTS AND MITIGATION MEASURES

METHODS OF ANALYSIS

Future development under the General Plan 2045 was reviewed to determine if the project would have a significant impact on land use, planning, and/or population and housing. These types of impacts would be the greatest in areas located where development already exists and/or is anticipated to occur; therefore, these are the areas that are focused on in the analysis. Impacts are evaluated assuming full buildout of the Planning Area.

GENERAL PLAN 2045 GOALS AND POLICIES

The following draft goals and policies from the General Plan 2045 are relevant to land use planning and population/housing.

LAND USE AND COMMUNITY DESIGN ELEMENT

GOAL LU-A. Manage future growth to prioritize a compact, walkable community, the efficient extension of urban services, preservation of natural and cultural resources, and protection of the area's environmental setting.

Policy LU-A.1: Sustainable Growth. Plan for responsible and balanced growth that maximizes efficient use of existing land resources and infrastructure, reduces sprawl, minimizes environmental impacts, and supports economic vitality.

Action LU-A.1.a: Implementation of Land Use Map. Implement the Land Use Map (Figure LU-1) by approving new development projects consistent with the land use definitions, densities, and intensities as set forth in this Element. Ensure consistency between the General Plan, Zoning Code, and other land use regulations.

Policy LU-A.2: Infill Development. Focus new development on vacant or underutilized parcels within the existing developed areas to maximize land use efficiency and prevent urban sprawl.

Policy LU-A.3: Public Infrastructure and Service Capacity for New Development. Coordinate growth and development with sewer, water, transportation, schools, fire protection, parks, waste disposal, and other service providers to ensure essential infrastructure and services have adequate capacity to serve new development prior to approving entitlements or issuing building permits. Ensure anticipated traffic conditions are consistent with the Town's adopted Vehicle Miles Traveled (VMT) and Level of Service (LOS) standards. Require new development to pay its fair share of necessary infrastructure improvements to the extent allowed by law.

Action LU-A.3.a: Impacts of New Development on Infrastructure and Services. Analyze infrastructure and service capacity during development and CEQA review and require necessary improvements in consultation with provider agencies. Coordinate growth projections and long-term infrastructure planning with urban service providers, including water, sanitary, school, fire, and waste disposal agencies, to ensure adequate capacity for existing and future development. Monitor land use changes and new development and adjust growth projections as warranted.

Policy LU-A.4: Annexation and Sphere of Influence Coordination. Coordinate with Marin County and LAFCo on annexation proposals and development within the Town's Sphere of Influence to ensure consistency with the General Plan, compatibility with nearby land uses, and efficient delivery of services. Support annexations of contiguous, developed unincorporated areas when they enhance the community, further General Plan goals,

eliminate unincorporated islands, have resident support, and can be served in a fiscally responsible manner without adversely affecting service levels for existing residents**.**

Action LU-A.4.a: Municipal Service Review. Actively coordinate with LAFCo during the regular Municipal Service Review (MSR) process to provide data on the capacity of existing services and fiscal sustainability. Use the MSR as a tool to ensure future land-use and infrastructure decisions are consistent with the General Plan.

Action LU-A.4.b: Resolution of Parcels with Split Jurisdiction. Actively support and coordinate with Marin County LAFCo and neighboring jurisdictions to facilitate the annexation and de-annexation of properties, as appropriate, that are currently split across multiple jurisdictions.

Policy LU-A.5: Reserve Areas. Consider increases in density and modified development standards or incentives in areas designated as Reserve Areas (see Glossary) on Figure LU-2 to address future housing needs and help meet the Town's future Regional Housing Needs Allocations, if necessary.

Goal LU-B Allow for a variety of land uses that accommodate the needs of a socially and economically diverse community.

Policy LU-B.1: Commercial Development. Evaluate the size and intensity of commercial businesses to support a balanced, vibrant local economy and ensure they align with the town's unique qualities.

Policy LU-B.2: Cannabis Business Uses. Preclude cannabis business uses within the Town limits except medicinal cannabis delivery from businesses located outside of the Town limits. Recreational cannabis delivery from businesses located outside of the Town limits may be allowed if required by State law.

Policy LU-B.3: Mixed Use Development. Encourage mixed use development in downtown and along the Sir Francis Drake Boulevard and Red Hill Avenue/Greenfield Avenue corridors as a means of increasing the customer base for local businesses while creating new mixed use and housing opportunities for residents in close proximity to services and transit.

Policy LU-B.4: **Redevelopment with Housing.** Support the reuse of Town-identified properties for housing, prioritizing affordable and multifamily development through incentives such as site prioritization, streamlined approvals, or waivers to development standards and permit fees.

Action LU-B.4.a: Affordable Housing Overlay Zone. Amend the Municipal Code to identify maximum density and floor area ratio and minimum parking requirements for the Affordable Housing Overlay Zoning District.

Policy LU-B.5: Neighborhood Commercial. Encourage the retention and improvement of neighborhood-serving retail stores and services.

Action LU-B.5.a: Revitalization Incentives. Consider zoning and economic development incentives that keep local neighborhood centers viable, such as allowing additional floor area when neighborhood-serving uses are included or retained.

Policy LU-B.6: Reuse of Private Schools and Church Sites. If redevelopment of a private school and church site is sought by the landowner, encourage redevelopment with land uses compatible with development in the immediate area, with complementary scale and public benefits such as affordable housing, childcare facilities, and public open space.

Action LU-B.6.a: Rezoning of Public School Sites. Rezone public school sites from residential to the Public Facilities District and allow educational uses and housing development up to 40 units per acre.

Goal LU-C Preserve and enhance San Anselmo's natural setting as a unique asset that supports the community.

Policy LU-C.1: Open Space and Natural Resources. Protect and enhance open spaces and scenic vistas, natural features, and wildlife habitats, ensuring that development respects these natural assets and integrates with the town's natural environment.

Action LU-C.1.a: **Development in Open Space and Low Density Areas.** Prohibit development in areas designated as Open Space on the Land Use Map (Figure LU-1) and continue to allow very low-density residential development on private property in areas designated as Very Low Density and Single-Family – Conservation on the Land Use Map (Figure LU-1).

Policy LU-C.2: Hillside Protection. Protect the visual integrity and natural resources of San Anselmo's hillsides. Where hillside construction is permitted, design structures to:

- Minimize visual impacts by limiting building size and height, screening the structure within the existing landscape, minimizing glare and light spillage, and using exterior colors and materials that blend with the surrounding environment,
- Limit grading to preserve the existing topography,
- Provide slope and foundation stability, drainage, and erosion control,
- Provide adequate parking and emergency access,
- Address Wildland Urban Interface requirements, and
- Restore natural habitats.

Action LU-C.2.a: Hillside Density District. Amend Table 4D, R-1-H (Hillside Density District) Parcels, in the Municipal Code to remove outdated parcel numbers and update parcel-specific density limits to align with State law. The density on the remaining hillside parcels shall be no greater than the number of dwelling units specified in the table.

Policy LU-C.3: Ridge Zone Protection. Prohibit development, including structures, roads, and public facilities within the protected ridge zone, which is 150 horizontal feet in both directions from the lowest elevation of the ridgeline, or 50 feet vertically, whichever is more

restrictive, of visually prominent ridgelines, identified on Figure LU-3. Exceptions may be considered on existing legal lots when it is demonstrated that development outside of these areas is not feasible for geologic, soils, or hydrologic reasons, and development would not impact a unique natural habitat. In such cases, visibility of new structures should be minimized by limiting building size and height and integrating the structure within the existing landscape.

Action LU-C.3.a: Conservation and Low Density Development Review. Continue to require design review for new structures and upper-floor additions for hillside or protected ridge zone parcels to minimize visual, environmental, and safety impacts.

Action LU-C.3.b: Hillside and Ridge Zone Development Regulations. Prepare and adopt objective development and design standards in the Municipal Code to minimize the impacts of hillside and protected ridge zone development, including but not limited to:

- Creating opportunities to cluster development and/or transfer of development rights to preserve open space, natural features, and scenic resources,
- Limiting grading to preserve natural topography, minimize erosion, and prevent slope failure,
- Regulating building design and scale, including height and massing, to achieve residential development that is compatible with existing hillside neighborhoods,
- Minimizing off-site and night sky impacts of outdoor lighting and glare, and
- Establishing fire safety standards.

Incorporate the protected ridge zone development restrictions in Policy LU-C.3 into the Zoning Code.

Goal LU-D Strengthen San Anselmo's unique community fabric by maintaining its human-scaled pedestrian-friendly built environments and public places, and complementing these with attractive and context-sensitive new development.

Policy LU-D.1: Community Character and Sense of Place. Ensure new development enhances San Anselmo's unique character through context-sensitive, human-scaled design that complements historic patterns and supports high-quality construction.

Policy LU-D.2: Design Excellence and Livability. Require new development to use context-sensitive, human-scaled, and high-quality design that:

- Enhances San Anselmo's unique character and complements historic development patterns;
- Fosters social interaction and provides access to air, light, natural surroundings, and open space; and
- Respects the scale and form of existing commercial and residential neighborhoods while accommodating high-quality contemporary design; and

- Prioritizes habitat value through climate-appropriate landscaping in suburban and urban settings.

Action LU-D.2.a: Development Review. Use objective development standards, the design review process, and the California Environmental Quality Act in the review of proposed development projects to promote high quality design, ensure compatibility with surrounding properties and uses, and minimize environmental impacts and conflicts between residential and non-residential uses.

Action LU-D.2.b: Update Regulations. Regularly evaluate and update development standards to ensure that new development is compatible with the natural surroundings and built environment of the immediate neighborhood.

Policy LU-D.3: Community Gathering Places. Promote and integrate well-designed public gathering places throughout the town to strengthen community connections and plan for and integrate well-designed public gathering places throughout the town that foster a sense of belonging and are welcoming and accessible to people of all backgrounds, ages, incomes, and abilities.

Action LU-D.3.a: Gathering Place Design. Emphasize the design and physical function of commercial districts as community gathering places. Where feasible, require public plans and projects to include community services, public space, and amenities that create a strong sense of place and opportunities to congregate.

Action LU-D.3.b: Outdoor Dining and Gathering Areas. Encourage physical design and layout that supports outdoor dining, walkability, and a cohesive human-scaled streetscape.

Action LU-D.3.c: Pilot Urbanism Projects. Test small-scale, temporary placemaking projects (e.g., parklets, pop-up plazas) to evaluate possible long-term public improvements that foster community gathering.

Policy LU-D.4: Downtown. Maintain and enhance downtown as a pedestrian-friendly center for community life, with a dynamic mix of commercial and cultural destinations, businesses and housing, and attractive amenities.

Action LU-D.4.a: Pedestrian-Friendly Building Frontage. Encourage ground-floor businesses and building designs along San Anselmo Avenue (between Tamalpais and Bolinas Avenues) that actively engage pedestrians through frequent entrances, ample windows providing views into the businesses, and thoughtful façade design.

Action LU-D.4.b: Pedestrian-Friendly Connections. Strengthen pedestrian connections that extend from downtown to other local destinations, especially to Creek Park and across Sir Francis Drake Boulevard. Highlight and enhance downtown's paseos and bridges through signage, lighting, and other improvements.

Action LU-D.4.d: San Anselmo Avenue Master Plan. Develop a master plan for San Anselmo Avenue between San Rafael and Bolinas Avenues to address land use, circulation, parking, economic viability, design, walkability, and other area-specific considerations holistically. The plan should include strategies for public space enhancements, façade improvements, streetscape beautification and habitat restoration, pedestrian and bike infrastructure, parking solutions, and programs that support businesses.

Policy LU-D.5: Commercial Corridors. Enhance San Anselmo's commercial corridors along Sir Francis Drake Boulevard and Red Hill/Greenfield Avenues as shown in Figure LU-4 to become vibrant, mixed-use corridors with more housing and economic vitality. Design corridor improvements to address unique land use and circulation conditions and the surrounding context.

Action LU-D.5.a: Greenfield Avenue and Sir Francis Drake Boulevard (South). For development along Sir Francis Drake Boulevard (south of the Hub) and along Greenfield Avenue (east of the Hub) as shown in Figure LU-4, update use and development standards to:

- Encourage mixed-use development where housing can be above or behind commercial or other public-serving uses;
- Encourage pedestrian-friendly ground-floor commercial design where storefronts face the sidewalk, canopies and awnings provide shade and support business identity, signage is oriented to pedestrians, and visibility between the sidewalk and building interiors visually connects pedestrians to businesses; and
- Adjust standards that may limit development feasibility on shallow and hillside lots to allow zero front setback and encourage generous windows and frequent entrances on ground-floor facades.

Action LU-D.5.b: Red Hill Avenue and Sir Francis Drake Boulevard (North). Along Red Hill Avenue and Sir Francis Drake Boulevard (north of the Hub) as shown in Figure LU-4, update use and development standards to:

- Require landscaped building setbacks; and
- Allow uses that have community support but are not currently allowed in the C-L District, such as restaurants and entertainment uses.

Action LU-D.5.c: Center Boulevard near the Hub. Facilitate new mixed-use development along Center Boulevard between San Anselmo Avenue and Sir Francis Drake Boulevard as shown in Figure LU-4 by working proactively with property owners and potential developers to support both housing development and the continuation of existing community-serving commercial uses along this important gateway to downtown.

Action LU-D.5.d: Streetscape Design and Beautification. Plan and fund streetscape improvements along the town's commercial corridors to make them safer, more attractive, and accessible. These upgrades and plans may include:

- Developing a streetscape master plan for Greenfield Avenue and Sir Francis Drake Boulevard (North) to guide future improvements in the public right-of-way;
- Updating sidewalks and adding pedestrian-friendly lighting, seating, and landscaping to create welcoming public spaces;
- Improving pedestrian crossings on Sir Francis Drake Boulevard, including the Hub intersection, with elements such as shorter pedestrian crossing distances and traffic-calming features;
- Adding landscape strips and street trees between sidewalks and traffic lanes along Red Hill Avenue and Sir Francis Drake Boulevard (North) where feasible;
- Planting street trees along sidewalks on Greenfield Avenue and Sir Francis Drake Boulevard (South);
- Installing pedestrian and transit infrastructure improvements, such as wider sidewalks, landscaping, seating, and traffic-calming elements, in new development and redevelopment along Center Boulevard near the Hub intersection;
- Expanding and upgrading bicycle facilities and bicycle-friendly infrastructure;
- Identifying funding sources to make these streetscape improvements possible; and
- Prioritizing native plants in municipal plantings to promote biodiversity.

Policy LU-D.6: Gateways and Wayfinding. Enhance San Anselmo's sense of place and ease of navigation within it with gateway features and wayfinding.

Action LU-D.6.a: Gateways Location and Design. Create attractive gateways at well-traveled entry points into San Anselmo, including the entry points along Sir Francis Drake Boulevard, Center Boulevard, and Red Hill Avenue, through landscaping, signage, lighting, and other outdoor design features.

Action LU-D.6.b: Wayfinding. Maintain and update, as necessary, wayfinding signage to direct motorists to the downtown and consider expansion of wayfinding signage to include other commercial districts.

Policy LU-D.7: Low-Impact Design. Encourage the use of low-impact design features and practices that minimize the environmental impacts of new development and public infrastructure, including features that minimize stormwater runoff, conserve energy and water, create pollinator and wildlife habitat, promote groundwater recharge, and avoid urban heat island effects.

Policy LU-D.8: Age- and Disability-Friendly Communities. Plan for development patterns, infrastructure, transportation options, and community design that meet the needs of older adults, people with disabilities, and others with access and mobility needs, supporting accessibility, independence, and full participation in community life.

Action LU-D.8.a: Accessibility Standards for Public Spaces. Ensure public spaces, including parks, plazas, and community facilities, meet or exceed ADA standards for accessibility. When feasible, incorporate features such as wheelchair-accessible paths, seating areas with shade, audible crosswalk signals, and clear signage to enhance usability for people of all abilities.

Action LU-D.8.b: Age-Friendly Land Use Planning. Collaborate with public agencies and local stakeholders to assess and incorporate age- and disability-friendly considerations, including access to services and proximity to transit, into land use decisions.

Action LU-D.8.c: Incentives for Universal Design. Offer incentives, such as reduced permit fees or expedited processing, for new developments that incorporate universal design principles.

Goal LU-E Preserve, protect, and enhance elements of the town's history to connect San Anselmo with the past.

Policy LU-E.1: Historic Preservation. Endeavor to protect from demolition or destruction or major alteration any building, feature, or site of local, State, or federal historic value.

Goal LU-F Maintain and enhance residential neighborhoods by supporting development design that is pedestrian-friendly and integrates with the immediate neighborhood and natural surroundings.

Policy LU-F.1: Neighborhood Livability. Foster vibrant, safe, and well-connected neighborhoods that offer a high quality of life for residents, with access to essential services, parks, and recreational spaces.

Action LU-F.1.a New Single-Family Development. Require new single-family residential development, including rehabilitation and expansion projects, to maintain and enhance neighborhood visual and architectural design through context-sensitive building scale and materials, privacy, and architectural style.

Action LU-F.1.b New Multi-Family Development. Require new multifamily development, including rehabilitation and expansion projects, to enhance neighborhood visual and architectural style through context-sensitive building and human-scale elements and details, amenities, open spaces, and high-quality materials. Avoid monotonous structures through variation of building heights and exterior wall and roof articulation.

Action LU-F.1.c Livable Streets. Within residential neighborhoods, maintain and expand pedestrian and bicycle facilities that are shaded, safe, and foster neighborhood connectivity.

OPEN SPACE AND CONSERVATION ELEMENT

Goal OSC-A: Protect, preserve, and enhance the town's ridge zones, hillsides, and undeveloped open space for their scenic beauty, natural habitat, hazard mitigation, climate change resilience, recreational value, and contributions to community well-being.

Policy OSC-A.1: Open Space Land Use. Protect lands designated as Open Space on the Land Use Map (Figure LU-1) for environmental protection, resource management, hazard reduction, passive recreation, and climate resilience.

Policy OSC-A.2: New Development. Ensure that new development respects the ecological, visual, and safety benefits of ridge zones, hillsides, and other natural areas for the community.

Action OSC-A.2.a: Online Maps. Use online mapping tools to identify the ridge zones, hillsides, and other natural areas and ensure this information is readily available to the public in clear and accessible formats.

Policy OSC-A.3: Expand Open Space Network. Pursue opportunities to expand the Town's open space network to create wildlife corridors, protect critical habitat, prevent sprawl, separate developed areas, and enhance passive recreation opportunities for a wide range of users.

Action OSC-A.3.a: Priority Properties for Protection. Support the acquisition and preservation of open space areas under private ownership identified in Figure OSC-1.

Action OSC-A.3.b: New Development Review. Through the development review process, consider opportunities to permanently preserve areas as open space and to obtain public access easements to connect to existing trails to improve access for residents and visitors, as shown on the adopted Open Space and Conservation Map (Figure OSC-1).

Action OSC-A.3.c: Permanent Protection and Stewardship. Permanently protect open space areas through tools such as purchase, dedication, conservation or access easements, or other instruments acceptable to the Town. When evaluating dedication of open space, prioritize parcels contiguous to existing public open space and consider long-term maintenance responsibilities. For privately-owned open space, ensure long-term stewardship that conserves natural resources, reduces hazards, and restricts incompatible structures or vegetation.

Action OSC-A.3.d: Partnerships for Open Space Acquisition. Work with the Open Space Committee, public agencies, and non-profit organizations to identify, acquire, lease, or otherwise protect parcels that support a connected open space network within and adjacent to the Planning Area.

Policy OSC-A.4: Open Space Greenbelts. Create open space greenbelts which serve as natural connections between the town and adjacent communities.

Policy OSC-A.5: Public Access and Open Space. Ensure equitable and environmentally responsible public access to open space through trail easements, neighborhood connections, and the protection of sensitive habitats and areas subject to slope failure or flooding. Plan and

program open spaces to serve residents of all ages, abilities, income levels, and cultural backgrounds, with a focus on expanding access and amenities in underserved communities, including neighborhoods with limited existing access. Design open space improvements and programming to be inclusive and responsive to a diverse community, supporting meaningful use and enjoyment for all residents.

Action OSC-A.5.a: Trail Easements and Connections. Seek opportunities through development review and partnerships to secure trail easements and create trail connections linking neighborhoods, communities, and existing public trails.

Policy OSC-A.6: Trail and Stairs, Lanes, and Trails Network. Expand and improve the Town's trails and Stairs, Lanes, and Trails (SLT) network to support safe and accessible use for pedestrians, including older adults, people with disabilities, families with children, and others with varying mobility needs, while enhancing connections for everyday travel, recreation, and emergency evacuation.

Action OSC-A.6.a: Stairs, Lanes, and Trails Program. Regularly review and update the SLTs Program to guide maintenance, upgrades, mapping, and funding for stairs, lanes, and trails.

Policy OSC-A.7: Trail Connections. Encourage trail connections that allow for non-vehicular access between neighborhoods and communities.

Action OSC-A.7.a: Countywide Trails Plan. Work with Marin County and other agencies to maintain and expand trails in accordance with the Countywide Trails Plan.

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on land use and population/housing if it will:

- Physically divide an established community;
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect;
- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

IMPACTS AND MITIGATION MEASURES

Impact 3.11-1: General Plan 2045 implementation would not physically divide an established community (Less than Significant)

The General Plan 2045 establishes the Town's vision for future growth and development and does not propose any development, in and of itself. Many of the goals and policies within the General Plan 2045 help to ensure that General Plan implementation would not physically divide any established

community. For example, Goal LU-A of the General Plan 2045 addresses managing future growth to prioritize a compact, walkable community, the efficient extension of urban services, preservation of natural and cultural resources, and protection of the area's environmental setting. Goal LU-D aims to strengthen San Anselmo's unique community fabric by maintaining its pedestrian-friendly built environment and public places, and complementing these with attractive and context-sensitive new development. Policy LU-D.4 encourages the maintenance and enhancement of the downtown as a pedestrian-friendly center. Goal LU-F encourages the maintenance and enhancement of residential neighborhoods by supporting development design that is pedestrian-scale and integrates with the immediate neighborhood and natural surroundings. The land uses, development, and infrastructure accommodated by the General Plan 2045 would not physically divide an established community. Rather, the land uses allowed under the General Plan 2045 provide opportunities for cohesive new growth at in-fill locations within existing urbanized areas of the town, as well as new growth adjacent to existing urbanized areas; however, this would not create physical division within the community. New development and redevelopment projects would be designed to complement the character of existing communities and neighborhoods and provide connectivity between existing development and new development. The General Plan 2045 Land Use Map designates sites for a range of urban and rural developed uses as well as open space. The General Plan 2045 does not include any new areas designated for urbanization or new roadways, infrastructure, or other features that would divide existing communities. The General Plan 2045 would have a **less than significant** impact associated with the physical division of an established community.

Impact 3.11-2: General Plan 2045 implementation would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (Less than Significant)

STATE PLANS

The General Plan 2045 was prepared in conformance with state laws and regulations associated with the preparation of general plans, including requirements for environmental protection. Discussion of the General Plan 2045's consistency with state regulations, plans, and policies associated with specific environmental issues (e.g., air quality, traffic, water quality, etc.) is provided in the relevant chapters of this Draft EIR. The state would continue to have authority over any state-owned lands in the vicinity of the Town and the General Plan 2045 would not conflict with continued application of state land use plans, policies, and regulations adopted to avoid or mitigate environmental effects.

PLAN BAY AREA 2050+

As noted previously, Plan Bay Area 2050+ is a limited, focused update to the 2021 version of Plan Bay Area (Plan Bay Area 2050), which is a regional plan that integrates land use and housing strategies to address affordability and equity. Plan Bay Area 2050+ identifies 35 integrated strategies across transportation, housing, the economy, and the environment, aiming to make the Bay Area more affordable, connected, diverse, healthy, and vibrant by 2050. Plan Bay Area 2050+ coordinates future land uses with the long-term transportation investments so that the region can grow smartly and sustainably. The proposed Land Use Plan is intended to accommodate and build on the land

uses anticipated under Plan Bay Area 2050+. The Land Use Plan also includes adequate sites to accommodate the Town's RHNA. The proposed General Plan 2045 does not conflict with Plan Bay Area 2050+.

TOWN PLANS

As set forth by state law, the General Plan serves as the primary planning document for the Town and subordinate documents and plans would be updated to be consistent with the General Plan. Similar to the existing General Plan, the General Plan 2045 focuses on a balanced land use pattern, creating a community where new development blends with existing neighborhoods, and promoting the town as a desirable place to live and work. The General Plan 2045 carries forward and enhances policies and measures from the town's existing General Plan that were intended for environmental protection and would not remove or conflict with Town plans, policies, or regulations adopted for environmental protection. The General Plan 2045 would require modifications to the Town's Zoning Ordinance to provide consistency between the General Plan and zoning; however, these modifications will not remove or adversely modify portions of the San Anselmo Municipal Code that address an environmental effect. For example, the General Plan 2045 Action LU-A.1.a requires consistency between the General Plan, Zoning Code, and other land use regulations.

CONCLUSION

Subsequent development and infrastructure projects accommodated by the General Plan 2045 would be required to be consistent with all applicable policies, standards, and regulations, including those land use plans, policies, and regulations adopted to mitigate environmental effects by the Town as well as those adopted by agencies with jurisdiction over components of future development projects. Any potential environmental impact associated with conflicts with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect would be **less than significant**.

Impact 3.11-3: General Plan 2045 implementation would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) (Less than Significant)

The General Plan 2045 accommodates future growth in San Anselmo, including new businesses, expansion of existing businesses, and new residential uses, but it does not propose any development projects, in and of itself. The General Plan 2045 has been designed to accommodate incremental growth in the town. Table 3.11-3, summarizes the population and household data for San Anselmo and Marin County from 1980 through 2025. The population of the town increased 0.8 percent between 2000 to 2020, compared to the county increase of 4.9 percent. Households for the town decreased 1.8 percent between 2000 to 2020, compared to the county increase of 4.1 percent. Population for both jurisdictions went down slightly between 2020 and 2025, while households stayed the same for San Anselmo and decreased slightly for Marin County (primarily due to economic displacement and a lack of housing supply).

Given the historical and current population, housing, and employment trends, growth in the town, as well as the entire state, is inevitable and would occur regardless of whether or not the General Plan 2045 is implemented. The primary factors that account for population growth are natural increase and net migration. Other factors that affect growth include the cost of housing, the location of jobs, the economy, the climate, and transportation.

Regionally, the entire San Francisco Bay Area is projected to experience a growth of over 441,000 households by 2030. To coordinate this forecast, Plan Bay Area 2050+ functions as the long-range plan integrating strategies for transportation, housing, the economy, and the environment to guide growth across the nine-county region. The General Plan 2045 establishes adequate sites to accommodate the town's fair share of regional housing needs, which are allocated by the ABAG, as well as housing and employment growth anticipated in Plan Bay Area 2050+.

Specifically, to manage and accommodate this growth locally, San Anselmo has been assigned a 6th Cycle RHNA target of 833 units for the 2023 to 2031 planning period. This regional mandate requires the Town to plan for 253 very low income, 145 low income, 121 moderate-income, and 314 above moderate-income housing units. The Town must ensure that the appropriate zoning is in place to accommodate its RHNA allocation. While these factors would likely result in growth in San Anselmo during the planning period of the General Plan 2045, growth will continue to occur based primarily on the demand of the housing market and demand for new commercial, industrial, and other non-residential uses.

Infrastructure and services would need to be extended to accommodate future growth. As future development occurs under the General Plan 2045, new roads, infrastructure, and services would be necessary to serve new development, and this infrastructure would accommodate planned growth. The General Plan 2045 includes policies and actions that mitigate environmental impacts associated with growth, such as air quality, noise, traffic, water supply, and water quality effects. Sections 3.1 through 3.16 and Chapter 4.0 of this EIR provide a discussion of environmental effects associated with development allowed under the General Plan 2045. Each of these EIR chapters include relevant policies and action items that would mitigate potential environmental impacts associated with growth, to the greatest extent feasible.

Under CEQA, a project triggers a significant impact only if it induces substantial unplanned population growth. It is critical to distinguish between forecasted growth evaluated through comprehensive planning and unforeseen expansion. The growth accommodated by the General Plan 2045 is an explicitly planned response to state mandates and regional blueprints. By aligning local land use capacity with the Town's 833-unit RHNA assignment and the macro-level planning frameworks of Plan Bay Area 2050+, the General Plan 2045 internalizes and prepares for regional demand rather than inducing unplanned expansion.

With implementation of General Plan 2045 policies and actions intended to guide growth to appropriate areas and provide services necessary to accommodate growth, the land uses allowed under the General Plan 2045, the infrastructure anticipated to accommodate proposed land uses, and the goal and policy framework would not induce growth that would exceed adopted thresholds, beyond those disclosed and analyzed throughout this EIR. Therefore, population and housing growth

associated with the General Plan 2045 would result a **less-than-significant** impact, as there are no additional potential environmental impacts, beyond those analyzed and disclosed in this EIR, that would result from growth accommodated by the General Plan 2045.

Impact 3.11-4: General Plan 2045 implementation would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (Less than Significant)

The majority of developed land in the Planning Area is comprised of residential uses, which are not anticipated to undergo significant land use changes under the proposed project. The General Plan 2045 focuses infill development opportunities in vacant and underutilized areas in San Anselmo, as well as areas currently developed with commercial uses which may transition to mixed uses in the future. The General Plan 2045 Land Use Map includes residential land use designations that reflect the existing neighborhoods throughout the town. Throughout the Town, the General Plan 2045 is projected to increase the overall number of dwelling units and provide housing to serve the diverse needs of the community at various socioeconomic levels. While the General Plan 2045 accommodates growth, the General Plan does not entitle any development projects and does not require the removal or replacement of existing housing.

Therefore, impacts of the General Plan 2045 on the displacement of people or housing are considered **less than significant,** and no mitigation is required. The programs listed below would further ensure that a range of housing types are provided in the town, and that housing conditions are evaluated as the housing supply ages.

Impact 3.11-5: General Plan 2045 implementation, in combination with other cumulative development, would not result in adverse impacts to land use, population, or housing. (Less than Significant)

The cumulative context for land use and planning considers the ABAG region (i.e., the nine-county San Francisco Bay Area). Plan Bay Area 2050+ serves as the region's official Regional Transportation Plan and Sustainable Communities Strategy (SCS). The MTC and ABAG jointly adopted this blueprint to manage an influx of 1 million new households and 1.4 million jobs in the Bay Area by 2050. Regionally, this cumulative population growth, increased demand for housing, and potential for land use conflicts is potentially significant.

To manage this growth, Plan Bay Area 2050+ guides regional land use by directing 95% of household growth and 55% of job growth into designated "Growth Geographies," which include Priority Development Areas (PDAs), Transit-Rich Areas (TRAs), and High-Resource Areas (HRAs). By focusing density near major regional hubs and transit corridors, the blueprint steers growth away from environmentally sensitive lands, high-risk wildland-urban interfaces, and sea-level rise zones. Within this framework, the Town of San Anselmo is designated as a Growth Geography because it combines HRA metrics (e.g., high-performing schools, economic opportunity) with baseline transit connectivity.

The General Plan 2045 accommodates San Anselmo's proportional share of regional infill housing and economic expansion by identifying goals, policies, and actions that focus development onto infill sites and utilize the existing urban footprint, thereby preventing suburban-like sprawl.

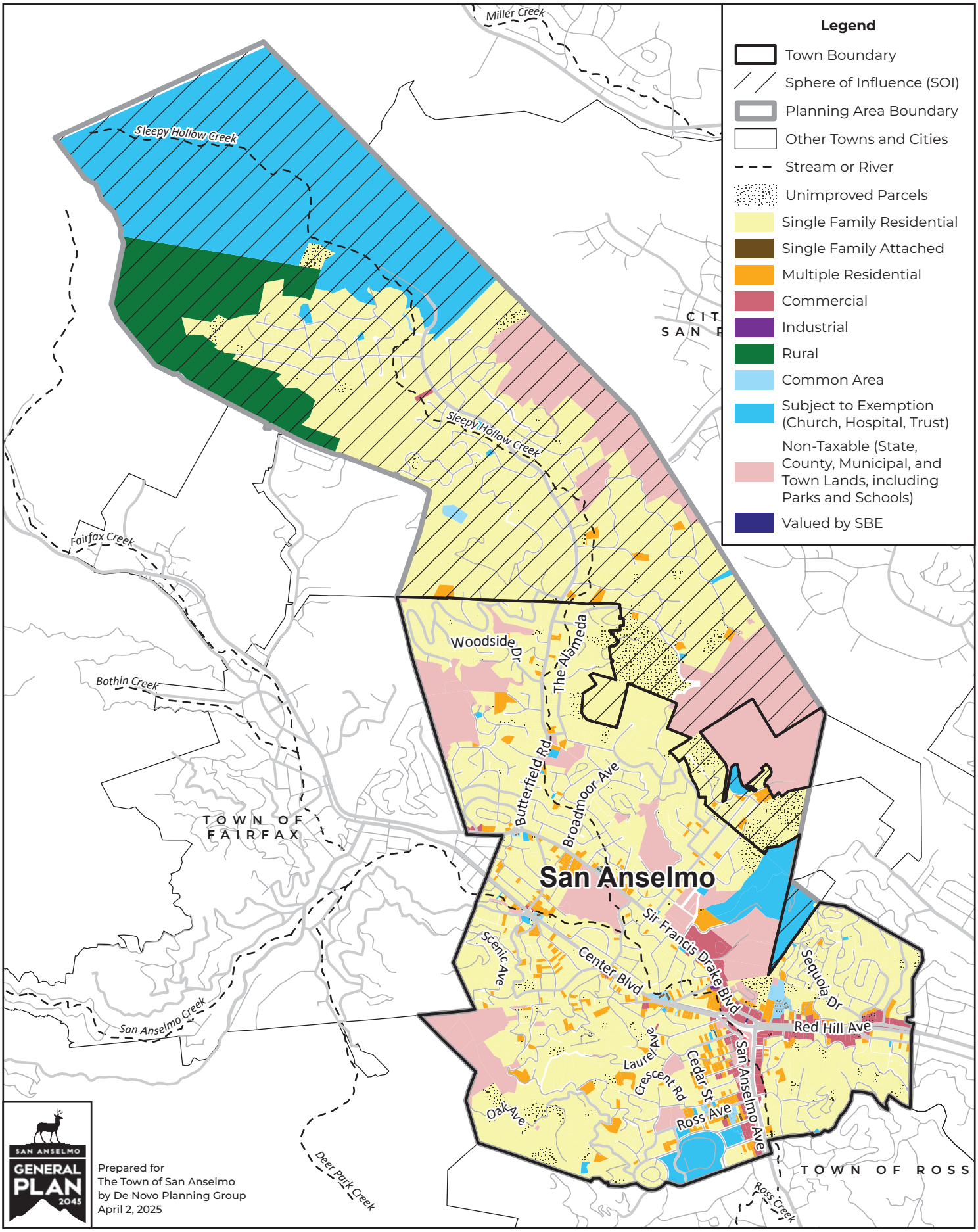
When evaluated against CEQA thresholds, the General Plan 2045's contribution to cumulative land use, population, and housing impacts is assessed as follows:

- Division of an Established Community: The land uses allowed under the General Plan 2045 provide opportunities for cohesive new growth at infill locations within existing urbanized areas, as well as limited new growth within the town, but would not create physical division within existing communities. The General Plan 2045 does not include any new roadways, infrastructure, or other features that would divide existing communities. New development and redevelopment projects would be designed to complement the character of existing neighborhoods and provide connectivity between existing development and new development within the cumulative analysis area.

- Unplanned Population Growth: With implementation of General Plan 2045 policies and actions intended to guide growth to appropriate areas and provide services necessary to accommodate growth, the land uses allowed under the General Plan 2045, the infrastructure anticipated to accommodate proposed land uses, and the goal and policy framework would not induce growth that would be unplanned.

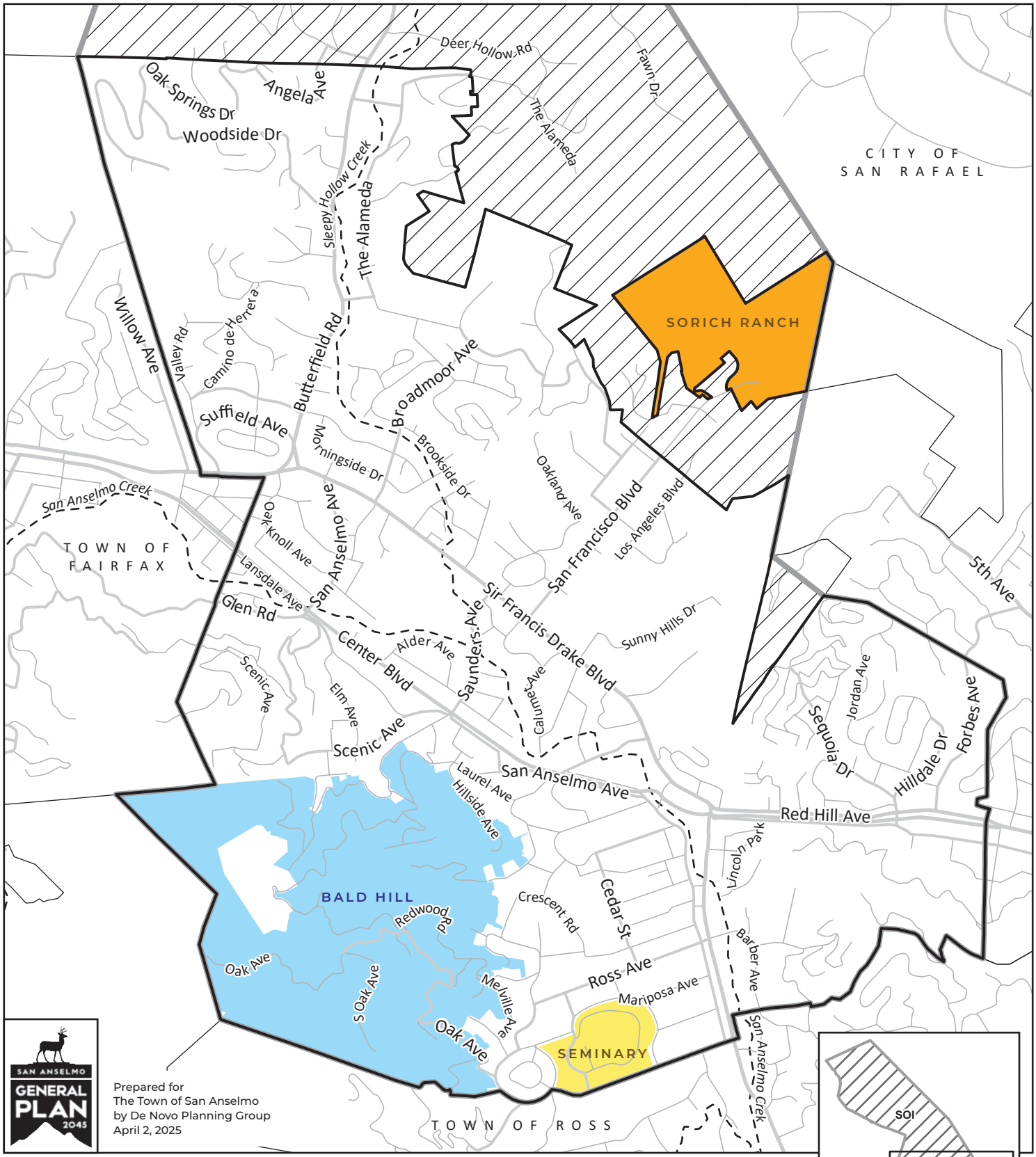
- Displacement: General Plan 2045 implementation would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere because no existing uses would be removed or relocated.

Because the project confines growth to established urban footprints, does not divide existing communities, and avoids the displacement of housing or populations, the General Plan 2045's contribution to this cumulative impact would not be cumulatively considerable. The cumulative impact would be **less than significant**.



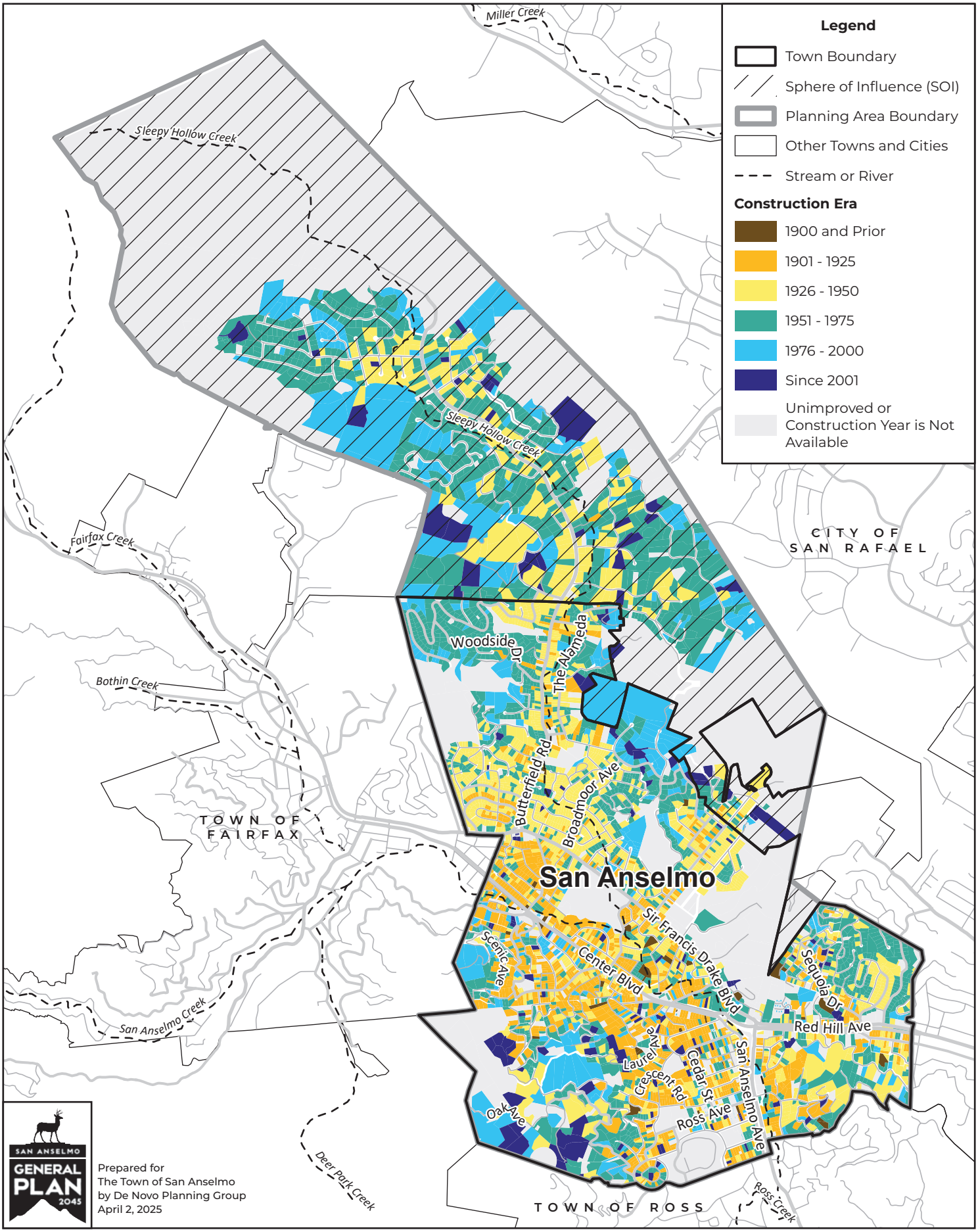
Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: Town of San Anselmo/Marin County Assessor.

Figure 3.11-1.
ASSESSED USES



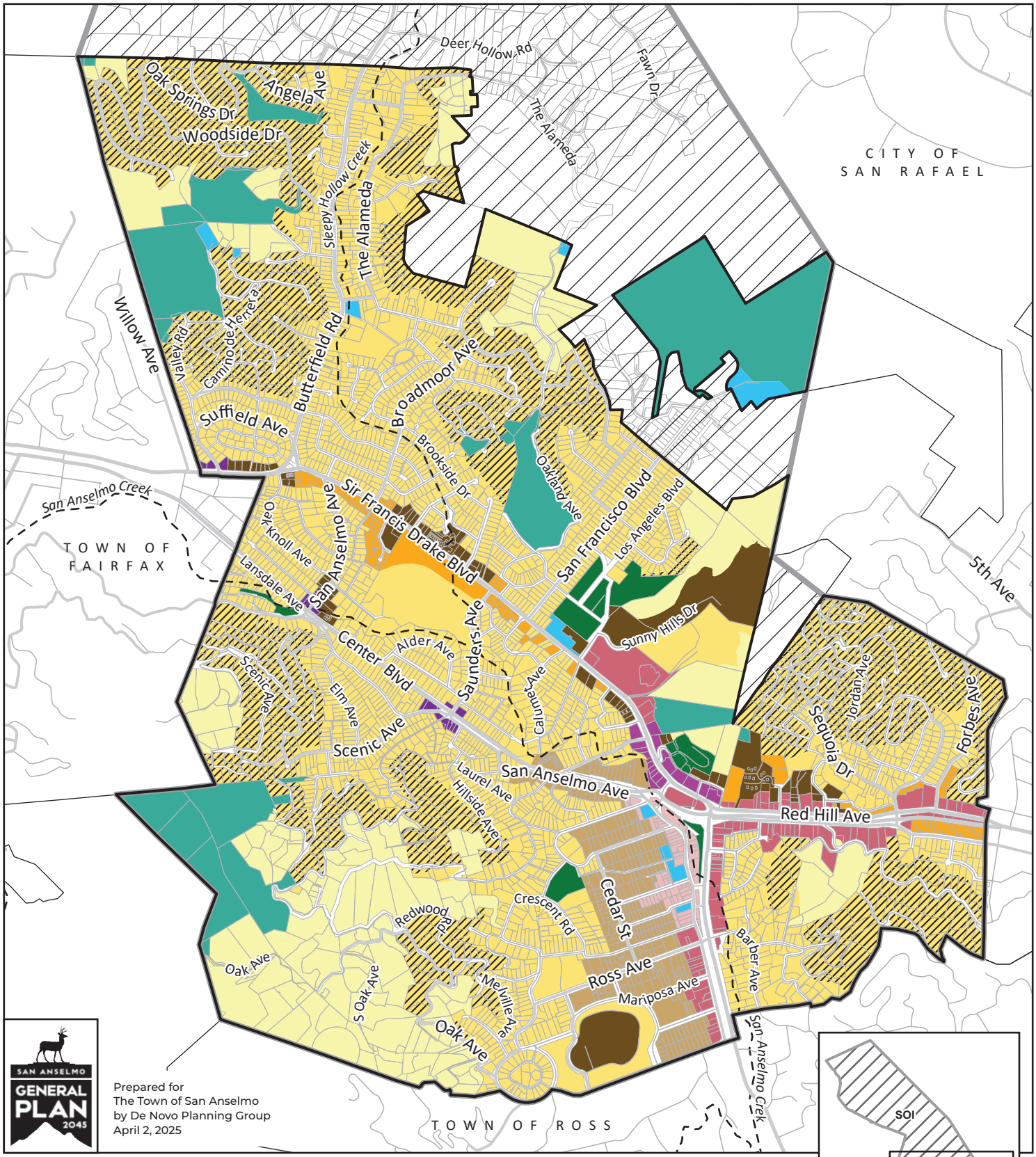
Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Sources: Town of San Anselmo General Plan; Town of San Anselmo; MarinMap.

Figure 3.11-2
SPECIAL PLANNING AREAS



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: Town of San Anselmo/Marin County Assessor.

Figure 3.11-3.
DEVELOPMENT TRENDS



SAN ANSELMO GENERAL PLAN 2045

Prepared for
The Town of San Anselmo
by De Novo Planning Group
April 2, 2025

Legend

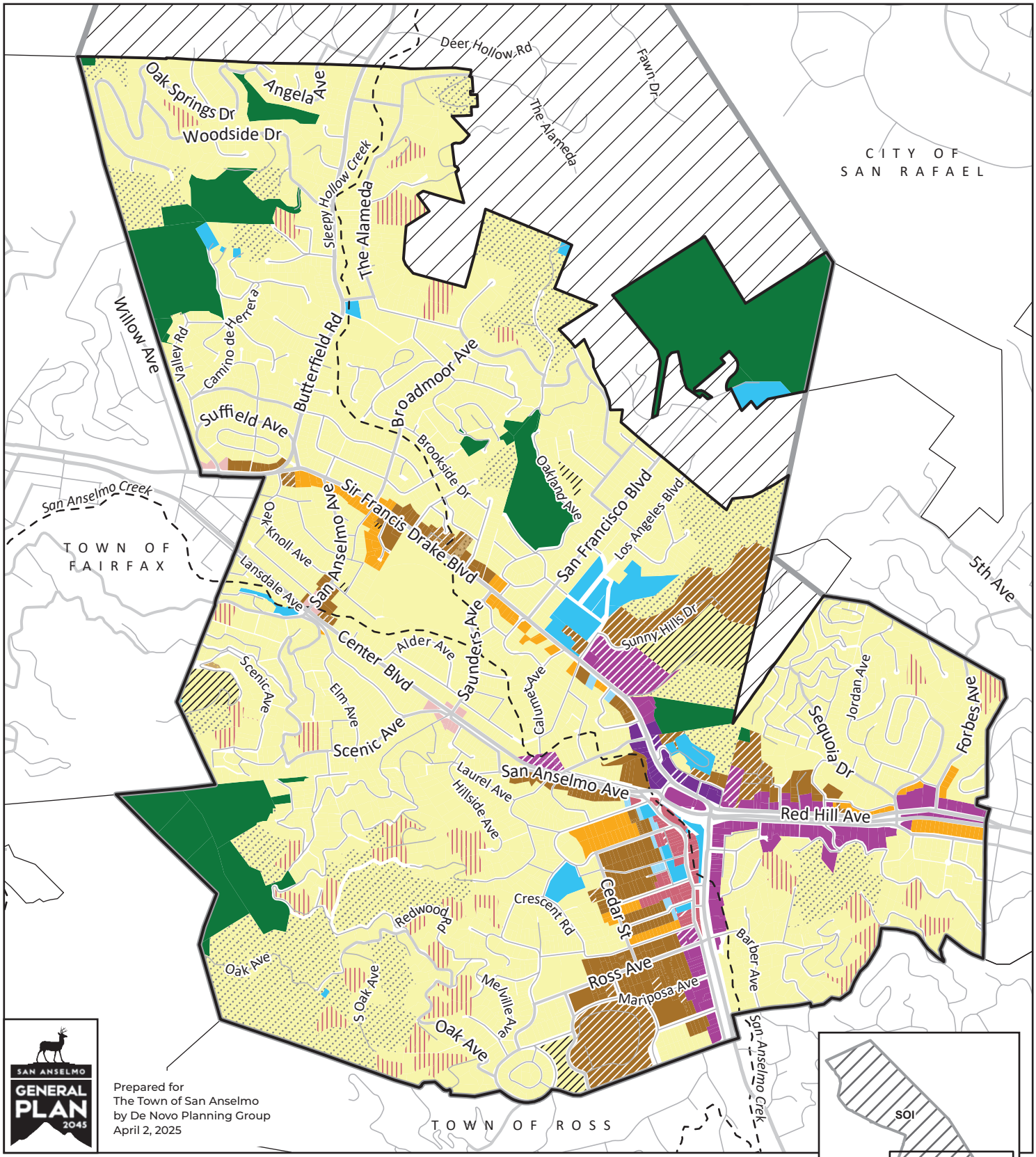
- Town Boundary
- Sphere of influence (SOI)
- Planning Area Boundary
- Other Towns and Cities
- Stream or River

- Very Low Density Residential
- Single Family Residential
- Single Family-Conservation
- Medium Density Residential
- High Density Residential
- Downtown Mixed Residential
- Central Commercial
- General Commercial
- Limited Commercial
- Neighborhood Commercial
- Open Space
- Parks/Open Space
- Public Facility

0 500 1,000 Feet

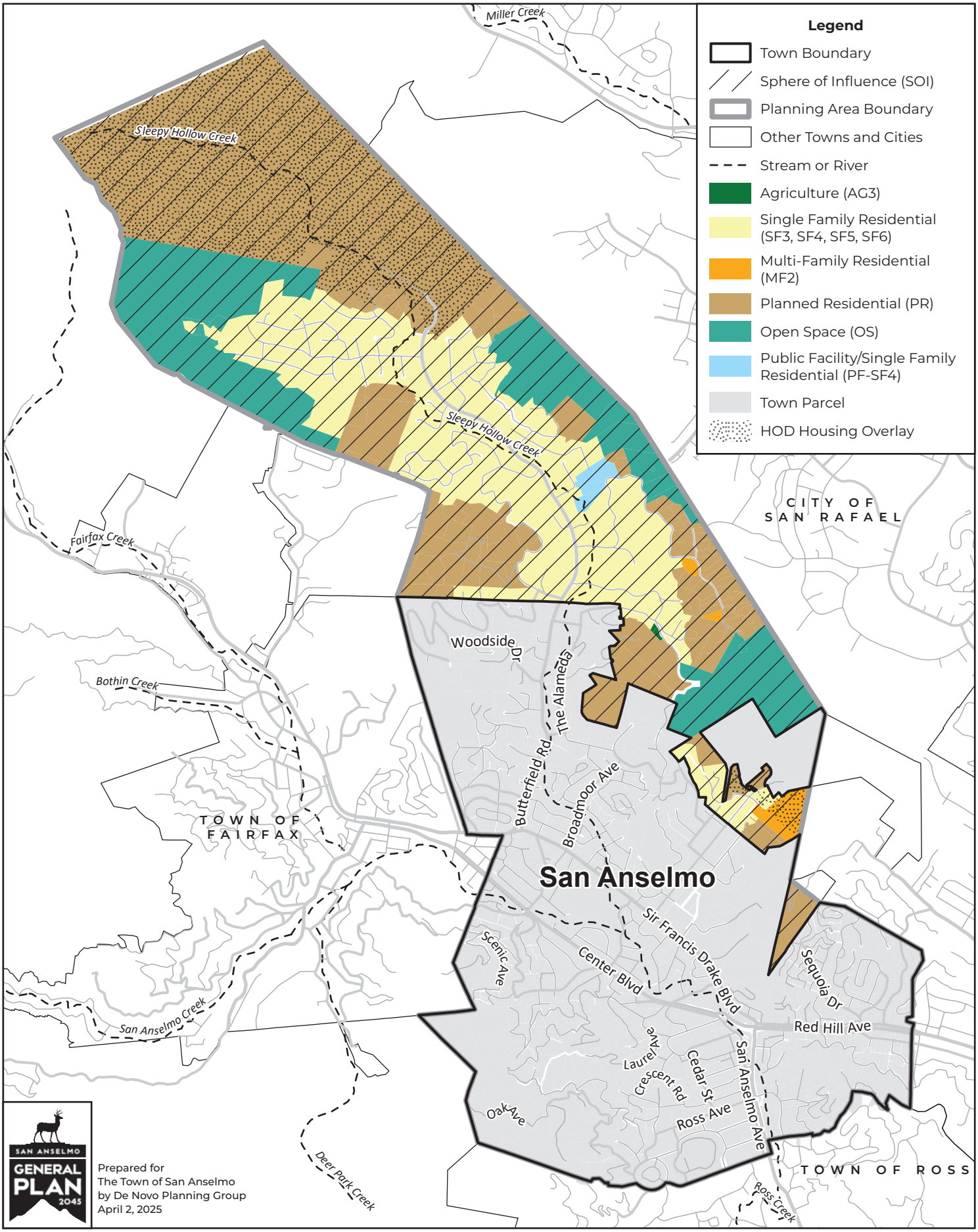
Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: Town of San Anselmo General Plan Map.

Figure 3.11-4.
EXISTING GENERAL PLAN LAND USE DESIGNATIONS



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: Town of San Anselmo Zoning Map.

Figure 3.11-5.
EXISTING ZONING



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS NHD.
Theme Source: Marin County General Plan/MarinMap Map Viewer.

Figure 3.11-6.
MARIN COUNTY GENERAL PLAN LAND USES WITHIN THE SOI

This section provides a discussion of the regulatory setting and a general description of existing noise sources in the Town of San Anselmo. The analysis of potential noise-related impacts in this section was prepared with assistance from Saxelby Acoustics.

This section provides a background discussion of the noise environment found in the San Anselmo Planning Area. This section is organized with an existing setting, regulatory setting, and impact analysis.

There were no comments received during the NOP comment period related to this environmental topic (see Appendix A).

KEY TERMS

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given area consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of noise.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dBA	Fundamental unit of sound, defined as ten times the logarithm of the ratio of the sound pressure squared over the reference pressure squared. All dBA levels used in this report are A-weighted values, unless otherwise stated.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by + 5 dBA and nighttime hours weighted by +10 dBA.
Frequency	The measure of the rapidity of alterations of a periodic acoustic signal, expressed in cycles per second or Hertz.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50 percent of the time during the one hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.

Noise Unwanted sound.

SEL A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy into a one-second event

3.12.1. ENVIRONMENTAL SETTING

FUNDAMENTALS OF ACOUSTICS

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected, or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dBA. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dBA, and changes in levels (dBA) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels, but are expressed as dBA, unless otherwise noted.

The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dBA apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (Leq), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The Leq is the foundation of the composite noise descriptor, Ldn, and shows very good correlation with community response to noise.

The day/night average level (Ldn) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because Ldn represents a 24-hour average, it tends to disguise short-term variations in the noise environment. CNEL is similar to Ldn, but includes a +3 dBA penalty for evening noise. **Table 3.12-1** lists several examples of the noise levels associated with common situations.

TABLE 3.12-1: TYPICAL NOISE LEVELS

COMMON OUTDOOR ACTIVITIES	NOISE LEVEL (DBA)	COMMON INDOOR ACTIVITIES
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft)	--100--	
Gas Lawn Mower at 1 m (3 ft)	--90--	
Diesel Truck at 15 m (50 ft), at 80 km/hr (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

SOURCE: CALTRANS, TECHNICAL NOISE SUPPLEMENT, TRAFFIC NOISE ANALYSIS PROTOCOL. SEPTEMBER 2013.

EFFECTS OF NOISE ON PEOPLE

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction;
- Interference with activities such as speech, sleep, and learning; and
- Physiological effects such as hearing loss or sudden startling.

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level.

In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived;
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference;
- A change in level of at least 5 dBA is required before any noticeable change in human response would be expected; and
- A 10 dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6 dBA per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

EXISTING NOISE LEVELS

Traffic Noise Levels

The FHWA Highway Traffic Noise Prediction Model (FHWA-RD 77-108) was used to develop Ldn (24-hour average) noise contours for all major roadways in the Planning Area. The model is based upon the California Vehicle Noise (CALVENO) noise emission factors for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model predicts hourly Leq values for free-flowing traffic conditions and is generally considered to be accurate within 1.5 dBA. To predict Ldn values, it is necessary to determine the hourly distribution of traffic for a typical 24-hour period.

Existing traffic volumes were obtained from the traffic counts and analysis performed for the Planning Area in 2024, as described in the Vehicular Travel section of the *Circulation Existing Conditions Report*. Day/night traffic distributions were based upon continuous hourly noise measurement data and Saxelby Acoustics file data for similar roadways. Using these data sources and the FHWA traffic noise prediction methodology, traffic noise levels were calculated for existing and future conditions. **Tables 3.12-2, 3.12-3 and 3.12-4** show the results of this analysis. **Figure 3.12-1** shows the town wide traffic noise contours.

TABLE 3.12-2: PREDICTED EXISTING TRAFFIC NOISE LEVELS

ROADWAY	SEGMENT	NOISE LEVEL AT CLOSEST RECEPTORS (DBA, Ldn)[1]	DISTANCES TO TRAFFIC NOISE CONTOURS, LDN (FEET)[2]		
			70 DBA	65 DBA	60 DBA
Sir Francis Drake Blvd	Between Mountain View Ave & Cordone Dr	56.7	34	73	156
Center Blvd	Between San Anselmo Ave & Saunders Ave	62.2	14	29	63
Butterfield Blvd	N of Sir Francis Drake Blvd	52.1	12	27	57
San Francisco Blvd	N of Sir Francis Drake Blvd	47.8	9	18	40
Greenfield Ave	Between the Hub & Spring Grove Ave	43.4	4	8	18
San Anselmo Ave	Between Tunstead Ave & Magnolia Ave	63.3	9	19	41

Notes:
1. Traffic noise levels are extrapolated at the closest sensitive receptors or at a distance of 100 feet in commercial/retail areas.
2. Distances to traffic noise contours are measured in feet from the centerlines of the roadways.

SOURCE: PARAMETRIX, CALTRANS, SAXELBY ACOUSTICS, 2026.

TABLE 3.12-3: PREDICTED EXISTING TRAFFIC NOISE AND FUTURE TRAFFIC NOISE LEVEL INCREASES

ROADWAY	SEGMENT	PREDICTED EXTERIOR NOISE LEVELS (DBA Ldn) AT CLOSEST SENSITIVE RECEPTORS		
		EXISTING	FUTURE	CHANGE
Sir Francis Drake Blvd	Between Mountain View Ave & Cordone Dr	56.7	57.4	0.7
Center Blvd	Between San Anselmo Ave & Saunders Ave	62.2	62.9	0.7
Butterfield Blvd	N of Sir Francis Drake Blvd	52.1	52.8	0.7
San Francisco Blvd	N of Sir Francis Drake Blvd	47.8	48.5	0.7
Greenfield Ave	Between the Hub & Spring Grove Ave	43.4	44.1	0.7
San Anselmo Ave	Between Tunstead Ave & Magnolia Ave	63.3	64.0	0.7

SOURCE: PARAMETRIX, CALTRANS, SAXELBY ACOUSTICS, 2026.

TABLE 3.12-4: PREDICTED FUTURE TRAFFIC NOISE LEVEL INCREASES

ROADWAY	SEGMENT	PREDICTED EXTERIOR NOISE LEVELS (DBA Ldn) AT CLOSEST SENSITIVE RECEPTORS		
		FUTURE	FUTURE PLUS PROJECT	CHANGE
Sir Francis Drake Blvd	Between Mountain View Ave & Cordone Dr	57.4	57.9	0.5
Center Blvd	Between San Anselmo Ave & Saunders Ave	62.9	63.5	0.6
Butterfield Blvd	N of Sir Francis Drake Blvd	52.8	52.9	0.1
San Francisco Blvd	N of Sir Francis Drake Blvd	48.5	49.1	0.6
Greenfield Ave	Between the Hub & Spring Grove Ave	44.1	46.2	2.1

Roadway	Segment	Predicted Exterior Noise Levels (dBA Ldn) at Closest Sensitive Receptors		
		Future	Future Plus Project	Change
San Anselmo Ave	Between Tunstead Ave & Magnolia Ave	64.0	64.2	0.2

Source: Parametrix, Caltrans, Saxelby Acoustics, 2026.

Traffic noise levels are extrapolated at the sensitive receptors located at the closest typical setback distance along each Planning Area roadway segment. In some locations, sensitive receptors may be located at distances which vary from the assumed calculation distance and may experience shielding from intervening barriers or sound walls. However, the traffic noise analysis is believed to be representative of the majority of sensitive receptors located closest to the Planning Area roadway segments analyzed.

The actual distances to noise level contours may vary from the distances predicted by the FHWA model due to roadway curvature, grade, shielding from local topography or structures, elevated roadways, or elevated receivers. The distances reported in Table 3.12-2 are generally considered to be conservative estimates of noise exposure along roadways in the town.

Fixed Noise Sources

The production of noise is a result of many industrial processes, even when the best available noise control technology is applied. Noise exposures within industrial facilities are controlled by federal and State employee health and safety regulations (OSHA and Cal OSHA), but exterior noise levels may exceed locally acceptable standards. Commercial, recreational, and public service facility activities can also produce noise which affects adjacent sensitive land uses. These noise sources can be continuous and may contain tonal components which have the potential to annoy individuals who live nearby. In addition, noise generation from fixed noise sources may vary based upon climatic conditions, time of day, and existing ambient noise levels.

In San Anselmo, fixed noise sources typically include parking lots, loading docks, parks, schools, and other commercial/retail use noise sources (HVAC, exhaust fans, etc.).

From a land use planning perspective, fixed-source noise control issues focus upon two goals:

1. To prevent the introduction of new noise-producing uses in noise-sensitive areas, and
2. To prevent encroachment of noise sensitive uses upon existing noise-producing facilities.

The first goal can be achieved by applying noise level performance standards to proposed new noise-producing uses. The second goal can be met by requiring that new noise-sensitive uses in near proximity to noise-producing facilities include mitigation measures that would ensure compliance with noise performance standards.

Fixed noise sources which are typically of concern include but are not limited to the following:

- Air Compressors
- Amplified Music and Voice
- Blowers
- Chippers
- Conveyor Systems
- Cooling Towers/Evaporative Condensers
- Cutting Equipment
- Cutting Equipment
- Drill Rigs
- Fans
- Gas or Diesel Motors
- Generators
- Grinders
- Heavy Equipment
- HVAC Systems
- Lift Stations
- Loading Docks
- Outdoor Speakers
- Pile Drivers
- Pump Stations
- Steam Turbines
- Steam Valves
- Transformers
- Welders

The types of uses which may typically produce the noise sources described above include, but are not limited to: wood processing facilities, pump stations, industrial/agricultural facilities, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, car washes, loading docks, public works projects, batch plants, bottling and canning plants, recycling centers, electric generating stations, race tracks, landfills, sand and gravel operations, and special events such as concerts and athletic fields. Typical noise levels associated with various types of stationary noise sources are shown in **Table 3.12-5**.

TABLE 3.12-5: TYPICAL STATIONARY NOISE LEVELS

USE	NOISE LEVEL AT 100 FEET, Leq[1]	DISTANCE TO NOISE CONTOURS, FEET			
		50 DBA Leq (NO SHIELDING)	45 DBA Leq (NO SHIELDING)	50 DBA Leq (WITH 5 DBA SHIELDING)	45 DBA Leq (WITH 5 DBA SHIELDING)
Auto Body Shop	56 dBA	200	355	112	200
Auto Repair (Light)	53 dBA	141	251	79	141
Busy Parking Lot	54 dBA	158	281	89	158
Cabinet Shop	62 dBA	398	708	224	398
Car Wash	63 dBA	446	792	251	446
Cooling Tower	69 dBA	889	1,581	500	889
Loading Dock	66 dBA	596	1,059	335	596
Lumber Yard	68 dBA	794	1,413	447	794
Maintenance Yard	68 dBA	794	1,413	447	794
Outdoor Music Venue	90 dBA	10,000	17,783	5,623	10,000
Paint Booth Exhaust	61 dBA	355	631	200	355

TABLE 3.12-5: TYPICAL STATIONARY NOISE LEVELS

USE	NOISE LEVEL AT 100 FEET, Leq[1]	DISTANCE TO NOISE CONTOURS, FEET			
		50 DBA Leq (NO SHIELDING)	45 DBA Leq (NO SHIELDING)	50 DBA Leq (WITH 5 DBA SHIELDING)	45 DBA Leq (WITH 5 DBA SHIELDING)
School Playground / Neighborhood Park	54 dBA	158	281	89	158
Skate Park	60 dBA	316	562	178	316
Truck Circulation	48 dBA	84	149	47	84
Vendor Deliveries	58 dBA	251	446	141	251

Notes:
1. Analysis assumes a source-receiver distance of approximately 100 feet, no shielding, and flat topography. Actual noise levels will vary depending on site conditions and intensity of the use. This information is intended as a general rule only, and is not suitable for final site-specific noise studies.

SOURCE: SAXELBY ACOUSTICS, 2024. ENVIRONMENTAL NOISE ASSESSMENT TOWN OF SAN ANSELMO GENERAL PLAN 2045.

Community Noise Survey

A community noise survey was conducted to document ambient noise levels at various locations throughout the town. Short-term noise measurements were conducted at seven locations throughout the town on October 1, 2024. In addition, five continuous 24-hour noise monitoring sites were also visited to record day-night statistical noise level trends on October 1, 2024. The data collected included the hourly average (Leq), median (L50), and maximum level (Lmax) during the measurement period. Noise monitoring sites and the measured noise levels at each site are summarized in **Table 3.12-6** and **Table 3.12-7**. **Figure 3.12-2** shows the locations of the noise monitoring sites.

TABLE 3.12-6: EXISTING CONTINUOUS 24-HOUR AMBIENT NOISE MONITORING RESULTS

SITE	LOCATION	LDN (DBA)	MEASURED HOURLY NOISE LEVELS, DBA LOW-HIGH (AVERAGE)					
			DAYTIME (7:00 AM – 10:00 PM)			NIGHTTIME (10:00 PM – 7:00 AM)		
			LEQ	L50	LMAX	LEQ	L50	LMAX
LT-1	Greenfield Ave.	66	65	63	80	58	51	76
LT-2	Center Blvd.	65	65	62	79	56	41	75
LT-3	Intersection of Sir Francis Drake Blvd. and Butterfield Rd.	68	67	64	85	60	45	79
LT-4	Butterfield Rd.	61	60	54	77	51	42	69
LT-5	Sir Francis Drake Blvd.	60	55	54	69	53	52	63

SOURCE: SAXELBY ACOUSTICS, 2024. ENVIRONMENTAL NOISE ASSESSMENT TOWN OF SAN ANSELMO GENERAL PLAN 2045.

TABLE 3.12-7: EXISTING SHORT-TERM COMMUNITY NOISE MONITORING RESULTS

SITE	LOCATION	TIME[1]	MEASURED SOUND LEVEL, DBA			NOTES
			LEQ	L50	LMAX	
ST-1	Intersection of Center Blvd and Sir Francis Drake Blvd.	2:22 p.m.	61	60	73	Primary noise sources from vehicle traffic and neighborhood construction sounds and pedestrians.
ST-2	Memorial Park of San Francisco Blvd.	3:48 p.m.	42	39	60	Primary noise source is traffic on Sir Francis Drake Blvd. and secondary noise source is traffic on San Francisco Blvd. and some distant pedestrian noises.
ST-3	Saunders Ave.	3:55 p.m.	58	54	76	Primary noise source is vehicle traffic on Saunders Ave. Secondary noise source is from Archie Williams High School and pedestrian noises.
ST-4	Redwood Rd.	1:17 p.m.	40	32	59	Primary noise source is vehicle traffic on Redwood Rd. Secondary noise source is natural noises such as birds.
ST-5	Butterfield Rd.	3:55 p.m.	58	54	76	Primary noise source is traffic on Butterfield Rd. Secondary noise source is from traffic activity from San Domenico School.
ST-6	Tomahawk Dr.	2:20 p.m.	46	44	58	Primary noise source is traffic on Tomahawk Dr. Secondary noise source is from natural noise.
ST-7	Intersection of San Anselmo Ave. and Sir Francis Drake Blvd.	2:08 p.m.	65	63	80	Primary noise source is traffic on Sir Francis Drake Blvd. Secondary noise source is from traffic on San Anselmo Ave.

Notes:
1. All Community Noise Measurement Sites have test durations of 10:00 minutes.
SOURCE: SAXELBY ACOUSTICS, 2024. ENVIRONMENTAL NOISE ASSESSMENT TOWN OF SAN ANSELMO GENERAL PLAN 2045.

Community noise monitoring equipment included Larson Davis Laboratories (LDL) Model 812, 820, and 831 precision integrating sound level meters equipped with LDL half-inch microphones. The measurement systems were calibrated using an LDL Model CAL200 acoustical calibrator before and after testing. The measurement equipment meets all of the pertinent requirements of the American National Standards Institute (ANSI) for Type 1 (precision) sound level meters.

The results of the community noise survey, presented in Tables 3.12-6 and 3.12-7, indicate that existing transportation noise sources were the primary contributors to noise observed during daytime hours, particularly during vehicle passages.

3.12.2. REGULATORY SETTING

FEDERAL

Federal Highway Administration (FHWA)

The FHWA has developed noise abatement criteria that are used for federally funded roadway projects or projects that require federal review. These criteria are discussed in detail in Title 23 Part 772 of the Federal Code of Regulations (23CFR772).

Environmental Protection Agency (EPA)

The EPA has identified the relationship between noise levels and human response. The EPA has determined that over a 24-hour period, a Leq of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at an Leq of 55 dBA and interior levels at or below 45 dBA. Although these levels are relevant for planning and design and useful for informational purposes, they are not land use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community.

The EPA has set 55 dBA Ldn as the basic goal for residential environments. However, other federal agencies, in consideration of their own program requirements and goals, as well as difficulty of actually achieving a goal of 55 dBA Ldn, have generally agreed on the 65 dBA Ldn level as being appropriate for residential uses. At 65 dBA Ldn, activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

Department of Housing and Urban Development (HUD)

The Department of Housing and Urban Development (HUD) was established in response to the Urban Development Act of 1965 (Public Law 90-448). HUD was tasked by the Housing and Urban Development Act of 1965 (Public Law 89-117) "to determine feasible methods of reducing the economic loss and hardships suffered by homeowners as a result of the depreciation in the value of their properties following the construction of airports in the vicinity of their homes."

HUD first issued formal requirements related specifically to noise in 1971 (HUD Circular 1390.2). These requirements contained standards for exterior noise levels along with policies for approving HUD-supported or assisted housing projects in high noise areas. In general, these requirements established the following three zones:

- 65 dBA Ldn or less - an acceptable zone where all projects could be approved.
- Exceeding 65 dBA Ldn but not exceeding 75 dBA Ldn - a normally unacceptable zone where mitigation measures would be required, and each project would have to be individually evaluated for approval or denial. These measures must provide 5 dBA of attenuation above the attenuation provided by standard construction required in a 65 to 70 dBA Ldn area and 10 dBA of attenuation in a 70 to 75 dBA Ldn area.
- Exceeding 75 dBA Ldn - an unacceptable zone in which projects would not, as a rule, be approved.

HUD's regulations do not include interior noise standards. Rather a goal of 45 dBA Ldn is set forth and attenuation requirements are geared towards achieving that goal. HUD assumes that using standard construction techniques, any building will provide sufficient attenuation so that if the exterior level is 65 dBA Ldn or less, the interior level will be 45 dBA Ldn or less. Thus, structural attenuation is assumed at 20 dBA. However, HUD regulations were promulgated solely for residential development requiring government funding and are not related to the operation of schools or churches.

The federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the EPA. Noise exposure of this type is dependent on work conditions and is addressed through a facility's or construction contractor's health and safety plan. With the exception of construction workers involved in facility construction, occupational noise is irrelevant to this study and is not addressed further in this document.

STATE

California Department of Transportation (Caltrans)

Caltrans has adopted policy and guidelines relating to traffic noise as outlined in the Traffic Noise Analysis Protocol (Caltrans 2011). The noise abatement criteria specified in the protocol are the same as those specified by FHWA.

Governor's Office of Planning and Research (OPR)

OPR has developed guidelines for the preparation of general plans (Office of Planning and Research, 2017). The guidelines include land use compatibility guidelines for noise exposure.

LOCAL

Existing Town of San Anselmo General Plan (2019)

The Town of San Anselmo General Plan establishes goals and policies, as well as criteria for evaluating the compatibility of individual land uses with respect to noise exposure.

NOISE ELEMENT

A. Noise Goals

> Reduce noise level throughout the community in general with special efforts aimed at our major circulation arteries.[1]

[1] The objective of the Town should be to reduce the noise levels approximately 5 or 6 decibels in the next few years, based on the contours of present noise levels which have been mapped in quantitative, numerical terms by Roger Maineri and the Town Public Works staff.

B. Implementation

1. Promulgate information to all residents of the need for and methods of obtaining reduced noise levels.

2. Adopt, budget for, and enforce an effective noise ordinance and other ordinances relating to noise reduction.

3. The Town shall cooperate in the establishment of a countywide program of noise abatement when it has been developed.

4. The Town will work actively with the California Highway Patrol to police noise levels on moving vehicles.

CONSERVATION ELEMENT

Policy B-1: Air, water, and noise pollution shall be prevented or minimized.

Town of San Anselmo Zoning Code

Chapter 7, Loud Noises, of the Town's zoning code addresses noise levels, noise sources, construction noise, and sensitive receptors.

4-7.104 - General maximum noise levels.

(a) In the Single-Family Residential District (R-l), Two-Family Residential District (R-2), and Neighborhood Apartment District (R-3) on or before September 13, 1975, and in all commercial districts (C-1, C-2, C-3, and CM) on or before March 13, 1976, unless otherwise provided, it shall be unlawful for any person to operate any machinery or equipment, pump, fan, air-conditioning apparatus, or similar mechanical device or any radio receiving set, musical instrument, phonograph, television set, or other similar device in any manner so as to create any noise which would cause the noise level at the property plane of the property from which the noise is emitted to exceed the following values:
Table 1

ZONE	TIME	SOUND LEVEL - DBA
R1 and R2	10 p.m. - 7 a.m.	45
R1 and R2	7 p.m. - 10 p.m.	50
R1 and R2	7 a.m. - 7 p.m.	55
R3	10 p.m. - 7 a.m.	50
R3	7 a.m. - 10 p.m.	55
C	10 p.m. - 7 a.m.	55
C	7 a.m. – 10 p.m.	60

(b) For the purposes of this section, "noise level" shall mean measured sound level with the following values, dBA, added as corrections for the time duration and character of the noise:

	CONDITION	VALUE CORRECTION [DBA]
(1)	Steady audible tone, such as hum, whine, or screech	-5

	CONDITION	VALUE CORRECTION [DBA]	
(2)	Continuous impulsive noise, such as hammering or riveting	-5	
(3)	Noise occurring more than 5 but less than 15 minutes per hour	7 a.m. - 10 p.m. +5	10 p.m. - 7 a.m. 0
(4)	Noise occurring more than one but less than 5 minutes per hour	7 a.m. - 10 p.m. +10	10 p.m. - 7 a.m. +5
(5)	Noise occurring less than one minute per hour	7 a.m. - 10 p.m. +20	10 p.m. - 7 a.m. +10

(c) When noise is emitted from property bordering any other zoning district, the lesser allowable noise level shall be applicable.

(d) The provisions of subsection (a) of this section shall not apply to any burglar alarm or other emergency signaling device; nor to any standby machinery or equipment necessarily operated in emergency situations; provided, however, such standby machinery or equipment shall not at any time emit noise exceeding a level of seventy (70) dBA as measured at the property plane of the property from which the noise is being emitted.

4-7.202 - Schools, hospitals, and churches.

It shall be unlawful for any person to create any noise (whether amplified or not) on any street, sidewalk, or public place adjacent to any school, institution of learning, or church or adjacent to any hospital, which noise unreasonably interferes with the workings of such institution or which disturbs or unduly annoys patients in the hospital.

4-7.203 - Construction and demolition.

(e) Except as otherwise provided in subsections (b), (c), and (d) of this section, for a period of two (2) years after March 13, 1975, it shall be unlawful to operate any powered equipment if the operation of such equipment emits a noise level of eighty-five (85) dBA when measured at the loudest point fifty (50') feet away from the equipment. On and after March 13, 1977, the permissible noise level shall be reduced to eighty (80) dBA.

(f) Impact tools and equipment shall be excluded from the provisions of subsection (a) of this section; provided, however, on or after September 13, 1975, such impact tools and equipment shall have intake and exhaust mufflers recommended by the manufacturers thereof; and provided, further, pavement breakers and jackhammers shall also be equipped with acoustically attenuating shields or shrouds recommended by the manufacturers thereof. In lieu of or in the absence of manufacturers' recommendations, the Director of Public Works shall have the authority to prescribe such means of accomplishing maximum noise attenuation as he deems to be in the public interest, considering the available technology and economic feasibility.

(g) Construction or demolition work may be performed during the following times: Mondays through Fridays from 7:00 a.m. to 7:00 p.m.; Saturdays from 9:00 a.m. to 5:00 p.m.; and Sundays from 12:00 p.m. to 5:00 p.m.; provided, however, such hours shall be extended until 8:00 p.m. for work performed by homeowners or residents upon their own property.

Construction or demolition work shall be allowed at any time provided the noise level does not exceed five (5) dBA above the ambient at the nearest property plane with allowance for correction factors as set forth in subsection (b) of Section 4-7.104 of Article I of this chapter.

(h) The provisions of this section shall not apply to emergency work as defined in subsection (e) of Section 4-7.102 of Article 1 of this chapter.

4-7.205 - Motor-driven vehicles.

(a) Operation. It shall be unlawful for any person to operate any motor-driven vehicle within the Town in such a manner that a person of normal sensitiveness residing or working in the area is caused discomfort or annoyance or whose peace is disturbed; provided, however, any motor-driven vehicle which may be lawfully operated upon any public highway, street, or right-of-way shall be excluded from the provisions of this section while being operated on any public highway, street, or right-of-way, except as provided in subsection (b) of this section.

(b) Motor vehicle horns. It shall be unlawful for any person within the Town to sound a vehicular horn within any residential zone, including the blowing of horns as an announcing signal around curves, except as a warning signal in the case of imminent danger as provided in Section 27001 of the Vehicle Code of the State.

(c) Exceptions. The provisions of this section shall not apply to emergency work as defined in subsection (e) of Section 4-7.102 of this article.

(d) Vehicle or other nonstationary noise sources. It shall be unlawful for any person within any residential area of the Town to repair, rebuild, or test any motor-driven vehicle or other nonstationary source of noise in such a manner that any person of normal sensitiveness working or residing in the area is caused discomfort or annoyance or whose peace is disturbed.

(e) Powered models. It shall be unlawful for any person to operate any powered model in such a manner that a person of normal sensitiveness residing or working in the area is caused discomfort.

4-7.206 - Miscellaneous noise sources.

(a) Miscellaneous nonstationary noise sources, such as electric or gasoline-driven lawn mowers, power saws, chain saws, concrete mixers, edge trimmers, hedge trimmers, and other similar movable noise sources shall be operated during the following times: Mondays through Fridays from 7:00 a.m. to 9:00 p.m.; Saturdays from 9:00 a.m. to 9:00 p.m.; and Sundays from 10:00 a.m. to 9:00 p.m.; provided, however, such hours shall be extended until 10:00 p.m. for work performed by homeowners or residents upon their own property. Additionally, such noise sources may be operated at any time provided the noise level does not exceed five (5) dBA above the ambient at the nearest property plane with allowance for correction factors as set forth in subsection (b) of Section 4-7.104 of Article 1 of this chapter. The Director of Public Works may, in his discretion, impose additional or different noise level standards for such devices in lieu of those set forth in Section 4-7.104 of Article 1 of this chapter considering available technology and economic feasibility.

(b) The provisions of this section shall not apply to emergency work as defined in subsection (e) of Section 4-7.102 of Article 1 of this chapter.

3.12.3. IMPACTS AND MITIGATION MEASURES

METHODOLOGY

This section considers existing stationary and mobile noise sources and levels and evaluates how development under the General Plan 2045 may affect those levels. Potential effects on humans are discussed. The potential effects of construction-related vibration on historic structures is also discussed.

GENERAL PLAN 2045 GOALS AND POLICIES

The following draft goals and policies from the General Plan 2045 are relevant to noise.

NOISE ELEMENT

Goal N-A Protect and preserve the peace and quiet of San Anselmo by minimizing exposure to excessive noise and vibration for residents and businesses.

Policy N-A.1: Compatibility of New Land Uses. Use the Noise and Land Use Compatibility Guidelines in Figure N-3 to establish and maintain acceptable noise levels for different land uses, consistent with state and federal guidelines, to protect the health and wellbeing of residents and occupants. Require acoustical analysis and feasible noise attenuation methods for new development and/or land uses that may be exposed to or generate noise exceeding applicable standards.

Action N-A.1.a: Acoustical Study Requirements. Require acoustical studies for development projects subject to discretionary review that may be exposed to or create noise levels exceeding the Noise and Land Use Compatibility Guidelines in Figure N-3. Identified noise control measures shall ensure compliance with applicable standards, including maintaining interior noise levels of 45 dBA Ldn or lower for new residential uses to ensure a comfortable and healthy living environment.

Action N-A.1.b: Landscaping Equipment Noise. Advance and implement regulations to limit noise from landscaping equipment, such as quiet hours, and continue enforcing the Town's ban on gas-powered landscape equipment to reduce impacts on nearby residents, workers, and sensitive receptors.

Action N-A.1.c: Noise Ordinance and Objective Noise Standards. Review and update the Town's Noise Ordinance within five years of General Plan adoption to establish clear, objective noise limits for residential, commercial, and mixed-use areas, including temporary construction noise. Apply these standards through the development review and permitting process by incorporating appropriate conditions of approval for noise-generating activities and equipment, and enforce the standards once projects become operational.

Policy N-A.2: Significant Noise Increases. Protect noise-sensitive receptors, such as residents, schools, and care facilities, from adverse noise exposure by requiring feasible mitigation for discretionary projects that would permanently increase ambient noise by:

- > 5 dBA where baseline is < 60 dBA
- > 3 dBA where baseline is 60–65 dBA
- > 1.5 dBA where baseline is > 65 dBA

Where no noise-sensitive receptors are present, the Town may determine that no significant noise impact exists.

Policy N-A.3: Construction Noise. Minimize noise impacts from construction by enforcing limits on construction hours, requiring feasible noise-reducing measures, and applying best management practices to protect nearby residents, schools, and other sensitive populations.

Action N-A.3.a: Construction Noise Limits and Mitigation Measures. Enforce limitations on construction hours and require feasible noise-reduction measures, such as sound barriers, muffled and properly maintained equipment, and other appropriate technologies, through the development review process. For CEQA analyses, use a 12 dBA increase as the temporary construction noise threshold of significance.

Action N-A.3.b: Construction Notification and Noise Management Plans. Require project applicants to provide advance notice of construction to nearby residents and businesses, including timelines, allowable construction hours, and contact information, using clear and accessible communication. Develop guidelines for notice content and distribution. Require major projects to prepare Construction Noise Management Plans detailing monitoring and noise-reduction strategies**.**

Policy N-A.4: Traffic Noise. Minimize residents' exposure to traffic noise across the community through land use planning, enforcement, street design, and landscaping.

Action N-A.4.a: Vehicle Code Noise Enforcement. Enforce the California Vehicle Code provisions related to excessively loud vehicles operating on Town streets.

Action N-A.4.b: Pavement and Street Design. Evaluate the use of roadway surfacing materials or other treatments that reduce traffic noise along arterial and collector streets.

Action N-A.4.c: Sound Barriers and Alternatives. Discourage sound walls where alternative measures, such as berms, landscaping, or building placement, can effectively reduce noise. Where sound walls are necessary, require aesthetically compatible design, appropriate screening, regular maintenance, and measures to minimize sound reflection that supports neighborhood character and quality of life.

Policy N-A.5: Vibration Impacts. Require evaluation and mitigation of vibration during demolition and construction projects to avoid potential impacts on nearby residents and structures.

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the project will have a significant impact related to noise if it will:

a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

b. Generate excessive ground borne vibration or ground borne noise levels; or

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

Generally, a project may have a significant effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to severe noise levels. In practice, more specific professional standards have been developed. These standards state that a noise impact may be considered significant if it would generate noise that would conflict with local project criteria or ordinances, or substantially increase noise levels at noise sensitive land uses. The potential increase in traffic noise from the project is a factor in determining significance. Research into the human perception of changes in sound level indicates the following:

- A 3-dBA change is barely perceptible,
- A 5-dBA change is clearly perceptible, and
- A 10-dBA change is perceived as being twice or half as loud.

A limitation of using a single noise level increase value to evaluate noise impacts is that it fails to account for pre-project-noise conditions.

ITEMS NOT DISCUSSED FURTHER

There are no private or public airports within two miles of the Town of Anselmo. Therefore, this issue is not discussed further in this study.

TRANSPORTATION NOISE INCREASE CRITERIA

Table 3.12-8 is based upon recommendations made by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been accepted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the Ldn.

TABLE 3.12-8: SIGNIFICANCE OF CHANGES IN NOISE EXPOSURE

AMBIENT NOISE LEVEL WITHOUT PROJECT, Ldn	*INCREASE REQUIRED FOR SIGNIFICANT IMPACT*
<60 dBA	+5.0 dBA or more
60-65 dBA	+3.0 dBA or more
>65 dBA	+1.5 dBA or more

SOURCE: FEDERAL INTERAGENCY COMMITTEE ON NOISE (FICON)

Based on Table 3.12-8 data, an increase in the traffic noise level of 1.5 dBA or more would be significant where the pre-project noise level exceeds 65 dBA Ldn. Extending this concept to higher noise levels, an increase in the traffic noise level of 1.5 dBA or more may be significant where the pre-project traffic noise level exceeds 75 dBA Ldn. The rationale for the Table 3.12-8 criteria is that, as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

NON-TRANSPORTATION NOISE INCREASE CRITERIA

Stationary and Non-Transportation Noise Sources - A significant impact will occur if the project results in an exceedance of the noise level standards contained in Table N-1 of the Zoning Code, as shown above, or the project will result in an increase in ambient noise levels by more than 3 dBA, whichever is greater.

Vibration Standards

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

The Town does not have specific policies pertaining to vibration levels. However, vibration levels associated with construction activities and railroad operations are addressed as potential noise impacts associated with project implementation.

Human and structural response to different vibration levels is influenced by several factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. **Table 3.12-9** indicates that the threshold for damage to structures ranges from 0.2 to 0.6 peak particle velocity in inches per second (in/sec p.p.v.).

TABLE 3.12-9: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS

PEAK PARTICLE VELOCITY		HUMAN REACTION	EFFECT ON BUILDINGS
MM/SEC.	IN./SEC.		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected

PEAK PARTICLE VELOCITY		HUMAN REACTION	EFFECT ON BUILDINGS
MM/SEC.	IN./SEC.		
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic but would cause "architectural" damage and possibly minor structural damage.

SOURCE: CALTRANS. TRANSPORTATION RELATED EARTHBORN VIBRATIONS. TAV-02-01-R9601 FEBRUARY 20, 2002.

Construction activities may generate perceptible vibration when heavy equipment or impact tools (e.g., jackhammers, hoe rams, pile drivers) are used. Construction activities often include demolition of existing structures, excavation, site preparation work, foundation work, and new building framing and finishing.

For structural damage, the California Department of Transportation uses a vibration limit of 0.5 inches/second, peak particle velocity (in/sec, PPV) for buildings structurally sound and designed to modern engineering standards.

Table 3.12-10 presents typical vibration levels that could be expected from construction equipment at a distance of 25-100 feet. The highest levels of vibration typically occur from pile driving operations. Pile driving vibrations are typically below 0.5 in/sec, PPV at distances of 50 feet or more.

TABLE 3.12-10: VIBRATION LEVELS FOR VARYING CONSTRUCTION EQUIPMENT

TYPE OF EQUIPMENT	P.P.V. @ 25 FEET (INCHES/SECOND)	P.P.V. @ 50 FEET (INCHES/SECOND)	P.P.V. @ 75 FEET (INCHES/SECOND)	P.P.V. @ 100 FEET (INCHES/SECOND)
Pile Drive (Impact)	0.644	0.226	0.124	0.080
Pile Drive (Sonic)	0.170	0.060	0.033	0.021
Large Bulldozer	0.089	0.031	0.017	0.011
Loaded Trucks	0.076	0.027	0.015	0.010
Small Bulldozer	0.003	0.001	0.000	0.000
Auger/Drill Rigs	0.089	0.031	0.017	0.011
Jackhammer	0.035	0.012	0.006	0.004
Vibratory Hammer	0.070	0.025	0.0135	0.009
Vibratory Compactor/Roller	0.210	0.074	0.040	0.026

SOURCE: FEDERAL TRANSIT ADMINISTRATION, TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT GUIDELINES, MAY 2006.

IMPACTS AND MITIGATION MEASURES

Impact 3.12-1: General Plan implementation could result in exposure to significant traffic noise sources (Less-Than-Significant)

The FHWA Highway Traffic Noise Prediction Model (FHWA-RD 77-108) was used to develop Ldn (24-hour average) noise contours for all highways and major roadways in the General Plan study area. The model is based upon the CALVENO noise emission factors for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model predicts hourly Leq values for free-flowing traffic conditions and is generally considered to be accurate within 1.5 dBA. To predict Ldn values, it is necessary to determine the hourly distribution of traffic for a typical 24-hour period.

Existing (2024) and Proposed 2045 General Plan Buildout volumes were obtained from the traffic modeling performed for the General Plan study area. Day/night traffic distributions were based upon continuous hourly noise measurement data and Saxelby Acoustics file data for similar roadways. Using these data sources and the FHWA traffic noise prediction methodology, traffic noise levels were calculated for existing conditions.

Traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each project-area roadway segment. In some locations sensitive receptors may be located at distances which vary from the assumed calculation distance and may experience shielding from intervening barriers or sound walls. However, the traffic noise analysis is representative of the majority of sensitive receptors located closest to the project-area roadway segments analyzed in this report.

The actual distances to noise level contours may vary from the distances predicted by the FHWA model due to roadway curvature, grade, shielding from local topography or structures, elevated roadways, or elevated receivers.

Table 3.12-11 shows the future noise levels and the increase in noise levels associated with traffic on the local roadway network under the proposed General Plan, versus the existing (Baseline 2024) conditions. Noise contours are shown on **Figure 3.12-3**.

TABLE 3-12-11: EXISTING (2024) VS. PROPOSED 2045 GENERAL PLAN

Roadway	Segment	Noise Levels (Ldn, dBA) at Nearest Sensitive Receptors				
		Baseline (2024)	Proposed GP	Change	Criteria[1]	Significant?
Sir Francis Drake Blvd	Between Mountain View Ave and Cordone Dr	56.7	57.9	1.2	+5.0 dBA	No
Center Blvd	Between San Anselmo and Saunders Blvd	62.2	63.5	1.3	+3.0 dBA	No
Butterfield Rd	North of Sir Francis Drake Blvd	52.1	52.9	0.8	+5.0 dBA	No

TABLE 3-12-11: EXISTING (2024) VS. PROPOSED 2045 GENERAL PLAN

ROADWAY	SEGMENT	NOISE LEVELS (LDN, DBA) AT NEAREST SENSITIVE RECEPTORS				
		BASELINE (2024)	PROPOSED GP	CHANGE	CRITERIA[1]	SIGNIFICANT?
San Francisco Blvd	North of Sir Francis Drake Blvd	47.8	49.1	1.3	+5.0 dBA	No
Greenfield Ave	Between the Hub and Spring Grove Ave	43.4	46.2	2.8	+5.0 dBA	No
San Anselmo Ave	Between Tunstead Ave and Magnolia Ave	63.3	64.2	0.9	+3.0 dBA	No

Note 1: Where existing noise levels are less than 60 dBA an increase of 5 dBA would be a significant increase. Where existing noise levels exceed 60 dBA but are less than 65 dBA, an increase of 3 dBA or more would be significant. Additionally, any increase causing noise levels to exceed the Town's Normally Acceptable 60 dBA Ldn noise level standard at an existing outdoor activity area of a residential use would also be significant. Where existing noise levels exceed 65 dBA, an increase of 1.5 dBA or more would be significant.

SOURCE: FHWA-RD-77-108 WITH INPUTS FROM PARAMETRIX, CALTRANS, AND SAXELBY ACOUSTICS 2024

Buildout of the General Plan may contribute to transportation noise at existing sensitive receptors. As indicated by Table 3.12-11, the related traffic noise level increases with a circulation system buildout of the proposed 2045 General Plan are predicted to increase between 0.8 to 2.8 dBA versus the existing (2024) conditions.

General Plan Policies N-A.1, N-A.2, and N-A.4 are intended to minimize exposure to excessive noise, including noise associated with traffic. Specifically, Policy N-A.1 supports noise-compatible land uses in the vicinity of traffic noise sources and require that new development and infrastructure projects be reviewed for consistency with the noise standards established in Figure N-3. Policy N-A.2 is intended to regular increases noise for discretionary projects that would permanently increase ambient noise and N-A.4 would establish policies for townwide traffic noise reduction.

As shown in Table 3.12-11, the traffic noise increases associated with the proposed General Plan comply with the applicable test of significance. Therefore, the proposed General Plan would have a **less-than-significant** impact relative to traffic noise on existing noise-sensitive uses in the town.

Impact 3.12-2: Implementation of the General Plan could result in the generation of excessive stationary noise sources (Less than Significant)

Implementation of the General Plan could result in the future development of land uses that generate noise levels in excess of applicable Town noise standards for non-transportation noise sources. Such land uses may include commercial area loading docks, industrial uses, HVAC equipment, car washes, daycare facilities, auto repair, and recreational uses. While the General Plan does not specifically propose any new noise generating uses, the Land Use Map includes industrial land use designations, which may result in new noise sources. Specific land uses that would be located in the town are not known at this time. Additionally, noise from existing stationary sources, as identified in the background section of this chapter, will continue to impact noise-sensitive land uses in the vicinity. New projects which may include stationary noise sources such as automotive and truck repair facilities, tire installation centers, car washes, loading docks, corporation yards, parks, and play fields may create noise levels in excess of the Town's standards.

While no specific projects are proposed under the General Plan 2045, changes in land use may allow for more intensive noise-generating uses in closer proximity to noise-sensitive uses. Where this occurs, detailed noise studies would be required to ensure that noise control measures are implemented into the project design. Such measures could include facing loading docks of industrial buildings away from sensitive uses, construction of sound walls or berms between loading docks and sensitive uses, using buildings to create additional buffer distance and screening, or other site design measures to ensure that non-transportation (stationary receptors) noise sources do not cause exterior noise levels to exceed allowable standards at sensitive receptors.

For example, a typical busy loading dock for a warehouse might generate noise levels of approximately 66 dBA Leq at a distance of 100 feet, as shown in Table 3.12-3. This would exceed the Town's Zoning Code noise standards of 55 dBA Leq (daytime) and 45 dBA Leq (nighttime). Construction of a 12-foot-tall sound wall would reduce loading dock noise levels to approximately 53 dBA Leq (Appendix D). For a daytime use loading dock, this would be sufficient to meet the Town's 55 dBA Leq daytime noise standard. For a loading dock which requires nighttime operation, a sound wall would not be sufficient to achieve the 45 dBA Leq nighttime noise standard. To achieve the nighttime noise standard, the distance from the loading dock would need to be increased to 250 feet for the 12-foot-tall wall to achieve the 45 dBA Leq nighttime standard (Appendix D-2). Alternatively, the loading docks could face internal to the project site and the industrial building could be used to screen loading dock noise. In this case the loading dock could be located 150 feet from a sensitive receptor, assuming it was screened by a 20-foot-tall building (Appendix D-3). This would achieve the Town's 45 dBA Leq nighttime noise standard. While this is just a theoretical scenario, it illustrates that use of site design measures, screening walls, etc. can be sufficient to achieve compliance with the Town's stationary noise standards, even when more intensive uses are proposed in closer proximity to sensitive receptors.

The General Plan includes policies and actions that are intended to reduce noise associated with stationary sources. Specifically, Policies N-A.1 and N-A.2 would reduce noise associated with stationary sources. Implementation of the proposed policies and actions of the General Plan will reduce noise impacts from stationary noise sources to a **less than significant** level.

Impact 3.12-3: General Plan implementation may result in an increase in construction noise sources (Less than Significant)

New development, maintenance of roadways, and installation of public utilities and infrastructure generally require construction activities. These activities include the use of heavy equipment and impact tools. **Table 3.12-12** provides a list of the types of equipment which may be associated with construction activities, and their associated noise levels.

TABLE 3.12-12: CONSTRUCTION EQUIPMENT NOISE

TYPE OF EQUIPMENT	PREDICTED NOISE LEVELS, LMAX DBA				DISTANCES TO NOISE CONTOURS (FEET)	
	NOISE LEVEL AT 50'	NOISE LEVEL AT 100'	NOISE LEVEL AT 200'	NOISE LEVEL AT 400'	70 DBA LMAX CONTOUR	65 DBA LMAX CONTOUR
Backhoe	78	72	66	60	126	223
Compactor	83	77	71	65	223	397

TYPE OF EQUIPMENT	PREDICTED NOISE LEVELS, LMAX DBA				DISTANCES TO NOISE CONTOURS (FEET)	
	NOISE LEVEL AT 50'	NOISE LEVEL AT 100'	NOISE LEVEL AT 200'	NOISE LEVEL AT 400'	70 DBA LMAX CONTOUR	65 DBA LMAX CONTOUR
Compressor (air)	78	72	66	60	126	223
Concrete Saw	90	84	78	72	500	889
Dozer	82	76	70	64	199	354
Dump Truck	76	70	64	58	100	177
Excavator	81	75	69	63	177	315
Generator	81	75	69	63	177	315
Jackhammer	89	83	77	71	446	792
Pneumatic Tools	85	79	73	67	281	500

SOURCE: ROADWAY CONSTRUCTION NOISE MODEL USER'S GUIDE. FEDERAL HIGHWAY ADMINISTRATION. FHWA-HEP-05-054. JANUARY 2006. SAXELBY ACOUSTICS, LLC 2019.

Activities involved in construction would typically generate maximum noise levels ranging from 85 to 90 dBA at a distance of 50 feet. Construction could result in periods of significant ambient noise level increases and the potential for annoyance, and may exceed established noise thresholds. However, the proposed General Plan includes policies and actions that are intended to reduce noise associated with construction noise. Specifically, Policy N-A.3 would reduce noise associated with construction noise. Action N-A.3.a would require the Town to enforce limitations on construction hours and require feasible noise-reduction measures, such as sound barriers, muffled and properly maintained equipment, and other appropriate technologies, through the development review process. Action N-A.3.a also establishes that a 12 dBA increase over ambient conditions would be the temporary construction noise threshold of significance for the purposes of CEQA, which would result in a potentially significant impact if exceeded. Action N-A.3.b would require project applicants to provide advance notice of construction to nearby residents and businesses. Major projects would be required to prepare Construction Noise Management Plans detailing monitoring and noise-reduction strategies. Implementation of the proposed policies and actions of the General Plan will ensure noise impacts from construction are **less than significant**.

Impact 3.12-4: General Plan implementation may result in construction vibration (Less than Significant)

Construction activities facilitated by the proposed General Plan may include demolition of existing structures, site preparation work, excavation of below grade levels, foundation work, pile driving, and new building erection. Demolition for an individual site may last several weeks and at times may produce substantial vibration. Excavation for underground levels may also occur on some project sites and vibratory pile driving could be used to stabilize the walls of the excavated area. Piles or drilled caissons may also be used to support building foundations.

While typical construction vibrations are not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors located further than 25-feet, should pile driving be required within 50 feet of an existing structure, these impacts may be considered significant. Implementation of Policy N-A.5 would ensure that construction-related vibrations do not cause damage to any adjacent structures, and thus, the proposed project would result in a **less than significant** impact relative to this environmental topic.

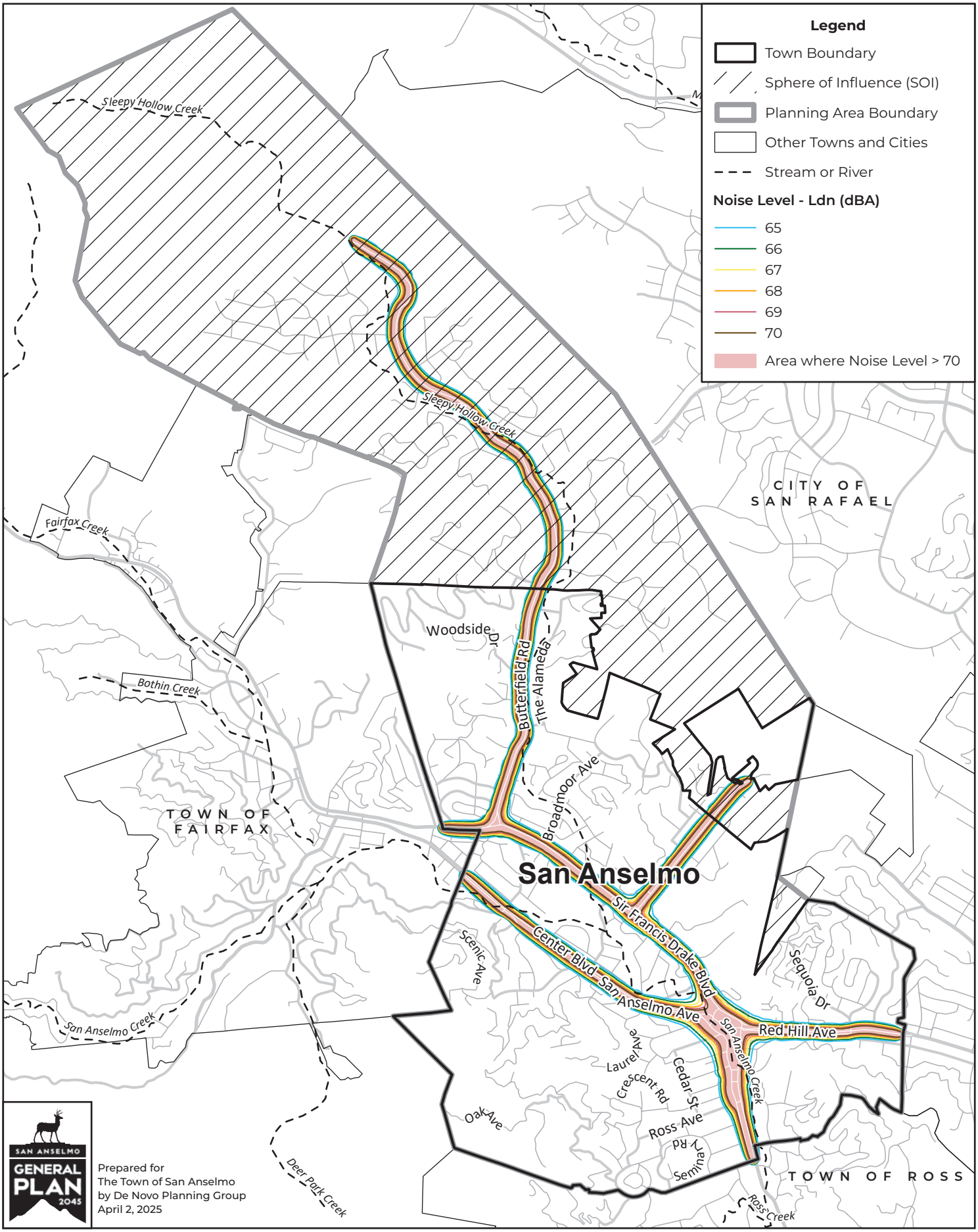
Impact 3.12-5: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts related to noise. (Less than Significant)

The cumulative context for the noise analysis is the Town of San Anselmo as noise tends to be a somewhat localized impact.

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways and on-site activities resulting from the development of urban land uses throughout the town.

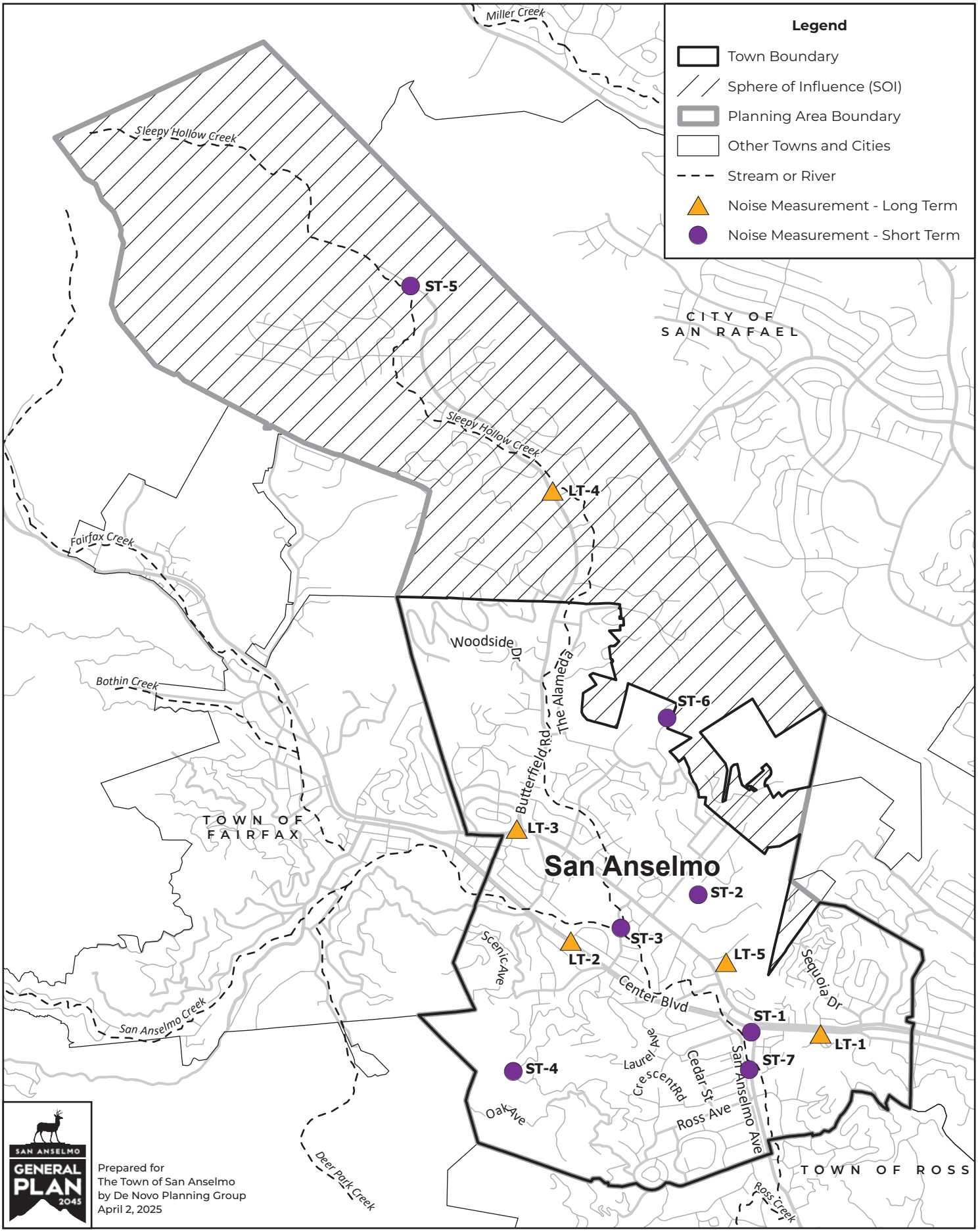
Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive land uses in the vicinity of the construction if construction activities were to occur outside the normal daytime hours. The cumulative noise would be fairly small and would not be substantial in a future noise environment.

The proposed Project, when considered alongside all past, present, and probable future projects, would not be expected to cause any significant cumulative construction noise impacts. The proposed Project would not have cumulatively considerable impacts associated with construction noise. Cumulative traffic noise levels would not be expected to cause significant traffic noise impacts. Therefore, the cumulative impact of noise on sensitive receptors would be **less than significant**.



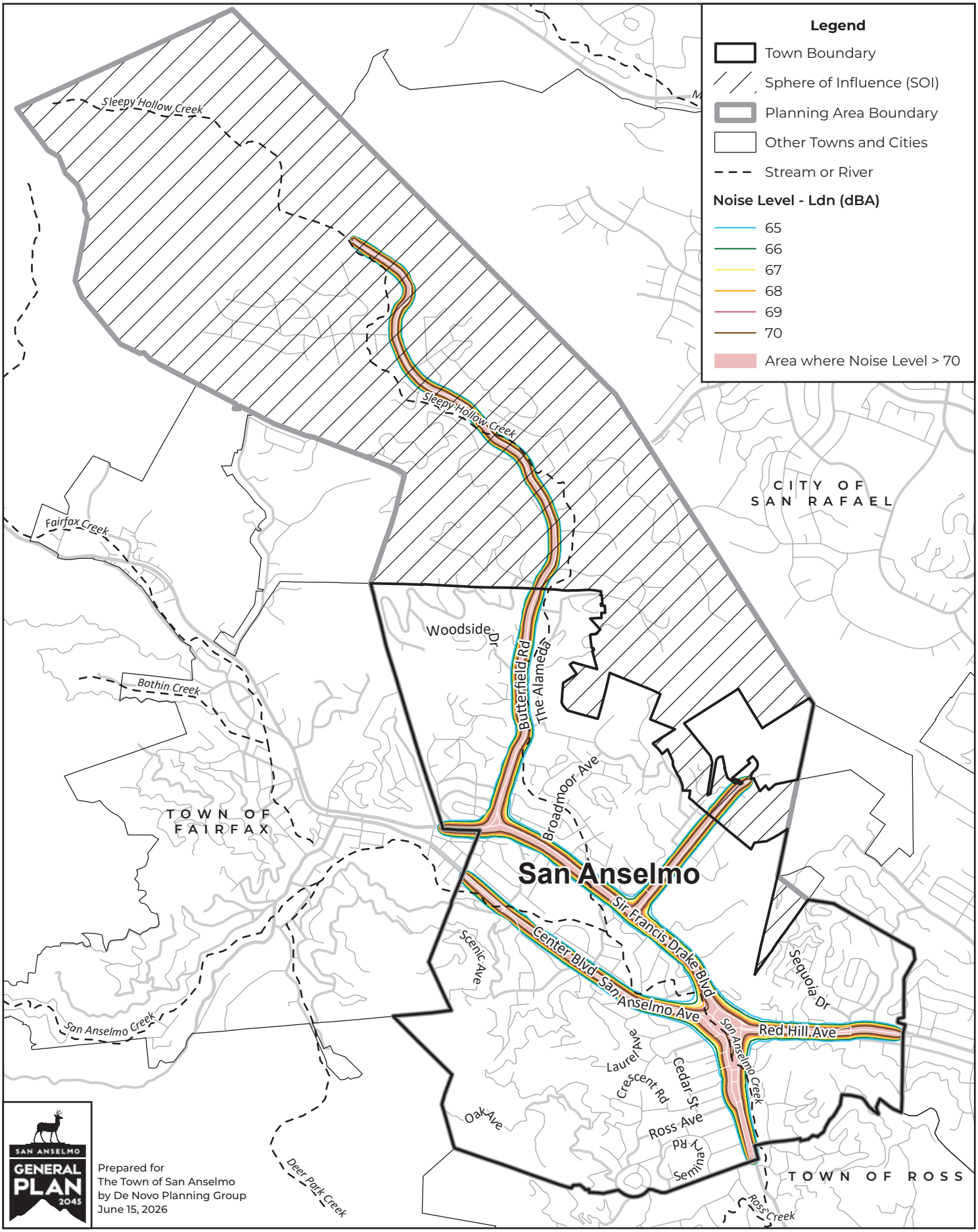
Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: Saxelby Acoustics.

Figure 3.12-1.
EXISTING TOWN-WIDE NOISE CONTOURS



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: Saxelby Acoustics.

Figure 3.12-2.
NOISE MONITORING LOCATIONS



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: Saxelby Acoustics.

Figure 3.12-3.
FUTURE TRANSPORTATION NOISE CONTOURS

Public services such as fire and police protection are vital to maintaining a safe and healthy community. Educational services serve as a foundation for providing citizens with the skills and resources to excel today and in the future. There are many other public services that are important to a community, such as parks and recreational opportunities, libraries, museums, hospitals, and other healthcare facilities.

This section provides a background discussion and analysis of fire protection services, police services, schools, parks and recreational facilities, libraries, and other public facilities and services. This section is organized with an existing setting, regulatory setting, and impact analysis.

Utilities services, including water, sewer, and solid waste disposal are addressed in Chapter 3.15 (Utilities and Service Systems) of this Draft EIR.

No comments on this environmental topic were received during the NOP comment period.

3.13.1 EXISTING CONDITIONS

FIRE PROTECTION SERVICES

Fire protection and emergency medical services in San Anselmo are provided by the Ross Valley Fire Department (RVFD). As shown on **Figure 3.13-1**, there are two RVFD stations within the Planning Area.

Fire Station 19 is located at 777 San Anselmo Avenue. Fire Station 19 is the administrative headquarters for RVFD. As such, it houses the offices of the Fire Chief, Administrative Assistant, and Fire Inspector. The daily on-duty emergency response personnel consist of a Battalion Chief, a Captain, and an Engineer/Firefighter. The station houses one first due Type 1 Fire Engine (structural firefighting), staffed by the Captain and the Firefighter, one command vehicle used by the Battalion Chief, and one reserve Type 1 Fire Engine which can be staffed by off-duty and volunteer personnel as needed.[1]

Fire Station 20 is located at 150 Butterfield Road in San Anselmo. Fire Station 20 is staffed daily by on-duty emergency response personnel consisting of a Captain and an Engineer/Firefighter, one of which may be a paramedic. The station houses one first due Type 1 Fire Engine (structural firefighting) and an additional Type 1 Fire Engine supplied by the State of California Emergency Management Agency (EMA).

Ross Valley Fire Department

RVFD is a consolidated department with the mission of protecting lives, property, and the environments of Ross, San Anselmo, Sleepy Hollow, and Fairfax. RVFD is an all-risk, full-time professional fire department staffed with four engine companies staffed by firefighter emergency medical technicians and/or paramedics 24 hours per day, 365 days per year. RVFD responds to all

[1] Ross Valley Fire Department. Fire Stations. Available at: https://rossvalleyfire.org/about/fire-stations

requests for assistance, emergency and non-emergency, within their jurisdiction, in neighboring areas of Marin, and statewide or nationwide on an automatic or mutual-aid basis.

The RVFD provides a full range of services to the San Anselmo, including:

- Fire suppression;
- Emergency medical services;
- Fire prevention and inspections;
- Community education;
- Hazardous materials spills and leaks;
- Vehicle accidents-rescue and extraction; and
- Disaster response.

The Insurance Service Office (ISO), an advisory organization, classifies fire service in communities from 1 to 10 on the Public Protection Classification (PPC) scale, indicating the general adequacy of coverage. Communities with the best systems for water distribution, fire department facilities, equipment and personnel, and fire alarms and communications receive a rating of 1. RVFD achieved an improved Class 2 ISO PPC in 2016, which has since been maintained.[2]

Fire Concerns

Wildland fire hazards exist in varying degrees throughout Marin County and probably pose the greatest threat to public safety and property of all other potential hazards. The fire season generally lasts from five to six months but has been elongated due to climate change. Urban fires can be a serious risk for older buildings in the Planning Area. Additionally, the southern half of San Anselmo is located within either a "Wildland-Urban Interface" or "Wildland-Urban Intermix", which are considered areas to be at greater risk of wildfires.[3] Additional information related to local wildfire threats is included in the *Safety and Noise Existing Conditions Report*.

POLICE PROTECTION SERVICES

Central Marin Police Authority

The Central Marin Police Authority (Authority) is responsible for providing law enforcement services for Corte Madera, Larkspur, and San Anselmo. The Authority has an office located at San Anselmo Town Hall; their main station is located at 250 Doherty Drive in Larkspur. The operational function of the Authority is assigned to the Chief of Police. The Authority is comprised of three divisions: Administration, Field Operations, and Support Services. The Authority has 50 full-time employees (42 sworn).[4]

[2] Ross Valley Fire Department. ISO Public Protection Classification. Available at: https://rossvalleyfire.org/about/iso-public-protection-classification-ppc

[3] U.S Forest Service, 2023. Wildland Urban Interface Map. Available at: https://data-usfs.hub.arcgis.com/documents/7804d89ed1094ccb9aae753228e8d89a/explore

[4] Central Marin Police Authority. About. Available at: https://www.centralmarinpolice.org/27/About

The Administration Division consists of the Chief of Police, two Captains, and two Lieutenants.[5] Their roles include, but are not limited to, oversight, policy enforcement, and resource management.

The Support Services Division includes the Investigation Division, which investigates felony and misdemeanor crimes, identifies and apprehends offenders, recovers stolen property and contraband, and prepares cases for criminal prosecution.[6]The Field Operations Division provides law enforcement services, responds to calls for service, and initiates most investigations. The patrol is conducted 24 hours a day and seven days a week. Patrol officers operate in marked police vehicles, on mountain bicycles, and on foot. The Traffic Division and Directed Patrol Unit are also included in Field Operations.[7] **Table 3.13-1** identifies the total number of parking tickets, traffic violations, and calls for service from 2021 to 2023.

TABLE 3.13-1: TOTAL CALLS FOR SERVICE – CENTRAL MARIN POLICE AUTHORITY

	2021	*2022*	*2023*
Parking Tickets	2,889	2,394	3,021
Traffic Violations/Stops	723	772	366
Calls for Service	11,445	10,487	10,093

SOURCE: CENTRAL MARIN POLICE AUTHORITY CRIME AND TRAFFIC STATISTICS REPORT 2021, 2022, 2023

The Authority is responsible for ensuring the safety of the community, including users of local roadways by enforcing both the California Vehicle Code (CVC) and the Town Code. **Table 3.13-2** identifies the traffic collision/accident statistics in the Authority service area for 2022 and 2023 (most recent reporting years).

TABLE 3.13-2: SAN ANSELMO POLICE DEPARTMENT TRAFFIC UNIT STATISTICS

TRAFFIC COLLISION STATISTICS	*2022*	*2023*	*% CHANGE*
Accident: Major Injury	5	3	-40%
Accident: Minor Injury	26	29	+11.5%
Accident: No Injury	98	121	+23.5%
Accident: Private Property / No Injury	3	7	+133.3%
Hit and Run – Felony	3	3	0%
Hit & Run: Property Damage Only	59	43	-27.1%
Total Number of Accidents	**194**	**206**	

SOURCE: CENTRAL MARIN POLICE AUTHORITY CRIME AND TRAFFIC STATISTICS REPORT 2022 AND 2023

FBI Crime Statistics

The Department of Justice's Federal Bureau of Investigation (FBI) Uniformed Crime Reporting (UCR) Program encompasses approximately 16,100 of 18,930 participating law enforcement agencies in the country in 2022. Participating agencies voluntarily provide crime data to the Department of Justice to generate a standardized and reliable set of crime statistics. **Table 3.13-3** displays statistics

[5] Central Marin Police Authority. Administration. Available at: https://www.centralmarinpolice.org/100/2560/Administration

[6] Central Marin Police Authority. Support Services. Available at: https://www.centralmarinpolice.org/126/Support-Services

[7] Central Marin Police Authority. Field Operations. Available at: https://www.centralmarinpolice.org/123/Field-Operations

on the number of crimes by category in the Planning Area during each year from 2017 to 2019, and 2022, as reported by the FBI Criminal Justice Information Services Division.

TABLE 3.13-3: CENTRAL MARIN POLICE AUTHORITY CRIME STATISTICS (2017-2019 AND 2022)

CATEGORY/CRIME	*2017*	*2018*	*2019*	*2022*
Homicide	1	0	0	0
Rape	8	10	6	9
Robbery	15	19	10	3
Aggravated Assault	22	11	16	29
All Violent Crimes	46	40	32	41
Burglary	252	193	360	85
Motor Vehicle Theft	41	27	50	59
Larceny-theft	599	503	684	442
Arson	1	0	0	4
All Property Crimes	**892**	**723**	**1,094**	**590**

NOTE: BETWEEN 2020-21, THE CENTRAL MARIN POLICE AUTHORITY DID NOT PROVIDE CRIME INFORMATION TO THE FBI UNIFORMED CRIME REPORTING (UCR) PROGRAM.

SOURCE: FEDERAL BUREAU OF INVESTIGATIONS, CRIME DATA EXPLORER; CENTRAL MARIN POLICE AUTHORITY 2017-19, AND 2022

PARKS AND RECREATIONAL FACILITIES

Parks

TOWN OF SAN ANSELMO PUBLIC PARKS

The Recreation Department manages and maintains various recreational facilities and parks within San Anselmo and organizes and coordinates a variety of recreational programs and activities. The Streets & Park Division of the Public Works Department is responsible for maintaining the Town's parks and community gathering areas and for the maintenance and upkeep of the landscaped areas surrounding Town Hall and the Isabel Cook Community Center. As shown in Table PROS-2, the Town currently manages approximately 18 acres of park lands.

Park facilities generally include developed recreational uses and amenities that promote active recreation. Park facilities within the Planning Area are shown on **Figure 3.13-2**. **Table 3.13-4** summarizes the park facilities within the Planning Area by acreage. A brief description of each park/area is provided below, followed by a summary of parks and recreation improvement projects that the Town is undertaking.

TABLE 3.13-4: LOCAL PARK FACILITIES IN THE PLANNING AREA

PARK NAME	*ACREAGE*
Creek Park	1.2
Hilldale Park	0.03
Imagination Park	0.2
Lansdale Park	0.6
Memorial Park	12.2
Tamalpais Union High School District (TUHSD) Field and Red Hill Dog Park	5.0
Robson-Harrington Park	2.6
Total	**17.8**

NOTE: TUHSD FIELD AND RED DOG PARK IS OWNED BY TUHSD AND MANAGED BY THE TOWN IN PARTNERSHIP WITH TUHSD.
SOURCES: MARIN COUNTY GIS; MARIN COUNTY LAFCO; TOWN OF SAN ANSELMO; DE NOVO PLANNING GROUP., 2024.

Creek Park

Creek Park, located at 634 San Anselmo Avenue, is a center of activity for the community. Creek Park is the site of many local events, such as the Town-produced Live on the Avenue concert event series throughout the summer and Beatles Music in the Park, sponsored by the San Anselmo Arts Commission.[8] Creek Park's amenities include picnic tables, grassy areas, benches, creek access, restrooms, and parking. In 2019, the Town embarked on a project to reimagine the one-acre Creek Park, as described below (see Reimagine Creek Park Project).

Hilldale Park

Hilldale Park, located at the intersection of Hilldale Drive and Jordan Avenue, is the newest addition to the San Anselmo's public parks. This neighborhood pocket park was created in 2023.[9] Hilldale Park amenities include picnic tables, a walking path, and drought resistant plantings.

Imagination Park

Imagination Park is located at 541 San Anselmo Avenue. The park and its statues were donated to the community in 2013 by George Lucas.[10] The park amenities include benches and a fountain. It serves as a center for many local events.

Lansdale Park

Lansdale Park, located at the corner of Center Boulevard and Lansdale Avenue, was a former stop on the railroad's way to West Marin and is adjacent the former railroad tracks. This park is a pocket-sized park with a playground and picnic tables.[11]

Memorial Park

Memorial Park, including the Millennium Playground, Skate Park, Elders' Garden and Red Hill Dog Park, is located at 1000 Sir Francis Drake Boulevard. Memorial Park is the Town's most developed park with several sports fields, grassy areas, sports courts, a children's playground, a dog park, a

[8] Town of San Anselmo. Creek Park. Available at: https://www.sananselmo.gov/1970/Creek-Park
[9] Town of San Anselmo. Hilldale Park. Available at: https://www.sananselmo.gov/1973/Hilldale-Park
[10] Town of San Anselmo. Imagination Park. Available at: https://www.sananselmo.gov/1975/Imagination-Park
[11] Town of San Anselmo. Lansdale Park. Available at: https://www.sananselmo.gov/1976/Lansdale-Park

skate park, and a community garden.[12] Bathroom facilities, water, and picnic tables are provided in Memorial Park.

Millennium Playground was designed by the children of San Anselmo and built in May 2000. The playground incorporates San Anselmo themes, such as a train depot, seminary tower, and Town Hall tower. The Millennium Playground Community Advisory Committee was created in 2021 to oversee the volunteer efforts for the restoration and enhancement of the playground. The Elders' Garden is located adjacent to Millennium Playground and provides a seating area and facilities for playing chess, checkers, and horseshoes. Memorial Skate Park was built in 2017, providing a popular gathering spot for skaters.

TUHSD Field and Red Hill Dog Park

TUHSD Field and Red Hill Dog Park are owned by Tamalpais Union High School District (TUHSD) and located on Shaw Drive behind the Red Hill Shopping Center. In 2003, the Town entered into an agreement with the TUHSD to lease and improve the field. Managed by the Town in partnership with TUHSD, it is the home field to Archie Williams High School soccer and lacrosse teams and San Anselmo and Ross Valley community youth soccer and lacrosse leagues.

Adjacent to the TUHSD Field, the Red Hill Dog Park is also managed by the Town and owned by TUHSD. The Red Hill Dog Park is a fenced dog park with water and trash facilities. The Red Hill Dog Park Steering Committee, a volunteer body comprised of seven community members, serves in an advisory capacity to the Town regarding ongoing operation of the Red Hill Dog Park.

Robson-Harrington Park

Robson-Harrington Park and House are located at 237 Crescent Road, two blocks from the downtown area. The property was purchased in 1923 from the Wood estate by Geraldine and Kernan Robson. In 1968, the Town accepted the Robson's bequest of the property. The property includes event facilities, benches, picnic areas, and gardens.[13]

The park includes the Robson House, a turn-of-the-20th century mansion that is available to rent as an indoor facility for events and meetings. Office spaces on the second floor of the home are also available to lease on a longer-term basis. The Recreation Department operates multiple programs out of the Robson House including an after school program and youth summer camps.

The Robson House grounds are also home to the Town's community garden. Approximately 30 small garden plots are worked by members of the community. The Robson-Harrington Community Garden Steering Committee supports the Recreation Department through policy development and activity coordination to ensure the garden is well-maintained with appropriate practices.

[12] Town of San Anselmo. Lansdale Park. Available at: https://www.sananselmo.gov/1976/Lansdale-Park

[13] Town of San Anselmo. Robson Harrington Park. Available at: https://www.sananselmo.gov/1978/Robson-Harrington-Park

Parklets

Parklets have become part of the town landscape since they were first allowed temporarily during Summer 2020. With San Anselmo's mild climate, the parklets provide outside seating for residents and visitors to enjoy nearly year-round. On September 27, 2022, the Town Council approved an amendment (Ordinance #1166 - Parklet Ordinance) to the Town Code to allow for permanent parklet installations, including adopting a Parklet Program and Parklet Guidelines. The San Anselmo Parklet Program goals include:

- Activating and enlivening the downtown area.
- Enriching the downtown streetscape and providing for increased public use.
- Encouraging pedestrian and community activity.
- Supporting local businesses.
- Encouraging non-motorized and multi-modal transportation.

PARK IMPROVEMENT PROJECTS

Reimagine Creek Park Project

San Anselmo's Creek Park is currently undergoing a significant transformation initiated by Marin County's San Anselmo Flood Risk Reduction Project (SAFRR) in 2010. The primary objective of SAFRR is to address barriers causing San Anselmo Creek to overflow, leading to downtown flooding. This has involved the purchase and demolition of structures obstructing the creek's flow, which increased visibility of Creek Park from San Anselmo Avenue and led to the Reimagine Creek Park Project.[14]

The Reimagine Creek Park Project is a comprehensive initiative aimed at revitalizing and transforming Creek Park to better serve the community of San Anselmo. Key aspects of the project include:

- Community Engagement: The project emphasizes extensive community involvement through surveys, workshops, and public meetings to gather input and ideas from residents regarding their vision for Creek Park's future.
- Park Design and Renovation: The initiative focuses on redesigning and renovating Creek Park to enhance its usability, aesthetics, and functionality. This includes improvements to pathways, landscaping, play areas, and amenities to better meet the needs of diverse park users.
- Environmental Sustainability: Incorporating sustainable design practices and green infrastructure to improve water quality, manage stormwater runoff, and promote biodiversity within the park.
- Accessibility: Ensuring that the redesigned Creek Park is accessible to all residents, including those with disabilities, through the incorporation of ADA-compliant pathways, facilities, and inclusive play areas.

[14] Town of San Anselmo. Reimagine Creek Park Project. Available at: https://www.sananselmo.gov/1556/Reimagine-Creek-Park-Project

- Implementation Plan: The project includes a phased implementation plan that outlines specific timelines, funding strategies, and responsibilities for carrying out the proposed improvements and enhancements.

Community engagement has been central to this process, including a design competition facilitated by the Reimagine Creek Park Community Advisory Committee (CAC), which attracted renowned landscape architecture practices. The Town Council selected a design concept by the Mill Valley-based firm RHAA in June 2019, envisioning a transformative vision for the park. Based on community feedback at numerous public meetings, the Town along with RHAA, have revised the design and layout of the park. On September 11, 2023, the CAC reviewed the 60 percent design for the project and recommended that the project move ahead. The recommended design, shown as **Figure 3.13-3**, includes six areas:

1. Creek Plaza
2. Wood Bridge/Crossing
3. Multi-level Wood Deck Area
4. Wood Deck Stage and Lawn Area
5. Kids Play Area and Pollinator Garden
6. New Public Restrooms

While most of Creek Park is located on Town-owned parcels or within the public right-of-way (ROW), a portion of the park is owned by the Marin County Flood Control and Water Conservation District (Marin Flood District). The Town worked with the Marin Flood District during the COVID pandemic in 2020 to lease the foundation of Building Bridge 2 (BB2). The Town established a temporary Creek Plaza at BB2, which is located at the northwestern portion of Creek Park. The Creek Plaza was proposed to include seating areas on permeable paving along the creek. The Town's lease was terminated by the Marin Flood District in 2022 due to safety concerns regarding BB2 structural deficiencies, resulting in closure of the temporary Creek Plaza. The termination of the lease and closure of the plaza highlight ongoing challenges in the project's execution.

During the SAFRR project, the Town has kept Creek Park open and created a parklet along San Anselmo Avenue in front of the closed Creek Plaza to provide public seating and information on the status of the Reimagine Creek Park Project.

The Reimagine Creek Park Project remains a dynamic process, with ongoing community engagement, workshops, and concept development activities. Current projections suggest restoration and reimagining construction is anticipated to commence in fall 2024, following the completion of the County's SAFRR flood mitigation work.

Memorial Park Master Plan Review

Memorial Park is a community hub for social gatherings, family activities, sports leagues, and many other activities. Memorial Park was initially developed as a baseball facility. Over the years, components were added including the Log Cabin, the picnic areas, the tennis courts, the playground, the Elder's Garden, and the basketball and skate plaza. In 2024, the Town undertook the Memorial

Park Master Plan (adopted in 2018) amendment process to provide the community the opportunity to develop a long-term vision for the south side of park. The Memorial Park Master Plan update (2024 MP Master Plan) was approved by the Town Council in June of 2024. The 2024 MP Master Plan identifies improvement efforts focusing on the following:

- Design elements and new grading and drainage improvements.
- Addition of a drop-off/pick-up zone off Sunny Hills Drive.
- Addition of restrooms located on the south side of the park.
- Addition of a multi-use sports court.
- Renovation of the tennis courts and addition of pickle ball courts.
- Renovation and expansion of picnic areas.
- Relocation of the skate park adjacent to the drop-off/pick-up zone.
- Addition of a quiet zone and outdoor fitness area(s).

STAIRS, LANES, AND TRAILS PROGRAM

In 2023, the Town approved the Stairs, Lanes, and Trails (SLTs) program to establish an inventory of stairs, lanes, and trails in the town and develop a plan to improve and mark the SLTs to encourage use of these routes. The OSC identified 37 routes which could feasibly be improved, marked with signage, and mapped as SLTs to facilitate and encourage usage. The routes, all located on Town-owned land, are listed in **Table 3.13-5,** and shown on Figure 3.14-4 in Section 3.14, Transportation. Currently, some of these routes are completely constructed, with signage installed, while others are planned to undergo substantial improvements to be safe and accessible to most.

TABLE 3.13-5: TOWN OF SAN ANSELMO STAIRS, LANES, TRAILS (SLT) PROGRAM INVENTORY

#	*NAME*	*LOCATION*	*LENGTH (FT)*
1	Fern Lane	End of Fern Lane to Archie Williams High School	80
2	Stone Walk #1	9-10 Stone Court to 17-34 Ridge Road	290
3	Morton	104 Morton Lane to End of Foothill Road to 194-208 Scenic Avenue	342
4	Creek Park Bridge	North of 572 San Anselmo Avenue	85
5	Town Hall Bridge	526-528 San Anselmo Avenue	100
6	Magnolia Ave Bridge	546-559 San Anselmo Avenue	125
7	Lincoln Park Bridge	Lincoln Ct to 160 Sir Francis Drake	75
8	Patterson Footbridge	Karl Avenue to Sais Avenue	200
9	Stone Walk #2	27-35 to 95-97 Ridge Road	216
10	Lansdale Park	Parking lot to lower park near creek stairs	130
11	Laurel FR	450 Redwood Road to 475-476 Laurel Avenue	1400
12	Angela	329-337 Butterfield Road to 29-33 Angela Avenue	350
13	Hawthorne	1584-1586 Sir Francis Drake to 68-76 Hawthorne Avenue	224
14	Park Way	1554 Sir Francis Drake to 5 Suffield Avenue to 86-90 Hawthorne Avenue	121
15	Willow Walk	138-144 Morningside Drive to 141-145 Meadowcroft Drive	219
16	Florence	90-98 Florence Avenue to 85-89 Oak Knoll Avenue	200
17	Jordan	6 Jersey Lane to 115 Jordan Avenue	150
18	Alderney Steps	52-56 Cordone Drive	138

#	NAME	LOCATION	LENGTH (FT)
19	Woodruff Steps	7-21 Woodruff Road to 11 Sturdivant Avenue	92
20	Oakland Trail	90 Oakland Avenue to 11 Elkhorn Way	250
21	Alice Stairs	90 Berkeley Avenue to 2-6 Alice Way	200
22	Suffield	111-127 Suffield Avenue to 36-44 Hawthorne Avenue	144
23	Savannah	End of Savannah Road to 99-105 Redwood Road	184
24	Lower Hampton	15 Hampton Avenue to 1208-1212 SFDB	420
25	Bennit	52-62 Bennit Avenue to 36-50 Hillcrest Court	220
26	Ridge Walk	175-181 Ridge Road to 1 Parkside Court	169
27	Spruce #1	380-390 Scenic Avenue to Spruce Avenue	85
28	Signal #1	21-24 Sunny Drive	85
29	Signal #2	21 Millbrae Avenue to 24 Sunny Drive	100
30	Signal #3	37-51 Grove Hill Avenue South	135
31	Grove Hill South	6-16 Grove Hill Avenue South	270
32	Allyn #2	140 Allyn Avenue to 120 Floribel Avenue	360
33	Allyn - MCOSP	131 and 147 Allyn Avenue	200
34	Redwood	Allyn Avenue to Redwood Road	1000
35	Wilder	170 Oak Springs Drive to Kite Hill Park	300
36	Scenic-Ivy	End of Scenic Avenue to 10-16 Ivy Lane	175
37	Sunnyside	South of 11 Sunnyside Avenue	141

SOURCE: TOWN OF SAN ANSELMO STAIRS, LANES, TRAILS (SLT) INVENTORY.

In addition to maintaining the existing SLTs, the Public Works Department is in the process of working with the OSC to establish two new trails:

Red Hill Trail: The Red Hill Trail would follow the existing road cuts on one of the Town parcels to reach the summit of Red Hill. This summit holds historical significance as a corner point of the Mexican land grants from the early 1800s.

Memorial Ridge Trail: The Memorial Ridge Trail aims to link Memorial Park to Sorich Park and the Marin County trail network. This connection would be established along the ridge line and through an easement across the Tamalpais Cemetery.

Recreation

The Town of San Anselmo Recreation Department operates a variety of recreation facilities and programs that serve the community, including community-oriented events, youth programs, and adult activities.

COMMUNITY EVENTS

Events available to the entire community are offered throughout the year, including:

- Annual Holiday Lighting
- BOOtacular

- Breakfast with Santa
- Egg Hunts
- Live on the Avenue Music Series
- Teen Battle of the Bands

YOUTH PROGRAMS

The Recreation Department offers many youth programs, including:

- After-School Enrichment Program
- Robson After Care Childcare Program
- Parkside Preschool
- Summer Camp
- Specialty Camps and Classes

YOUTH SPORTS PROGRAMS

The Recreation Department provides opportunities for the youth in the community to develop their physical, mental and social abilities. Developmental programs include

- Soccer, Basketball, Swim, Baseball, Flag Football, and Skate Camps and Teams
- Multi-Sport Athletic Camps
- Tumbling & Gymnastics
- Youth Tennis Lessons

ADULT PROGRAMS

The Recreation Department offers a variety of activities for adults. Classes include:

- Hiking and Walking in Marin Groups
- Painting Classes
- French Language Lessons
- Ukulele Lessons
- Yoga and Tai Chi Classes
- Intramural Sports Teams and Tennis Classes
- Mah Jongg Classes and Practice
- Spanish Language Lessons

RECREATIONAL FACILITIES

Robson-Harrington Park and House

Robson-Harrington Park and House, located at 237 Crescent Road in San Anselmo, serves as a community hub offering a mix of natural and recreational amenities. The property includes three areas, as described:[15]

- Upper Robson: The park on the upper area of the property features a lawn area, picnic areas, and benches. In addition, this area includes the historic Robson-Harrington House and surrounding landscaped grounds, which provide a picturesque setting and reflect the park's

[15] Town of San Anselmo. Robson-Harrington Park and House. Available at: https://www.sananselmo.gov/1978/Robson-Harrington-Park

early 20th-century origins. The Recreation Department offers daily recreation programming at Robson-Harrington House, and some rooms are rented as offices and event spaces.

- Community Garden: Located on the slope between Upper Robson and Lower Robson, the community garden is used by residents to cultivate their own plots. A steering committee of local volunteers oversees the management of the garden.
- Lower Robson: The park on the lower area of the property features a lawn and picnic area and historic barbeque structure. Dogs are welcome in this area, provided visitors follow the park's leash regulations.

The park and house are well-suited for passive recreation and community events, with its facilities, including rentable spaces, managed by the Town's Recreation Department to encourage both individual and group engagement.

Isabel Cook Community Center

The Isabel Cook Community Center is located adjacent to Memorial Park at 1000 Sir Francis Drake Boulevard and features two buildings that provide a dedicated gymnasium, a multi-use room, a Town-operated preschool, Recreation Department offices, and rentable office and studio spaces. The community center supports active and engaging community programs for both physical activities and social gatherings. The center also offers supervised use of both the gym and a party room for two-hour sessions.

REGIONAL PARK AND RECREATION RESOURCES

Throughout the Marin area, there are a variety of regional park and recreation facilities that serve the San Anselmo community as well as other local communities. Facilities in the vicinity of San Anselmo but outside the Planning Area include parks owned by neighboring cities and towns, as summarized below.

Nearby City and Town Park Facilities

Peri Park: Peri Park is owned by the Town of Fairfax and is situated at 9 Park Road in downtown Fairfax, surrounded by shops, restaurants, and residential neighborhoods. Peri Park is approximately 2 to 3 miles from San Anselmo and features a playground, picnic area, creek, and redwood groves.

Gerstle Park: Gerstle Park, owned by the City of San Rafael, is situated at 950 San Anselmo Avenue in the Gerstle Park neighborhood of San Rafael, near downtown. Gerstle Park is located approximately 3 to 4 miles southeast of San Anselmo, and includes amenities such as picnic areas, sports courts, and a playground.

Sun Valley Park: Sun Valley Park is owned by the City of San Rafael and is situated at 100 Sun Valley Drive in the Sun Valley neighborhood of San Rafael, which is adjacent to the Terra Linda neighborhood. Sun Valley Park is approximately 3 to 4 miles from San Anselmo, and includes a playground, basketball court, benches, and an open field.

Open Space

Open space areas of various types and sizes are located throughout the Planning Area. Open space areas in the Planning Area focus on preservation of natural resources and outdoor recreation opportunities, with some areas also providing protection of Native American resources and sites and public health and safety benefits.

Open space areas may include passive recreation parks as well as open space preserves. However, open space areas typically have fewer improvements to preserve the natural setting. Larger open space areas in and adjacent to the Planning Area are generally developed in association with Marin County Parks and other regional open space entities.

The California Protected Areas Database (CPAD) identifies lands that are owned and protected for open space purposes by over 1,000 public agencies or non-profit organizations. CPAD data is based on land ownership or legal easements that restrict how lands can be used. The ownership focus of the database is intended to assist in the planning, management, and long-term care of lands owned by government agencies and nonprofits for open space purposes.

According to CPAD, there are 13 parcels of protected parks and open space located within San Anselmo, as listed below in the **Table 3.13-6** and shown on **Figure 3.13-4**. These lands include most of the town's park and open space areas as well as two open space preserves owned by Marin County Open Space District. An additional nine Town-owned parcels and ROWs are not identified in CPAD but have parks or open space land use designations to preserve the unique natural characteristics of the parcels. Those parks and open space areas are also listed in the table below and identified in Figure 3.13-4.

TABLE 3.13-6: PROTECTED PARKS AND OPEN SPACE – PLANNING AREA

#	*SITE NAME*	*AGENCY NAME*	*ACRES*
	TOWN OF SAN ANSELMO - PARKS		
18	Creek Park	Town of San Anselmo	1.0
13	Hilldale Park	Town of San Anselmo	0.03
17	Imagination Park	Town of San Anselmo	0.2
14	Lansdale Park	Town of San Anselmo	1.2
10	Memorial Park	Town of San Anselmo	10.4
11	TUHSD Field and Red Hill Dog Park	Tamalpais Union High School District and Town of San Anselmo (Joint Use)	5.0
16	Robson-Harrington Park	Town of San Anselmo	2.6
	TOWN OF SAN ANSELMO - OPEN SPACE		
2	Bald Hill-Adjacent Open Space	Town of San Anselmo	0.8
9	Frederick Faude Park	Town of San Anselmo	15.0
5	Halperin Park	Town of San Anselmo	3.9
6	Hawthorne Hills Open Space	Town of San Anselmo	32.9
19	Kite Hill	Town of San Anselmo	0.5
8	Oak Park	Town of San Anselmo	0.9

#	*SITE NAME*	*AGENCY NAME*	*ACRES*
12	Red Hill Open Space	Town of San Anselmo	9.0
7	Sir Francis Drake Boulevard- Butterfield Road Landscape	Town of San Anselmo	0.2
4	Sorich Ranch Park	Town of San Anselmo	61.3
MARIN COUNTY PARKS - OPEN SPACE			
2	Bald Hill Open Space Preserve	Marin County Open Space District	32.6
1	Terra Linda/Sleepy Hollow Divide Open Space Preserve	Marin County Open Space District	1,082.9

NOTE: TWO PARCELS IN SAN ANSELMO ARE DESIGNATED FOR PARKS/OPEN SPACE LAND USES BUT ARE ZONED FOR SINGLE-FAMILY RESIDENTIAL DEVELOPMENT. THOSE PARCELS (APN 006-091-03 AND APN 006-091-54) ARE NOT INCLUDED IN THE TABLE ABOVE OR FIGURE 3.13-4 BECAUSE THEY ARE DEVELOPED WITH RESIDENTIAL USES.
SOURCE: CALIFORNIA PROTECTED AREAS DATABASE (CPAD); DE NOVO PLANNING GROUP, 2024.

TOWN OF SAN ANSELMO OPEN SPACE AREAS

There are nine Town-owned open space areas, in addition to the parks described previously. These open space areas are described below.

Bald Hill-Adjacent Parcels

While the Bald Hill Preserve is owned and managed by Marin County Parks, the Town has acquired two additional parcels contiguous or near the preserve and within the Town Limits in an effort to further extend the open space area. Acquired in 1974 and 1975, these parcels (APNs 007-092-38 and 007-093-04) were approved by the Town Council for transfer to Marin County Parks in 1994 as open space, but Marin County Parks would not accept the parcels due to an existing encroachment by a neighboring property that said property owner refused to remedy. The parcels are characterized by steep slopes and wooded predominantly with bay and oak trees and are zoned for open space uses. The parcels have no developed facilities and serve as open space for natural resources, aesthetic, and health and safety (steep slopes, wildland urban interface) purposes.

Frederick Faude Park

Frederick Faude Park (Faude Park) is located on a 13.5-acre rock outcropping at the top of Broadmoor Avenue between Indian Rock Road and Tomahawk Drive. It offers hiking trails and picnicking in a relatively untouched natural setting. Most of the parkland was donated to the Town of San Anselmo in 1974 by C. Frederick Faude "for use as a park or open space." A portion of the park located in the northern area was gifted to the Town in 1974 by Ronald and Alice Hill, which includes a pedestrian ROW between Berkeley Avenue and Tomahawk Drive. Faude Park has no developed facilities and serves as a passive park as well as open space for recreation, natural resources, aesthetic, and health and safety (steep slopes) purposes.

Halperin Park

Halperin Park is a 3.9-acre open space area with hiking trails. It was gifted to the Town by Edward Halperin in 1975. Halperin Park provides open space for recreation, natural resource conservation, and health and safety (steep slopes, wildland urban interface) purposes.

Hawthorne Hills Open Space

The Town purchased the Hawthorne Hills Open Space lots (3 parcels totaling 32.9 acres) from 1975 through 2002; neighbors in the surrounding vicinity raised a large share of the purchase price, and the Town contributed significant resources. Hawthorne Hills Open Space has limited trail improvements. A portion of the area was the site of a landslide in 1998. Hawthorne Hills Open Space provides open space for recreation, natural resource conservation, and health and safety (steep slopes, landslide history, wildland urban interface, drainage issues) purposes. In February 2024, Upper Hawthorne Canyon was acquired by the Town of San Anselmo for open space purposes.

Kite Hill

Kite Hill is a 0.5-acre open space area at the northwest corner of the Town Limits. Purchased from Marin Water in 1982, Kite Hill was the OSC's first successful land acquisition for public open space purposes. Kite Hill has no developed facilities and serves as a passive park and open space for recreation, natural resources, aesthetic, and health and safety (wildland urban interface, landslide) purposes.

Oak Park

The Town acquired Oak Park, a 0.9-acre site, in 1937 through a tax sale. Oak Park provides open space for passive recreation, natural resource conservation, and health and safety (steep slopes) purposes.

Red Hill Open Space

Red Hill Open Space is a 10.7-acre area that was offered to the Town as a gift by A.H. Tucker Company in 1977; a small portion of the site was accepted by Town from Tunstead Co., but there is no list of the specific lots gifted or date of the acquisition. Red Hill Open Space includes trail improvements and parking. Red Hill Open Space provides open space for recreation, natural resource conservation, and health and safety (steep slopes, landslide, wildland urban interface) purposes.

Sir Francis Drake Boulevard – Butterfield Road Landscape

The Sir Francis Drake Boulevard – Butterfield Road Landscape area is located in the intersection of Sir Francis Drake Boulevard, Butterfield Road, and Suffield Avenue. This open space area totals 0.2 acres and provides landscaped open space, bike racks, and parking. While the parcels that comprise this open space are designated and zoned to permit single-family residential development, the parcels are owned by the Town and maintained as natural lands.

Sorich Ranch Park

The Sorich Ranch Park is relatively undeveloped, focusing on access to open space and community hiking trails. The park has limited facilities, including picnic benches and tables. In 1965, the Town acquired the approximately 60-acre Sorich Dairy. In the 1990s, the OSC organized work parties and received over $30,000 in grants to improve the park. The OSC worked with the Marin County Open Space District to install a trail connecting San Anselmo to the fire roads leading to Mt. Tamalpais Cemetery and the Terra Linda Divide. This trail is found east of the parking lot and is a gradual climb

to the ridge top overlooking San Rafael, the bay, and San Francisco. Currently, the Town is exploring the opportunity to partner with the Marin County Open Space District to create bike access through this park, connecting San Anselmo to bike paths within the Marin County Open Space District and the City of San Rafael.

MARIN COUNTY PARKS OPEN SPACE AREAS

Marin County Parks manages an extensive park system of 190 miles of unpaved public trails and 19,300 acres of parkland, including regional and community parks, neighborhood parks, and 34 open space preserves. There are two regional open space preserves maintained and managed directly by Marin County Parks specifically within the San Anselmo Planning Area, the Terra Linda/Sleepy Hollow Divide Open Space Preserve and Bald Hill Open Space Preserve. These preserves provide regional recreational facilities such as hiking trails, designated picnic areas, and scenic overlooks. Additional open space preserves managed by Marin County Parks in the vicinity of the town but outside the Planning Area are also described in the list below.

Bald Hill Preserve

Bald Hill Preserve includes lands within the Town as well as lands located southeast of the town that include the Bald Hill summit (nicknamed Mount Baldy). This 107-acre preserve features a network of hiking trails, including Mount Baldy Trail, Sky Ranch Trail, and Cistern Trail, that traverse through oak woodlands, grasslands, and chaparral habitats. Some parts of Bald Hill Preserve are designated for equestrian use, allowing horseback riders to explore the natural beauty of the area. Additionally, certain trails in the preserve are open for mountain biking. The preserve is home to a variety of wildlife species, making it a destination for wildlife enthusiasts and photographers. Occasionally, educational programs and guided hikes are offered to help visitors learn more about the natural history and conservation efforts of the area. The Bald Hill Preserve provides open space for recreation, natural resource conservation, aesthetics (ridgeline and summit preservation), and health and safety (steep slopes, landslide history, wildland urban interface, drainage issues).

Baltimore Canyon Open Space Preserve

Baltimore Canyon Open Space Preserve is situated outside the Planning Area in the hills west of Larkspur and adjacent to the Baltimore Canyon Watershed. It is located approximately three miles south of San Anselmo. This 193-acre preserve is easily accessible from nearby communities in Marin County, including San Anselmo. Baltimore Canyon Open Space Preserve offers a network of trails that wind through wooded canyons and grassy hillsides. Due to its diverse ecosystems, Baltimore Canyon Open Space Preserve is home to a variety of wildlife species. It's a popular spot for birdwatching and observing native flora and fauna. There are designated picnic areas within the preserve.

Loma Alta Open Space Preserve

Loma Alta Open Space Preserve is located outside and west of the northern portion of the Planning Area. Loma Alta Open Space Preserve includes hiking, mountain biking, and equestrian trails, and cattle graze on the land. This 509-acre preserve includes a link in the Bay Area Ridge Trail.

Roy's Redwoods Preserve

Roy's Redwoods Preserve is situated in the hills west of San Anselmo and outside the Planning Area, covering approximately 293 acres of protected land. It is located over three miles west of San Anselmo. The preserve is named after Roy Stolte, who donated the land to Marin County in the 1970s to protect its majestic redwood trees. It features a beautiful grove of coast redwoods, along with mixed evergreen forests and riparian habitats. This preserve offers several trails, including School Trail, Top Flight Trail, Moon Hill Trail, Thorner Ridge Trail, Roy's Redwoods Loop Trail, David Hansen Trail, Meadow Trail, Roy's Redwoods Loop Trail, and Spirit Rock Trail.

Terra Linda/Sleepy Hollow Preserve

The Terra Linda/Sleepy Hollow Preserve is partially located in San Anselmo's Planning Area in the northern portion of the Town's Sphere of Influence. This 1,172-acre preserve surrounds several San Rafael residential neighborhoods. It features oak woodlands, grassy meadows, and seasonal creeks, providing habitat for a variety of wildlife species. This preserve offers many trails, including Crestwood Trail, Dan Abraham Trail, Sorich Park Trail, Memorial Trail, Fox Lane Trail, Montecillo Trail, Wintergreen Trail, and Wilder Trail.

MARIN WATER

Marin Water manages natural resources within their jurisdictional boundaries in order to provide their customers with high-quality water. As described further below, land managed by Marin Water is outside the Planning Area but within the vicinity of San Anselmo.

Mt. Tamalpais Watershed

The Marin Water Municipal Watershed – Mt. Tamalpais Area (MWMW) is a 22,000-acre area owned and managed by Marin Water. The MWMW open space area, located outside the Planning Area, adjoins the southwest area of the town and is accessible through Bald Mountain Preserve trails as well as other points throughout the region. This area contains five reservoirs and is intended to conserve the watershed as a primary source of domestic water for Marin Water customers. The MWMW is held in trust as a natural wildland of great biological diversity, as scenic open space, and as an area of passive outdoor recreation. MWMW improvements are minimal and intended to support passive recreation; these improvements include surface streets, fire roads, trails, trailheads, parking areas, picnic areas, and restrooms. The MWMW has an extensive network of roads and trails, with 150 miles of maintained trails and roads providing recreational opportunities for hikers, cyclists, nature enthusiasts, anglers, equestrians, and runners. MWMW facilities adjacent to San Anselmo include the Deer Park Picnic Area, Deer Park Trail, Yolanda Trail, Canyon Trail, Elliot Trail, and Taylor Trail.

STATE PARKS

Open space areas in the vicinity of San Anselmo but outside the Planning Area include three parks owned and managed by the State, as summarized below.

Mount Tamalpais State Park

Located five to seven miles southwest of San Anselmo, Mount Tamalpais State Park offers stunning views of the San Francisco Bay Area, hiking trails, picnic areas, and camping facilities. The primary feature of the park is Mount Tamalpais, which peaks at 2,571 feet above sea level. The park contains mostly redwood and oak forests. The mountain itself covers approximately 25,000 acres. The park contains about 60 miles of hiking trails, which are connected to a larger, 200-mile network of trails in neighboring public lands.

Samuel P. Taylor State Park

This park is located approximately 10 to 12 miles west of San Anselmo and features redwood groves, hiking and biking trails, a campground, and picnicking areas along Lagunitas Creek. The park contains about 600 acres of old-growth forest, some of which can be seen along the Pioneer Tree Trail.

China Camp State Park

China Camp State Park, located approximately 10 to 12 miles east of San Anselmo, spans 1,514 acres and offers hiking, biking, and kayaking. The park is known for its historic Chinese American shrimp-fishing village and scenic views. Established in 1976, it includes a 75-acre historic district, recognized for its cultural and archeological significance, which was added to the National Register of Historic Places in 1979. The park is part of the San Francisco Bay National Estuarine Research Reserve.

NATIONAL PARKS

Golden Gate National Recreation Area (GGNRA)

The Golden Gate National Recreation Area extends north of the Golden Gate Bridge to Tomales Bay in Marin County and south to Half Moon Bay in San Mateo County, and includes 91 miles of shoreline. Marin County is in the North Sector of GGNRA, which includes a 90,000-acre portion north of the Golden Gate Bridge. GGNRA has an abundance of scenic, natural, open space, historical, cultural, and recreational resources. GGNRA has educational stations regarding the Native American, Spanish, Mexican Republic, and United States presence in the area. GGNRA includes many significant sites, including Alcatraz, Fort Point National Historic Site, Golden Gate Bridge Pavilion, Land's End, Marin Headlands, Muir Woods National Monument, and Presidio. Visitor-oriented recreational amenities include trails, picnic areas, horse facilities, and campgrounds. GGNRA is rich in natural resources, with 19 types of ecosystems in numerous distinct watersheds and is home to over 1,200 known plant and animal species.

Muir Woods National Monument

Muir Woods National Monument is located in southwestern Marin County. Established in 1908, the 558-acre Muir Woods National Monument preserves the character and ecological integrity of one of the last remaining old-growth redwood forests in the Bay Area. Muir Woods National Monument is managed as a distinct park unit within GGNRA. Information regarding natural, cultural, and historic resources, and recreational opportunities, including hiking trails and visitor facilities, is available at the Muir Woods Visitor Center.

Point Reyes National Seashore

The Point Reyes National Seashore, located in western Marin County, was established in 1962 to save and preserve, for the purposes of public recreation, benefit, and inspiration, a portion of the diminishing seashore of the U. S. that remains undeveloped. The Point Reyes National Seashore provides recreational, educational, historic preservation, and scientific research opportunities in support of the protection, restoration, and preservation of the natural environment. Three visitor centers provide information regarding recreational opportunities and have educational displays regarding the history of the area, marine life and environment, and maritime history.

SCHOOLS

The Town of San Anselmo is served by the Ross Valley School District and TUHSD. **Figure 3.13-5** displays the public schools and their facilities serving the Planning Area.

Ross Valley School District

As previously stated, all residents of Fairfax and San Anselmo are within the boundaries of the Ross Valley School District. The Ross Valley School District Student Services Department provides a range of services to support and assess all aspects of student education, from academics to physical fitness to social interactions. The District also support students with learning differences and other special needs through programs such as Special Education and English Language Learners.

There are three Ross Valley School District school sites within the Planning Area, including Brookside Elementary, Hidden Valley Elementary School, and Wade Thomas Elementary. All three schools serve students from kindergarten through fifth grade. The nearest middle school is White Hill Middle School, located outside of the Planning Area at 101 Glen Drive #1338 in Fairfax California. **Table 3.13-7** shows the student enrollment at the District schools during the 2021-2022 through 2023-2024 school years and Figure 3.13-5 shows the locations of the Ross Valley School District schools.

TABLE 3.13-7: ROSS VALLEY SCHOOL DISTRICT STUDENT ENROLLMENT

SCHOOL	*2021 – 2022*	*2022– 2023*	*2023-2024*
Brookside Elementary	288	281	293
Hidden Valley Elementary	241	279	283
Wade Thomas Elementary	321	303	293

SOURCES: CALIFORNIA DEPARTMENT OF EDUCATION, DATA QUEST.

In November 2010, the communities of San Anselmo and Fairfax voted yes on a $41 million bond measure for the construction of new classrooms and facilities to meet the District's expanding student enrollment. Since that time, facility improvements at all three elementary schools in the Planning Area have expanded school capacity or improved existing facilities. After school, on the weekends, and over summer, facilities at the elementary schools are used for community activities and recreational programs, often in partnership with the Town of San Anselmo Recreation Department.

Tamalpais Union High School District

TUHSD provides ninth through twelfth grade education to 19 different communities in southern Marin County, including San Anselmo, at three high schools and two alternative programs. Archie Williams High School, which is located at 1327 Sir Francis Drake Boulevard, serves San Anselmo residents.

ARCHIE WILLIAMS HIGH SCHOOL

Archie Williams High School opened with the name Sir Francis Drake High School in 1951 as the second high school in TUHSD. The 21-acre campus was once known as Cordone Gardens, a prosperous San Anselmo farm. In 2021, the TUHSD Board of Trustees voted to change the name of Sir Francis Drake High School to Archie Williams High School. Archie Williams High School has 62 classrooms, a library, a performing arts center, an administration building, a swimming pool, and athletic fields and courts. The school's vision statement declares that Archie Williams High School "ensures an inclusive, supportive and safe environment so all students, especially those from marginalized groups, achieve at high levels socially and academically." **Table 3.13-8** provides the student enrollment information for Archie Williams High School.

TABLE 3.13-8: ARCHIE WILLIAMS HIGH SCHOOL STUDENT ENROLLMENT

GRADE LEVEL	*2021 – 2022*	*2022 – 2023*	*2023-2024*
Grade 9	291	301	261
Grade 10	329	297	306
Grade 11	314	319	302
Grade 12	341	307	312
Total	**1,275**	**1,224**	**1,181**

SOURCES: CALIFORNIA DEPARTMENT OF EDUCATION, DATA QUEST.

In 2022, TUHSD prepared a Long-Range Facilities Master Plan, which identifies infrastructure improvements to support the District's educational programs and student services. The Plan highlights a projected decline in student enrollment over the next decade and proposes upgrades to modernize Archie Williams High School's existing facilities without increasing capacity. Planned projects include accessibility upgrades, the installation of photovoltaic panels and electric vehicle charging stations, improvements to athletic fields, and the addition of gender-neutral restrooms. [16] These upgrades would be funded by Measure B, a facilities bond measure on the Marin County ballot in November 2024, pending voter approval. Measure B was previously placed on the March 2024 ballot but did not garner the required votes for passage.[17]

[16] Tamalpais Union High School District, 2024. Facilities Master Plan. Available At: https://www.tamdistrict.org/administration/maintenance-operations/facilities-master-plan

[17] TUHSD Facilities, 2024. Measure B: Maintain Modern Facilities for Tam District Students. Available At: https://tuhsdfacilities.org/

OTHER PUBLIC FACILITIES

Town Hall

The San Anselmo Town Hall serves as the central hub for the Town's government services, housing the Administration & Finance, Planning, Public Works, and Building Departments, as well as the Town Council Chambers. Town Hall staff manage key services, including posting public announcements and hearing notices, processing business license applications, and handling Planning and Public Works permits.

The Town Council Chambers host regular meetings for the Town Council, which convenes on the second and fourth Tuesdays of each month, as well as sessions for various boards, committees, and commissions held monthly or quarterly.

Additionally, a police office affiliated with the Central Marin Police Authority is located on the first floor of Town Hall, though the main police station is in Larkspur.

Figure 3.13-6 displays the Town facilities within the Planning Area.

Library Services

The San Anselmo Library is designated as a historic Carnegie Library, established in 1915.[18] The public library is located at 110 Tunstead Avenue. The library offers a variety of programming for all ages, particularly children, teens, and senior citizens. Programs range from children's story time to author interviews for adults. Additionally, the library houses adult and children's Spanish language materials. The library contains items in a variety of formats, including books, e-books, large print books, audiobooks, DVDs, blue-ray discs, video cassettes, streaming videos, magazines and journals, newspapers, and music CDs. The library provides free home delivery and pick-up to patrons unable to come to the library due to mobility, health, or disability barriers. Access to the internet is also available.

The library offers a variety of enrichment resources for its members. Free daily passes to local museums and California State Parks are available, along with access to unique items through the Library of Things program, including memory kits, crafts, musical instruments, and more. Additionally, the Seed Library provides seeds for planting to support gardening and sustainability efforts.

San Anselmo Historical Museum

The San Anselmo Historical Museum is located at 110 Tunstead Avenue. The museum is currently open on Saturdays from 10 a.m. until 2 p.m. The museum operates under the auspices of the San Anselmo Historical Commission and the Town of San Anselmo and collects, preserves, interprets, and presents the history of San Anselmo.[19] The Museum uses its photographic, object, and archival

[18] Town of San Anselmo. About Us. Available at: https://www.townofsananselmo.org/134/About-Us
[19] San Anselmo Historical Museum. Mission. Available at: https://sananselmohistory.org/

collections in public displays that foster an understanding and appreciation of the history of San Anselmo and its place in the history of Marin County and California.

3.13.2 REGULATORY SETTING

FEDERAL

There are no Federal regulations applicable to the environmental topics of public services and recreation.

STATE

California Occupational Safety and Health Administration

In accordance with California Code of Regulations Title 8 Sections 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Equipment" the California Occupational Safety and Health Administration (Cal/OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

The State passed legislation authorizing the Office of Emergency Services (OES) to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. Non-compliance with SEMS could result in the State withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

California Fire Protection Code

The California Fire Code contains regulations relating to construction and maintenance of buildings and the use of premises. Topics addressed in the California Fire Code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions to protect and assist first responders, industrial processes, and many other general and specialized fire safety requirements for new existing buildings and premises.

The California Fire Code contains regulations consistent with nationally recognized and accepted practices for safeguarding life and property from the hazards of:

- Fire and explosion.
- Dangerous conditions arising from the storage, handling, and use of hazardous materials and devices.
- Hazardous conditions in the use or occupancy of buildings or premises.

The California Fire Code also contains provisions to assist emergency response personnel. These fire-safety-related building standards are referenced in other parts of Title 24. The California Fire Code is a fully integrated code based on the 2021 International Fire Code. Topics addressed in the California Fire Code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The California Fire Code contains specialized technical regulations related to fire and life safety.

California Health and Safety Code

State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code. This includes regulations for building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

National Fire Protection Association (NFPA) 1710

The NFPA 1710 Standards are applicable to urban areas and where staffing is comprised of career firefighters. According to these guidelines, a career fire department needs to respond within six minutes, 90 percent of the time with a response time measured from the 911 call to the time of arrival of the first responder.

The standards are divided as follows:

- Dispatch time of one minute or less for at least 90 percent of the alarms
- Turnout time of one minute or less for EMS calls (80 seconds for fire and special operations response)
- Fire response travel time of four minutes or less for the arrival of the first arriving engine company at a fire incident and eight minutes or less travel time for the deployment of an initial full alarm assignment at a fire incident
- Eight minutes or less travel time for the arrival of an advanced life support (ALS) (4 minutes or less if provided by the fire department

California Code of Regulations

The California Code of Regulations (CCR) Chapter 4.9, Payment of Fees, Charges, Dedications, or Other Requirements Against a Development Project*, Section 65995-65998 (h)* provides that the payment or satisfaction of a fee, charge, or other requirement levied or imposed pursuant to Section 17620 of the Education Code in the amount specified in Section 65995 and, if applicable, any amounts specified in Section 65995.5 or 65995.7 are hereby deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization as defined in Section 56021 or 56073, on the provision of adequate school facilities.

Quimby Act

The Quimby Act (California Government Code Section 66477) states that "the legislative body of a city or county may, by ordinance, require the dedication of land or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative or parcel map." Requirements of the Quimby Act apply only to the acquisition of new parkland and do not apply to the physical development of new park facilities or associated operations and maintenance costs. The Quimby Act seeks to preserve open space needed to develop parkland and recreational facilities; however, the actual development of parks and other recreational facilities is subject to discretionary approval and is evaluated on a case-by-case basis with new residential development.

California Department of Education

The California Department of Education (CDE) School Facilities Planning Division (SFPD) prepared a School Site Selection and Approval Guide that provides criteria for locating appropriate school sites in the state. School site and size recommendations were changed by the CDE in 2000 to reflect various changes in educational conditions, such as lowering of class sizes and use of advanced technology. The expanded use of school buildings and grounds for community and agency joint use and concern for the safety of the students and staff members also influenced the modification of the CDE recommendations.

Specific recommendations for school size are provided in the School Site Analysis and Development Guide. This document suggests a ratio of 1:2 between buildings and land. CDE is aware that in a number of cases, primarily in urban settings, smaller sites cannot accommodate this ratio. In such cases, the SFPD may approve an amount of acreage less than the recommended gross site size and building-to-ground ratio.

Certain health and safety requirements for school site selection are governed by State regulations and the policies of the SFPD relating to:

- Proximity to airports, high-voltage power transmission lines, railroads, and major roadways;
- Presence of toxic and hazardous substances;
- Hazardous facilities and hazardous air emissions within one-quarter mile;
- Proximity to high-pressure natural gas lines, propane storage facilities, gasoline lines, pressurized sewer lines, or high-pressure water pipelines;
- Noise;
- Results of geological studies or soil analyses; and
- Traffic and school bus safety issues.

The Kindergarten-University Public Education Facilities Bond Act of 2002 (Proposition 47)

Proposition 47 was approved by California voters in November 2002 and provides for a bond issue of $13.05 billion to fund necessary education facilities to relieve overcrowding and to repair older schools. Funds would be targeted at areas of greatest need and must be spent according to strict

accountability measures. Funds will also be used to upgrade and build new classrooms in the California Community Colleges, the California State University, and the University of California, in order to provide adequate higher education facilities to accommodate growing student enrollment.

California Government Code Section 65996

As a matter of law, California Government Code Section 65996 identifies the payment of school impact fees as providing full and complete mitigation of a project's potential impact on school facilities. School facilities means any school-related consideration relating to a school district's ability to accommodate enrollment. As such, a project cannot be denied on the basis that existing school facilities are inadequate.

Leroy F. Greene School Facilities Act of 1998 (SB 50)

The "Leroy F. Greene School Facilities Act of 1998," also known as Senate Bill (SB) 50 (Chapter 407, Statutes of 1998), governs a school district's authority to levy school impact fees. This comprehensive legislation, together with the $9.2 billion education bond act approved by the voters in November 1998 known as "Proposition 1A," reformed methods of school construction financing in California. SB 50 instituted a new school facility program by which school districts can apply for State construction and modernization funds. It imposed limitations on the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development and provided the authority for school districts to levy fees at three different levels:

- Level I fees are the current statutory fees allowed under Education Code 17620. This code section provides the basic authority for school districts to levy a fee against residential and commercial construction for the purpose of funding school construction or reconstruction of facilities. These fees vary by district for residential construction and commercial construction and are increased biannually.
- Level II fees are outlined in Government Code Section 65995.5, allowing school districts to impose a higher fee on residential construction if certain conditions are met. These conditions include having a substantial percentage of students on multi-track year-round scheduling, having an assumed debt equal to 15 to 30 percent of the district's bonding capacity (percentage is based on revenue sources for repayment), having at least 20 percent of the district's teaching stations housed in relocatable classrooms, and having placed a local bond on the ballot in the past four years which received at least 50 percent plus one of the votes cast. A Facility Needs Assessment must demonstrate the need for new school facilities for unhoused pupils is attributable to projected enrollment growth from the construction of new residential units over the next five years.
- Level III fees are outlined in Government Code Section 65995.7. If State funding becomes unavailable, this code section authorizes a school district that has been approved to collect Level II fees to collect a higher fee on residential construction. This fee is equal to twice the amount of Level II fees. However, if a district eventually receives State funding, this excess fee may be reimbursed to the developers or subtracted from the amount of State funding.

LOCAL

San Anselmo Open Space Committee (OSC)

The Open Space Committee was established in 1981. The OSC acts as an advisory body to the Town Council and Town staff for the long-term planning of open space in and near San Anselmo and generates community support and fundraises for open space. The OSC consists of twelve members appointed by the Town Council, including one youth commissioner.

Existing Town of San Anselmo General Plan

The following goals, objectives, policies, and recommendations are applicable to public services, public facilities, and recreation.

LAND USE ELEMENT

Objective 1: To manage future growth to ensure the orderly development of the community, the logical extension of urban services, preservation of the area's natural and cultural resources, and protection of the area's environmental setting.

> **Policy 1.2.** Future growth will be managed based on the ability to provide needed public services, the constraints associated with development of the site, the costs and revenues associated with new development, and the effects of growth on local traffic conditions.

Objective 7: To protect and preserve those areas of unique natural and visual resources within the planning area (see Map 3). (Also see Open Space Element Policies 2.1-2.8.)

> **Policy 7.3.** To preserve as open space land of aesthetic or recreational value.
>
> **Policy 7.4.** Encourage open space corridors along easements and streams and provide public access where appropriate for bicycling, walking, and equestrians. (See Objective 4 of Open Space Element.)
>
> **Policy 7.6.** Continue to preserve open space and provide for the conservation of resources through innovative implementation including zoning, development controls (including grading, public and private acquisition, and incentives for private improvements which enhance the environment).

Objective 12: To maintain the current level of public services to the citizens of the Town and to continue to support improvements to public utilities as needed.

> **Policy 12.1.** To work with the special districts that provide water, sewer, and fire protection services in order to maintain and improve upon the present level of service.
>
> **Policy 12.2.** To require all new development within the Town to be served by the public fire protection system and, where feasible, the public water and sewer system.

Objective 13: To ensure that existing and future development in hillside and ridge areas has a continuous supply of domestic water, adequate water to protect structures from domestic and wildfires.

Policy 13.1. To encourage the Fire District to require sprinkler systems in new residential buildings which the Water District cannot supply with the ISO recommended fire flow.

TOWN PARKS, RECREATION, AND PUBLIC FACILITIES ELEMENT

Goal P: Provide Recreational Areas for the Residents.

Parks and Recreation Recommendations

Recommendation Q.1. Isabel Cook School multi-purpose building should be refurbished and used as a community center in order to provide a meeting place for many of the local groups who do not have an adequate facility at present.

Recommendation Q.2. Park and Recreation offices should be located at the Isabel Cook School or moved into quarters vacated by other civic functions, depending on the Town Hall site alternatives finally chosen. Memorial Park would still require an office, but Isabel Cook School's multi-purpose building would provide more space.

Recommendation Q.3. The community's needs for a swimming pool, tennis courts, and adjacent play fields could be met at Sorich Ranch provided these facilities could be made compatible with the open space amenities of the rest of the area. Other possibilities which should be explored in providing for these needs are the possible acquisition of the entire Isabel Cook School site or acquisition of the Fairfax Town and Country Club by the County with maintenance and management jointly provided by the Towns of Fairfax and San Anselmo.

Recommendation Q.4. Neighborhood mini-parks and playgrounds should be acquired for the Hawthorn Hills, Sequoia Park, and Hilldale areas of the Town.

Recommendation Q.5. Public art of a durable kind should be an addition to the Town park system.

Recommendation Q.16. The Log Cabin site adjacent to Memorial Park should be incorporated into the park, when surplus to the needs of the present owner.

Recommendation Q.7. Resting spaces along trails and street approaches to trails and bikeways should be part of the recreational facilities provided in support of public non-auto use of open spaces. This would be even further facilitated by trailhead and bikeway terminal amenities.

Public Facilities

Recommendation R.1. Town administration, public works, and public safety functions are presently conducted in inadequate or rented space. Recommendations** for alleviating this condition are:

a. Relocate the present Fire Department headquarters and Firehouse No. 1 to the corner of San Rafael Avenue and San Anselmo Avenue. Firehouse No. 2 on Butterfield will remain at its present location.
b. The present Town Hall site should be expanded by the acquisition of 15 Magnolia Avenue, plus perhaps the five parcels between City Hall Avenue, Library Place, and Tunstead Avenue.
c. A further acquisition of the business properties between the present Town Hall site, Magnolia and San Anselmo avenues should be explored for future acquisition to square off the Town's government center, particularly if other public functions are to be accommodated in the Town.
d. City Hall Avenue adjacent to the Civic Center site should be closed and made a part of the Center.
e. Library Place should be extended as appropriate to serve the public facilities area.
f. The present corporation yard and municipal shop should be made visually compatible with the Sarich Ranch Park setting by use of fencing, landscaping, and the demolition of obsolete and visually disturbing buildings. One possibility which should be explored further in capital improvement programming would be to leave the site as a corporation yard only and farm out auto maintenance.

OPEN SPACE ELEMENT

Objective 1: To protect from development those open space parcels which contribute directly to the Town's identity, its sense of separate place in relation to other communities, and the quality of life in the community. The properties which meet this criteria are listed in Appendix A.

Policy 1.1. The Town will determine the relative importance of the properties listed in Appendix A in terms of their open space value.

Policy 1.2. The Town, in conjunction with one or more of the following agencies: the County of Marin, Fairfax, Ross, San Rafael, and the Marin County Open Space District, will establish a program for acquisition and preservation of priority open space properties.

Policy 1.3. The Town may sponsor community and areawide meetings, exhibits, and events to raise community awareness with regard to open space needs in San Anselmo and the surrounding area.

Policy 1.4. Any landowner or developer who intends to submit a land division or other development proposal for all or a portion of property listed in Appendix A will be required to meet with the San Anselmo Open Space Committee prior to submitting any development application.

The Committee must meet with the applicant within thirty (30) days of notification to discuss the Town's open space objectives and options for development. The applicant will be required to submit a written report of the findings of this meeting with the development application.

Policy 1.5. The Town's hillside and ridge protection policies and development densities will be used to protect the open space values of the properties listed in Appendix A if efforts to purchase open space have failed. Such efforts will include the establishment of lands designated as private open space.

Policy 1.6. To examine current management/maintenance arrangements and needs for existing open space lands and explore alternatives for meeting management goals.

Objective 4: To provide and maintain a system of trails which will provide nonintrusive access from residential areas to open space and park lands.

Policy 4.5. Subdivision and development proposals for properties adjacent to or abutting existing or planned public open space shall include provisions for providing public access over a trail system. Trails should be provided separate from roadways and sidewalks.

Policy 4.7. All public open space access easements shall be offered for dedication to the Town, the Marin County Open Space District, or other appropriate public agency.

Town of San Anselmo Municipal Code

Section 10-2.206, Parks and public areas, of the San Anselmo Municipal Code (Town Code) assures that the Planning Commission may require adequate provisions for suitable areas for parks, playgrounds, schools, and other public building sites, as well as such measures to preserve and enhance the scenic values of the town and to establish conditions for excellent residential, commercial, and industrial developments. Such provisions shall not be construed as an obligation of the Town for the maintenance of such areas as parks or playgrounds.

Title 11, Parks and Recreation, establishes the authority and requirements for compliance with rules for use of parks and open space (Chapter 1) and establishes and identifies the duties of the Parks and Recreation Commission (Chapter 2). The Parks and Recreation Commission powers and duties include serving in an advisory capacity to the Town's decision-makers, Town Administrator, and department heads regarding parks and recreation; making recommendations regarding the budget for recreation and parks maintenance; assisting in planning the Town's recreation program and promoting the program; and making an annual report on its activities to the Council.

Town Code Title 3, Chapter 5, Article 2 Traffic Administration. This article establishes the Police Department as the traffic division under control of a police officer appointed by and directly responsible to the Police Chief. This article also establishes a Traffic Safety Committee, comprised of the Chief Administrative Officer, Chief of Police, and Traffic Engineer, to review requests for traffic control devices from Town staff and members of the public.

Town Code Section 3-5.301, Authority of Police and Fire Department Officials. This section states the duty of the officers of the Police Department is to enforce all street traffic laws of the Town and all of the State vehicle laws applicable to street traffic in the Town. Fire Department officers, when

at the scene of a fire or, when in the course of their duties they are protecting the personnel or equipment of the Fire Department, may direct or assist police officers in directing traffic.

Town Code Section 3-5.303, Obedience to Police and Fire Department officials. This section indicates that no person shall willfully fail or refuse to comply with any lawful order of a police officer or Fire Department official when such officer is directing traffic.

Town Code Section 3-3.801, California Fire Code. This section adopts the 2022 California Fire Code, International Fire Code (published by the International Fire Code Council, Inc., 2021 Edition), and Appendix A of the 2021 edition of the International Wildland-Urban Interface Code.

Town Code Section 3-3.802, Establishment and duties of the Fire Prevention Bureau. This section indicates that the Fire Prevention Bureau of the Fire Department shall enforce the 2022 California Fire Code, which consists of certain portions of the 2021 edition of the International Fire Code as amended by the California Building Standards Commission, and the 2021 edition of the International Fire Code, and Appendix A of the 2021 edition of the International Wildland-Urban Interface Code.

Town Code Section 10-2.301, Improvements required. This section of the Town Code lists required improvements for subdivisions. Improvements must provide water storage and distribution facilities needed for fire protection including, but not limited to, fire hydrants. Fire hydrants must be installed in accordance with Fire Department standards, the Uniform Fire Code, and NFPA Title 22 standards.

Ross Valley School District Developer Fee Schedule

The Ross Valley School District levies developer fees at $2.44 per square foot for residential development and $0.39 per square foot for commercial development.[20] The Ross Valley School District shares territorial jurisdiction with the Tamalpais Union High School District (TUHSD). The Developer Fee Revenue Allocation Agreement between the two districts, approved in 2017, allocates 70 percent of Level I fees to the Ross Valley School District and allocates the remaining 30 percent of Level I fees to TUHSD.[21]

Tamalpais Union High School District Developer Fee Schedule

According to the TUHSD 2024 Developer Fee Justification Study, a fee of $1.55 per square foot for residential construction and a fee of $0.25 per square foot for commercial/industrial construction is assessed on applicable permits pulled in the District.

[20] Tamalpais Union High School District, 2024. Developer Fees. Available At: https://www.tamdistrict.org/administration/business-operations/developer-fees

[21] Ross Valley School District, 2017. Board of Trustees Regula Meeting, Recommended Approval of Developer Fee Sharing with the Tamalpais Union High School District. Available at: https://go.boarddocs.com/ca/rova/Board.nsf/goto?open&id=AFJF9X3E1963

2023 Parks and Recreation Commission Action Plan

The 2023 Parks and Recreation Commission Action Plan of San Anselmo outlines a strategic framework and set of actions aimed at enhancing and enriching the town's recreational offerings and public parks. Actions identified in the Action Plan include:

- Continually improve the condition of parks, in order to create a high quality, safe, diverse and enjoyable experience for all San Anselmo residents.
- Continue to build a strong connection between Parks & Recreation and the San Anselmo community.
- Work with local law enforcement and the Town Council to address issues related to the public safety and quality of the San Anselmo parks experience.

Sorich Ranch Park Master Plan

The Master Plan is a management plan and site design for Sorich Ranch Park. The Plan is based on community goals and professional park design principles. The primary goals of the project are:

- Protect the intrinsic values of Sorich Ranch Park as a quiet neighborhood park and open space that invites passive recreation, exploration, and relaxation.
- Emphasize the concept of a quiet gateway park and explorable, wild open space that captures, for all townspeople, the benefits of the rural past and natural environment of wooded hills, grasslands, hidden canyons and creeks close to the heart of San Anselmo. A refuge and resource for passive recreation at the head of the valley.

Community Facilities Master Plan

The San Anselmo Community Facilities Master Plan, published in 2015, identifies infrastructure improvements and expanded program options at Isabel Cook Community Center and Robson-Harrington Park and House to serve the existing and future recreational needs of San Anselmo residents. Created through extensive community engagement, the Plan identifies a design vision, site improvement strategies, parking solutions, and programming for both facilities. The Plan visualizes a newly constructed Isabel Cook Community Center and preserved Robson-Harrington Park and House, while vehicular parking issues onsite and along adjacent residential streets are mitigated. The Plan envisions flexible Town recreation and park facilities that adapt to changing needs of the residents while simultaneously embodying the distinctive character of San Anselmo. Lastly, the document plans for the long-term growth and development of the San Anselmo Recreation Department within the new community center, Robson-Harrington Park and House, and San Anselmo-at-large.

Capital Improvement Program – Parks and Open Space Projects

The 2024/2025 Draft Capital Improvement Plan (CIP) has identified a project list for parks capital expenditures throughout San Anselmo. Parks and open space projects are listed below in **Table 3.13-9**.

TABLE 3.13-9: DRAFT CAPITAL IMPROVEMENT PROGRAM – PARKS PROJECTS

FISCAL YEAR	*PROJECT/LOCATION*	*FUND*
FY 25/26	Creekside Commons Park Design	Creekside Commons Fund
FY 26/27	Creekside Commons Park Construction	Grants Fund
FY 26/27	Building Bridge 2 Removal	Measure J Fund
FY 24/25	Memorial Park Renovations	Measure J Fund
FY 24/25	Millennium Playground Improvements	Measure J Fund
FY 24/25	Memorial Park Restroom Update	Measure J Fund
FY 25/26	Hilldale Pocket Park - Phase 2 playground	Measure J Fund
FY 25/26	Sorich Park Parking Lot	Measure J Fund
FY 26/27	Sorich Park Trail Project	Active Transportation Fund
FY25/26 - FY 28/29	Stairs, Lanes, and Trails (SLTs) Program	Staff time

SOURCE: SAN ANSELMO - PROPOSED 5-YEAR CAPITAL IMPROVEMENT PROGRAM - FY 24/25 THROUGH FY 28/29.

2023 Open Space Committee Action Plan

The OSC Action Plan was approved by the Open Space Committee on October 25, 2023. The OSC Action Plan has not been reviewed by the Town Council. The plan aims to ensure the long-term preservation of open space while also facilitating public access, fundraising efforts, and coordination with relevant authorities and organizations. The action steps outlined in the Action Plan include:

1. Acquire and/or Protect Specific Priority Open Space Parcels in Accordance with The Town's General Plan: For each unprotected priority parcel, develop an action step and strategies for its protection, whether through acquisition or other type of long-term protection, such as a conservation easement, lease, or other means.
2. Revitalize Sorich Ranch Park Staging and Parking Area: Plan and implement tree and vegetation planting in the old staging area based on our vision; and landscape and restore the current parking area to permanently eliminate ongoing erosion.
3. Stairs, Lanes, and Trails Project: Identify and classify the Town's stairs, lanes, and trails (SLTs); as applicable, facilitate their construction or repair to improve access, safety, and to establish the Town's ownership for the benefit of pedestrians and bicycles, where appropriate.
4. Open Space Management Plan: Develop goals, objectives, standards, and guidelines for protection and restoration of San Anselmo Open Space; include process provisions with public notice, comment, and involvement for projects.
5. Update the Open Space Element of the San Anselmo General Plan: The San Anselmo General Plan's Open Space Element should be updated and refined with current goals and objectives for conservation of biological diversity and preservation of wildlife habitat based on updated scientific knowledge and should be reflected in our zoning code. Update and add to the priority open space parcels list to reflect recent successes and produce new maps for planning.
6. Fundraising: Continue raising funds for open space acquisition.
7. Communication and Outreach: Engage and inform the citizens of San Anselmo about their open space, the need for its protection, expansion, maintenance and restoration.

8. Create and Staff a New Environment and Natural Resources Department: In partnership with the Town's Climate Action Commission, Parks and Recreation Commission, and maybe even in collaboration with the Town of Fairfax, create an "Environment and Natural Resources Department," whose staff oversee and implement the Town's Climate Action Plan, sustainability plans, open space plans, and protect and restore the natural resources in our parks, open space, and other natural features in the town.

3.13.3 IMPACTS AND MITIGATION MEASURES

METHODS OF ANALYSIS

The General Plan 2045 (available online at: https://sananselmogp2045.org/) is the primary document used as the basis for the environmental setting and the analysis in this section. Specifically, the Park, Recreation and Public Facilities Element, Circulation Element, and Safety Element address public services and recreation. Impacts related to public services and recreation were evaluated using the thresholds of significance listed below. Future development under the General Plan 2045 was reviewed to determine potential impacts to fire protection, police protection, schools, parks, and recreational facilities. The provision of recreational facilities and ability to fund their installation and maintenance is provided for at a statewide level under the Quimby Act, a regulation allowing cities to require dedication of land or payment of fees for parks and recreation as a condition of tentative or parcel map approval.

GENERAL PLAN 2045 GOALS AND POLICIES

The following draft goals and policies from the General Plan 2045 are relevant to public services and recreation.

PARK, RECREATION AND PUBLIC FACILITIES ELEMENT

Goal PR-A: Upgrade, maintain, and improve parks and recreational facilities to ensure safe, inclusive, sustainable, and accessible spaces for all ages, abilities, and user groups. Integrate climate-resilient design, native landscaping, and universal accessibility while supporting diverse recreational needs, including children, teens, older adults, people with disabilities, and dog owners.

Policy PR-A.1: Park and Facility Improvements. Regularly upgrade and replace aging or deficient Town facilities and parks to meet the community's recreational needs and enhance accessibility. Effectively balance the needs of various groups, including the aging community, children, teenagers, people with disabilities, and dog owners.

> **Action PR-A.1.a: Park Needs Assessment and Funding Strategy.** Every five years, conduct a community-informed assessment of park and facility needs using inclusive outreach methods to reach a broad cross-section of the community, and establish funding strategies to support ongoing improvements and long-term maintenance.

Action PR-A.1.b: Park and Recreation Master Plans. Prepare or update master plans, develop cost estimates, and identify funding sources to improve neighborhood and community parks and recreation facilities, including the following:

- All Parks: Identify and implement accessibility improvements to ensure all parks, playgrounds, and facilities are usable by children, older adults, and people with all abilities. Incorporate landscaping improvements that support biological diversity and climate resilience through the increased use of California native plants, prioritizing locally native plant species where they best meet site needs and functions.
- Robson-Harrington House and Park: Identify and prioritize needed maintenance, structural repairs, accessibility upgrades, and supporting infrastructure improvements, such as a public restroom facility, to enhance public use of the mansion, improve the surrounding landscape, and restore and preserve of historic features.
- Sorich Park: Update the park master plan, including consideration of possible relocation of the Town's corporation yard and/or visual enhancements that would improve the interface with the adjacent public uses.
- Isabel Cook Community Center: Identify improvements or potential redevelopment options, including the feasibility or a new or substantially modernized community center, to support programs that evolve with community needs, consistent with the 2015 Community Facilities Master Plan. Develop cost estimates and identify possible funding sources.
- Memorial Park: Continue the phased implementation of the adopted master plan. If the opportunity arises, consider minor updates to the plan.
- Creek Park: Implement the planned improvements to Creek Park.

Action PR-A.1.c: Parkland Expansion Strategy. Evaluate opportunities to expand the Town's park system, including new pocket parks, and amend the Municipal Code to establish a parkland dedication and in-lieu fee ordinance consistent with the Quimby Act, ensuring new subdivisions contribute to meeting community park needs. Assess the feasibility of exemptions for deed-restricted affordable units and regularly update in-lieu fees to reflect current and anticipated land and facility costs.

Goal PR-C: Provide high-quality public facilities and infrastructure that meet the needs of current and future residents, businesses, and visitors in the most efficient and cost-effective ways possible.

Policy PR-C.1: Ongoing Maintenance. Proactively maintain public facilities and infrastructure through ongoing preventative care, and ensure the timely repair, replacement, and upgrading of Town facilities, infrastructure, and equipment.

Action PR-C.1.a: Capital Improvement and Agency Coordination Program. Maintain and update a multi-year Capital Improvement Plan for Town infrastructure and facilities,

and coordinate with partner agencies to align projects, maximize resources, achieve economies of scale, and reduce construction impacts.

Action PR-C.1.b: Asset Management Program. Develop a proactive Asset Management Program to identify needed facility and infrastructure maintenance, upgrade, and replacement timing and costs. Seek additional funding opportunities and strategies to avoid increased costs of deferred maintenance.

CIRCULATION ELEMENT

Goal C-B: Continue improving the roadway network to ensure mobility, accessibility, and a high quality of life for all community members.

Policy C-B.4: Hillside Roadways. Allow limited improvements to existing roadways serving hillside properties on a case-by-case basis for restricted efforts such as spot widening and access/egress improvements. Efforts should be made to balance mobility and safety needs with the desire to maintain the residential identity.

SAFETY ELEMENT

Goal S-A: Promote a culture of resilience and preparedness within San Anselmo where all community members and businesses are informed, equipped, and prepared for natural and human-caused emergencies.

Policy S-A.17: Emergency Response Capability. Maintain a high level of emergency response capability to serve all members of the community effectively.

Action S-A.17.a: Budget for Emergency Services. Account for current and future emergency service needs during annual budgeting cycles.

Action S-A.17.b: Emergency Service Priorities. Regularly review and update the Town's priorities for future emergency service needs to reflect changing conditions and community needs.

Action S-A.17.c: Development Review. Consult Fire and Police staff in the development review process to ensure development adequately addresses service levels, security concerns, and safety.

Goal S-E: Prepare and ready the community to respond to fire hazards.

Policy S-E.4: Safety Standards in Fire Hazard Areas. Regularly re-evaluate specific fire hazard areas and adopt reasonable safety standards covering such elements as fuel modification around homes, adequacy of existing and future water supplies, fire flow tests, fire hydrants, routes or throughways for fire equipment access, clarity of addresses and street signs, and long-term maintenance.

Policy S-E.5: Code Consistency. Maintain consistency with the California Building and Fire Codes and Ross Valley Fire Department Standards and best practices.

Policy S-E.6: Public Facilities in High and Very High Fire Severity Zones. Prohibit new public/critical facilities (schools, hospitals, fire stations, etc.) from being located in High and Very High Fire Hazard Severity Zones to the greatest extent feasible. If located in these areas, require adequate fire response and evacuation capabilities.

Action S-E.7.a: Property Maintenance for Fire Control. Implement and enforce fire safety and vegetation management requirements on private property, including taking necessary fire prevention actions on undeveloped or hazardous sites and recovering associated costs from property owners. Provide comprehensive public education for residents and businesses on defensible space, vegetation management, landscaping practices, and fire hazard reduction strategies, using multiple communication channels.

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on public services and recreation if it would result in:

- Substantial adverse physical impacts associated with the provision of new or physically altered public facilities, need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
    - Fire Protection;
    - Police Protection;
    - Schools;
    - Parks; and
    - Other public facilities.
- An increase in 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; or
- If it includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

IMPACTS AND MITIGATION MEASURES

Impact 3.13-1: General Plan implementation could result in adverse physical impacts on the environment associated with the need for new fire protection facilities or the need for new or physically altered fire protection facilities, the construction of which could cause significant

environmental impacts and the provision of public services (Less than Significant)

Development and growth accommodated by the General Plan 2045 would result in increased demand for public services, including fire protection. The General Plan includes policies and actions to ensure that public services are provided at acceptable levels and that the Town will maintain and implement public facility master plans, in collaboration with appropriate outside service providers and other agencies, to ensure compliance with appropriate regional, State, and federal laws and to provide efficient public facilities and services to San Anselmo.

As the demand for services increases, there will likely be a need to address acceptable service ratios, response times, and other performance standards. New or expanded fire protection service structures will be needed to provide for adequate staffing, equipment, and appropriate facilities to serve growth in the Town.

Existing facilities may be expanded at their current location. New facilities may also be constructed. The Public Facilities land use designation would accommodate the majority of new fire protection facilities necessary to provide fire protection services. There would likely be environmental impacts associated with the construction or expansion of the facilities needed to provide this public service.

The General Plan 2045 does not propose or approve actual development projects, or the physical expansion of public facilities. As future development and infrastructure projects (including new fire protection facilities) are considered by the Town, each project will be evaluated for conformance with the General Plan 2045, Municipal Code, and other applicable regulations. Such development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. Any future expansion of public facilities required by growth in the Town would be required to be reviewed for site-specific impacts.

As previously stated, new fire protection facilities will be needed to serve growth contemplated in the General Plan 2045. The environmental effect of providing public services, including fire protection, is associated with the physical impacts of providing new and expanded facilities. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the General Plan does not propose or authorize development nor does it designate specific sites for new or expanded public facilities. However, the fire protection facilities would be primarily provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the public facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects under the General Plan. For example, operational and construction noise would increase as fire protection facilities are expanded. Additionally, water demands would increase as fire protection to serve new development is warranted. Further, development of fire protection facilities could result in removal of habitat for special-status species and/or disturbance of cultural resources sites. The impacts are described in the relevant chapters of this EIR. Any future development under the General Plan 2045 would be required to comply with regulations, policies, and standards included in the General Plan 2045, and would be subject to CEQA review as appropriate.

The General Plan 2045 includes a range of policies and actions to ensure that public services are provided in a timely fashion, are adequately funded, are coordinated between the Town and appropriate service agency, and that new development funds its fair share of services. Therefore, impacts related to the provisions and need for fire protection facilities are **less than significant**.

Impact 3.13-2: General Plan implementation could result in adverse physical impacts on the environment associated with the need for new police protection facilities or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts and the provision of public services (Less than Significant)

Development and growth accommodated by the General Plan 2045 would result in increased demand for public services, including law enforcement. The General Plan includes policies and actions to ensure that public services are provided at acceptable levels and that the Town will maintain and implement public facility master plans, in collaboration with appropriate outside service providers and other agencies, to ensure compliance with appropriate regional, State, and federal laws and to provide efficient public facilities and services to San Anselmo.

As the demand for services increases, there will likely be a need to address acceptable service ratios, response times, and other performance standards. New or expanded police protection service structures will be needed to provide for adequate staffing, equipment, and appropriate facilities to serve growth in the Town.

Existing facilities may be expanded at their current location. New facilities may also be constructed. The Public Facilities land use designation would accommodate the majority of new police protection facilities necessary to provide police protection services. There would likely be environmental impacts associated with the construction or expansion of the facilities needed to provide this public service.

The General Plan 2045 does not propose or approve actual development projects, or the physical expansion of public facilities. As future development and infrastructure projects (including new police protection facilities) are considered by the Town, each project will be evaluated for conformance with the General Plan 2045, Municipal Code, and other applicable regulations. Such development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. Any future expansion of public facilities required by growth in the Town would be required to be reviewed for site-specific impacts.

As previously stated, new police protection facilities will be needed to serve growth contemplated in the General Plan 2045. The environmental effect of providing public services, including police protection, is associated with the physical impacts of providing new and expanded facilities. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the General Plan 2045 does not propose or authorize development nor does it designate specific sites for new or expanded public facilities. However, the police protection facilities would be primarily

provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the public facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects under the General Plan. For example, operational and construction noise would increase as police protection facilities are expanded. Additionally, development of police protection facilities could result in removal of habitat for special-status species and/or disturbance of cultural resources sites. The impacts are described in the relevant chapters (Chapters 3.1 through 3.16, and 4.0) of this EIR. Any future development under the General Plan 2045 would be required to comply with regulations, policies, and standards included in the General Plan, and would be subject to CEQA review as appropriate.

The General Plan 2045 includes a range of policies and actions to ensure that public services are provided in a timely fashion, are adequately funded, are coordinated between the Town and appropriate service agency, and that new development funds its fair share of services. Therefore, impacts related to the provisions and need for police protection facilities are **less than significant**.

Impact 3.13-3: General Plan implementation could result in adverse physical impacts on the environment associated with the need for new school facilities or the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts and the provision of public services (Less than Significant)

Development and growth accommodated by the General Plan 2045 would result in increased demand for public services, including schools. The General Plan includes policies and actions to ensure that public services are provided at acceptable levels and that the Town will maintain and implement public facility master plans, in collaboration with appropriate outside service providers and other agencies, to ensure compliance with appropriate regional, State, and federal laws and to provide efficient public facilities and services to San Anselmo.

As the demand for services increases, there will likely be a need to address acceptable service ratios, class sizes, and other performance standards. New or expanded school structures will be needed to provide for adequate staffing, equipment, and appropriate facilities to serve growth in the Town.

Existing school facilities could be expanded at their current location. New facilities may also be constructed. The Public Facilities land use designation would accommodate the majority of new school facilities necessary to provide school services. There would likely be environmental impacts associated with the construction or expansion of the facilities needed to provide this public service. However, State law (California Government Code Section 65996) identifies the payment of school impact fees as providing full and complete mitigation of a project's potential impact on school facilities. As such, a project cannot be denied on the basis that existing school facilities are inadequate. Each school district is responsible for implementing specific methods for mitigating school impacts under California Government Code Section 65996. Therefore, each subsequent developer would be required to comply with California Government Code Section 65996, through payment of developer impact fees, and potential impacts to school facilities would be deemed fully mitigated.

The General Plan 2045 does not propose or approve actual development projects, or the physical expansion of public facilities. As future development and infrastructure projects (including new school facilities) are considered by the Town, each project will be evaluated for conformance with the General Plan, Municipal Code, and other applicable regulations. Such development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. Any future expansion of public facilities required by growth in the Town would be required to be reviewed for site-specific impacts.

As previously stated, new school facilities may be needed to serve growth contemplated in the General Plan 2045. The environmental effect of providing public services, including school services, is associated with the physical impacts of providing new and expanded facilities. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the General Plan does not propose or authorize development, nor does it designate specific sites for new or expanded public facilities. However, the school facilities would be primarily provided on sites with land use designations that allow such uses or are intended for urbanization and the environmental impacts of constructing and operating the public facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects under the General Plan 2045. For example, operational and construction noise would increase as school facilities are expanded. Additionally, water demands, wastewater generation, and solid waste generation would increase as school facilities are developed to serve new development. Further, development of school facilities could result in removal of habitat for special-status species and/or disturbance of cultural resources sites. These impacts are described in the relevant chapters (Chapters 3.1 through 3.16, and 4.0) of this EIR. Any future development under the General Plan 2045 would be required to comply with regulations, policies, and standards included in the General Plan, and would be subject to CEQA review as appropriate. Furthermore, payment of developer impact fees as required by State law would fully mitigate impacts related school facilities resulting from the development of future projects accommodated by the General Plan 2045.

Under the provisions of SB 50, a project's impacts on school facilities are fully mitigated via the payment of the requisite new school construction fees established pursuant to Government Code Section 65995. Through payment by a development applicant or of special assessments by property owners and payment of any applicable impact fees would ensure that the proposed project's impact to school services are **less than significant.**

Impact 3.13-4: General Plan implementation could result in adverse physical impacts on the environment associated with the need for new park facilities or the need for new or physically altered park facilities, the construction of which could cause significant environmental impacts and the provision of public services (Less than Significant)

Development and growth accommodated by the General Plan 2045 would result in increased demand for public services, including parks. The General Plan 2045 includes policies and actions to ensure that public services are provided at acceptable levels and that the Town will maintain and implement public facility master plans, in collaboration with appropriate outside service providers

and other agencies, to ensure compliance with appropriate regional, State, and federal laws and to provide efficient public facilities and services to San Anselmo.

As the demand for services increases, there will likely be a need to address acceptable service ratios, response times, and other performance standards. New or expanded park and recreation structures (e.g., park maintenance buildings, parks, trails, etc.) will be needed to provide for adequate staffing, equipment, and appropriate facilities to serve growth in the Town.

Existing facilities may be expanded at their current location. New facilities may also be constructed. The Parks land use designation would accommodate the new park and recreational facilities necessary to provide recreational services. Passive recreational facilities are also allowed in the Open Space land use designations. There would likely be environmental impacts associated with the construction or expansion of the facilities needed to provide this public service.

The General Plan 2045 does not propose or approve actual development projects, or the physical expansion of public facilities. As future development and infrastructure projects (including new park and recreational facilities) are considered by the Town, each project will be evaluated for conformance with the General Plan 2045, Municipal Code, and other applicable regulations. Such development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. Any future expansion of public facilities required by growth in the Town would be required to be reviewed for site-specific impacts.

As previously stated, new park and recreational facilities will be needed to serve growth contemplated in the General Plan. The environmental effect of providing public services, including park and recreational facilities, is associated with the physical impacts of providing new and expanded facilities. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the General Plan 2045 does not propose or authorize development nor does it designate specific sites for new or expanded public facilities. However, the park and recreational facilities would be primarily provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the public facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects under the General Plan 2045. For example, operational and construction noise would increase as park facilities are expanded. Additionally, water demands, wastewater generation, and solid waste generation would increase as park facilities are developed to serve new development. Further, development of park facilities could result in removal of habitat for special-status species and/or disturbance of cultural resources sites. These impacts are described in the relevant chapters (Chapters 3.1 through 3.16, and 4.0) of this EIR. Any future development under the General Plan 2045 would be required to comply with regulations, policies, and standards included in the General Plan, and would be subject to CEQA review as appropriate.

The General Plan 2045 includes a range of policies and actions to ensure that public services are provided in a timely fashion, are adequately funded, are coordinated between the Town and appropriate service agency, and that new development funds its fair share of services. Therefore, impacts related to the provision and need for park and recreational facilities would be **less than significant**.

Impact 3.13-5: General Plan implementation could result in adverse physical impacts on the environment associated with the need for other public facilities or the need for new or physically facilities, the construction of which could cause significant environmental impacts and the provision of public services (Less than Significant)

Development and growth accommodated by the General Plan 2045 would result in increased demand for public services, including other public facilities. Other public facilities in the Planning Area include the San Anselmo Town Hall, San Anselmo Library, and San Anselmo Historical Museum. The General Plan includes policies and actions to ensure that public services are provided at acceptable levels and that the Town will maintain and implement public facility master plans, in collaboration with appropriate outside service providers and other agencies, to ensure compliance with appropriate regional, State, and federal laws and to provide efficient public facilities and services to San Anselmo.

As the demand for services increases, there will likely be a need to address acceptable service ratios, response times, and other performance standards. New or expanded public facilities and structures will be needed to provide adequate staffing, equipment, and appropriate facilities to serve growth in the Town.

Existing facilities may be expanded at their current location. New facilities may also be constructed. The Public Facilities and Parks land use designations would accommodate the new public facilities necessary to provide public services. There would likely be environmental impacts associated with the construction or expansion of the facilities needed to provide this public service.

The General Plan 2045 does not propose or approve actual development projects, or the physical expansion of public facilities. As future development and infrastructure projects (including new and/or expansion of existing public facilities) are considered by the Town, each project will be evaluated for conformance with the General Plan 2045, Municipal Code, and other applicable regulations. Such development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. Any future expansion of public facilities required by growth in the Town would be required to be reviewed for site-specific impacts.

As previously stated, new and/or expanded public facilities will be needed to serve growth contemplated in the General Plan 2045. The environmental effect of providing public services, including public facilities, is associated with the physical impacts of providing new and expanded facilities. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the General Plan 2045 does not propose or authorize development, nor does it designate specific sites for new or expanded public facilities. However, the public facilities would be primarily provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the public facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects under the General Plan 2045. For example, operational and construction noise would increase as other public facilities are expanded. Additionally, water demands would increase as other public facilities to serve new development is

warranted. Further, development of other public facilities could result in removal of habitat for special-status species and/or disturbance of cultural resources sites. These impacts are described in the relevant chapters (Chapters 3.1 through 3.16, and 4.0) of this EIR. Any future development under the General Plan 2045 would be required to comply with regulations, policies, and standards included in the General Plan, and would be subject to CEQA review as appropriate.

The General Plan includes a range of policies and actions to ensure that public services are provided in a timely fashion, are adequately funded, are coordinated between the Town and appropriate service agency, and that new development funds its fair share of services. Therefore, impacts related to the provisions and need for public facilities are **less than significant**.

Impact 3.13-6: General Plan implementation may result in adverse physical impacts associated with the deterioration of existing parks and recreation facilities or the construction of new parks and recreation facilities (Less than Significant)

Growth accommodated under the General Plan would include a range of uses that could increase the population of the Town and also attract additional workers and tourists to the Town. Such growth would result in increased demand for parks and recreation facilities. It is anticipated that over the life of the General Plan 2045, use of parks, trails, and recreation facilities would increase, due to new residents and businesses. The additional demand on existing parks and recreational facilities would increase the need for maintenance and improvements. These improvements could have environmental impacts, although the exact impacts cannot be determined since the potential improvements are unknown.

The Town does not currently have an ordinance that establishes a minimum park acreage to be provided per resident. However, General Plan 2045 Action PR-A.1.c would require the Town to evaluate opportunities to expand the Town's park system, including new pocket parks, and amend the Municipal Code to establish a parkland dedication and in-lieu fee ordinance consistent with the Quimby Act.

The Town recognizes the need to provide parks and recreation facilities and proposes Action PR-A.1.a would require the Town to conduct a community-informed assessment of park and facility needs every five years and establish funding strategies to support ongoing improvements and long-term maintenance. To further assess the town's needs, General Plan 2045 Action PR-A.1.b requires the Town to prepare or update master plans, develop cost estimates, and identify possible funding sources to improve neighborhood and community parks and recreation facilities. The provision of new parks and recreation facilities would reduce the potential for adverse impacts and physical deterioration of existing parks and recreation facilities, by providing additional facilities to accommodate the demand for parks and recreation facilities. These new facilities would be provided at a pace and in locations appropriate to serve new development, as required pursuant to the Quimby Act.

As noted previously, the provision of recreational facilities and ability to fund their installation and maintenance is provided for at a statewide level under the Quimby Act, a regulation allowing cities

to require dedication of land or payment of fees for parks and recreation as a condition of tentative or parcel map approval. Future development would be required to dedicate land for park uses or fund its fair share for required parkland, resulting in new parkland and recreation facilities to accommodate the demand associated with new development.

Any new parks or recreational facilities that may be constructed in the future would be primarily provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the parks and recreational facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects under the General Plan. These impacts are described in the relevant chapters (Chapters 3.1 through 3.16, and 4.0) of this EIR. Any future development under the General Plan would be required to comply with regulations, policies, and standards included in the General Plan, and would be subject to CEQA review as appropriate. Therefore, impacts related to the provisions and need for park and recreational facilities are **less than significant**.

Impact 3.13-7: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts to public services and recreation. (Less than Significant)

The cumulative setting for public services and facilities would include all areas covered in the service areas of the Ross Valley Fire Department (RVFD), Central Marin Police Authority (Authority), the Town of San Anselmo Recreation Department and Marin County Open Space District, the Ross Valley School District, and the Tamalpais Union High School District (TUHSD).

The RVFD provides fire protection services to the communities of Ross, San Anselmo, Fairfax, and Sleepy Hollow. The Authority provides police protection services to the communities of Larkspur, Corte Madera, San Anselmo, and portions of Greenbrae. Cumulative growth in these areas will result in increased demand for public services, including fire protection and police protection. As the demand for fire protection service and police protection service increases, there will likely be a need to address acceptable service ratios, response times, and other performance standards. New or expanded service structures (e.g., offices, maintenance and administrative buildings, fire facilities, police facilities, etc.) will be needed to provide for adequate staffing, equipment, and appropriate facilities to serve growth within the RVFP and Authority service areas. The increased demand for fire protection services and police protection services, including the potential for new or expanded facilities which could have a physical effect on the environment, could result in a potentially significant cumulative impact.

Development and growth facilitated by the General Plan 2045 would result in increased demand for fire protection and law enforcement services. The General Plan 2045 includes a range of policies and actions that would ensure that public services are provided in a timely fashion, are adequately funded, are coordinated between the Town and appropriate service agency, and that new development funds its fair share of services. The General Plan 2045 includes policies to ensure that fire protection and law enforcement services keep pace with new development. Implementation of the General Plan 2045 policies would ensure that the Town maintains acceptable service ratios and

the proposed project's contribution to the cumulative impact would not be considerable, and the cumulative impact on fire and police protection services would be **less than significant.**

The San Anselmo Recreation Department provides recreational services and facilities primarily to the residents of San Anselmo. Some recreational amenities, such as open space trails, may provide recreational opportunities to a wider geographic service area, although use of Town facilities by out-of-town users is negligible. As the San Anselmo Recreation Department's service area does not expand beyond the town boundaries, the cumulative impact on park and recreation facilities would be the same as the project-specific impact. As described in Impact 3.13-4 and Impact 3.13-6, the General Plan 2045 includes a range of policies and actions to ensure that public services are provided in a timely fashion, are adequately funded, are coordinated between the Town and appropriate service agency, and that new development funds its fair share of services.

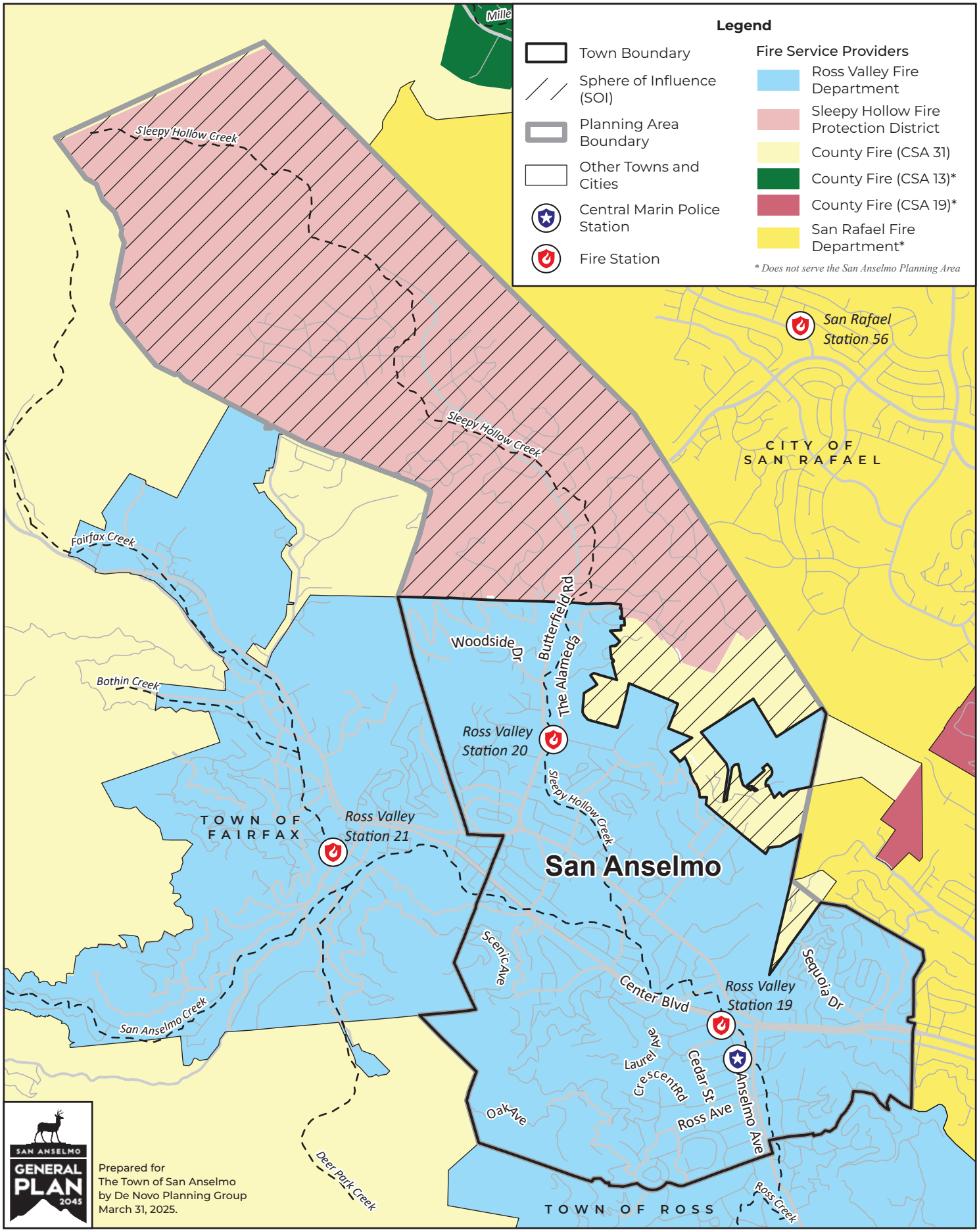
The Marin County Open Space District could experience increased recreational demand as growth in the county continues. The District manages approximately 18,500 acres of parks and open space including preserves, pathways, parks, bike and skate parks, a public pool, boat launch, and other public recreational facilities. In June 2022, Marin County voters approved re-implementation of Parks Measure A, a quarter-cent sales tax to support parks and open space, sustainable agriculture, and recreation in cities and towns, in effect until 2031. Ongoing maintenance and acquisition of additional lands would keep up with regional growth. Therefore, cumulative impacts related to the provision and need for park and recreational facilities would be **less than significant**.

The Ross Valley School District provides educational services to elementary and middle school students in San Anselmo and Fairfax. In June 2026, Marin County voters passed Ross Valley Elementary School District Measure H which would, "…continue local funding that preserves excellent education for Ross Valley School District students, including: maintaining core academic programs in science, technology, engineering, math, reading and writing; maintaining manageable class sizes; and attracting/retaining highly qualified teachers; by renewing the expiring current $742 parcel tax, while adding $540 per parcel, providing $8,600,000 annually for 10 years, with senior exemptions, 3% annual adjustments, independent oversight, no funds for administrators, and all funds staying local…" This parcel tax would provide funding for school facilities and services within the RVSD. The RVSD does not have plans to expand its existing school facilities or construct new facilities. The combination of Measure H funds and SB 50 fees collected at the time of proposed development would ensure that student growth within the RVSD would be fully mitigated, and the cumulative impact would be **less than significant**.

The TUHSD provides high school services to the communities of Sausalito, Marin City, Mill Valley, Corte Madera, Larkspur, Tiburon, Belvedere, Bolinas, Stinson Beach, Kentfield, Greenbrae, Ross, Ross Valley, San Anselmo, Fairfax, San Geronimo, Nicasio, Lagunitas, Woodacre, and various unincorporated county areas. In November 2024, Marin County voters passed Tamalpais Union High School District Measure B, "To complete high priority repairs and upgrades at local high schools, including replacing classrooms/ science labs/ technology; repairing/ replacing leaky roofs and inefficient heating/ cooling/ electrical/ plumbing systems; updating art/ music classrooms/ facilities;

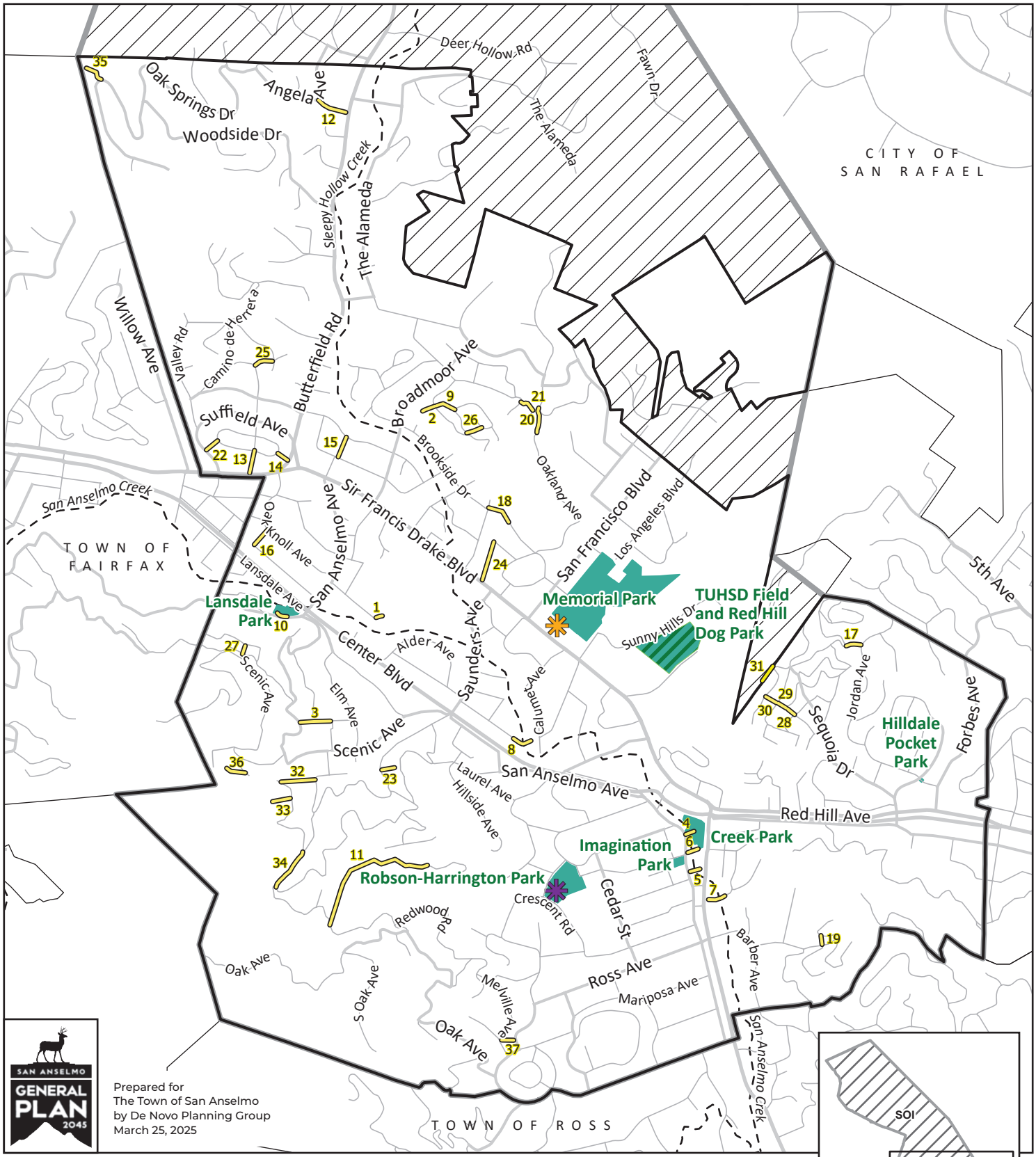
and replacing outdated portable classrooms, shall Tamalpais Union High School District's measure be adopted authorizing $289,000,000 in bonds at legal rates, levying $18 per $100,000 assessed value while bonds are outstanding ($20,700,000 annually) with independent oversight, audits, no funds for administrators and all funds locally controlled." This bond would provide funding for school facilities and services within the TUHSD. The TUHSD would implement facility improvements and expansions in accordance with the TUHSD Long Range Facility Master Plan (2022).[22] Improvements or expansions associated with TUHSD facilities would be subject to their own environmental review. However, SB 50 fees collected at the time of proposed development would ensure that student growth within the TUHSD would be fully mitigated, and the cumulative impact would be **less than significant**.

[22] Tamalpais Union High School District, 2002, Long Range Facility Master Plan. April.



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Sources: Marin County LAFCO; Marin County GIS.

Figure 3.13-1.
PUBLIC SAFETY SERVICES



SAN ANSELMO GENERAL PLAN 2045

Prepared for
The Town of San Anselmo
by De Novo Planning Group
March 25, 2025

Legend

- Town Boundary
- Sphere of Influence (SOI)
- Planning Area Boundary
- Other Towns and Cities
- Stream or River
- Stairs, Lanes, Trails, and Bridges
- Town Park
- Joint Use Facility
- Isabel Cook Community Center
- Robson-Harrington House

0 500 1,000 Feet

Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Sources: Town of San Anselmo; Marin County GIS; Google Maps.

Figure 3.13-2.
TOWN PARKS AND RECREATION FACILITIES



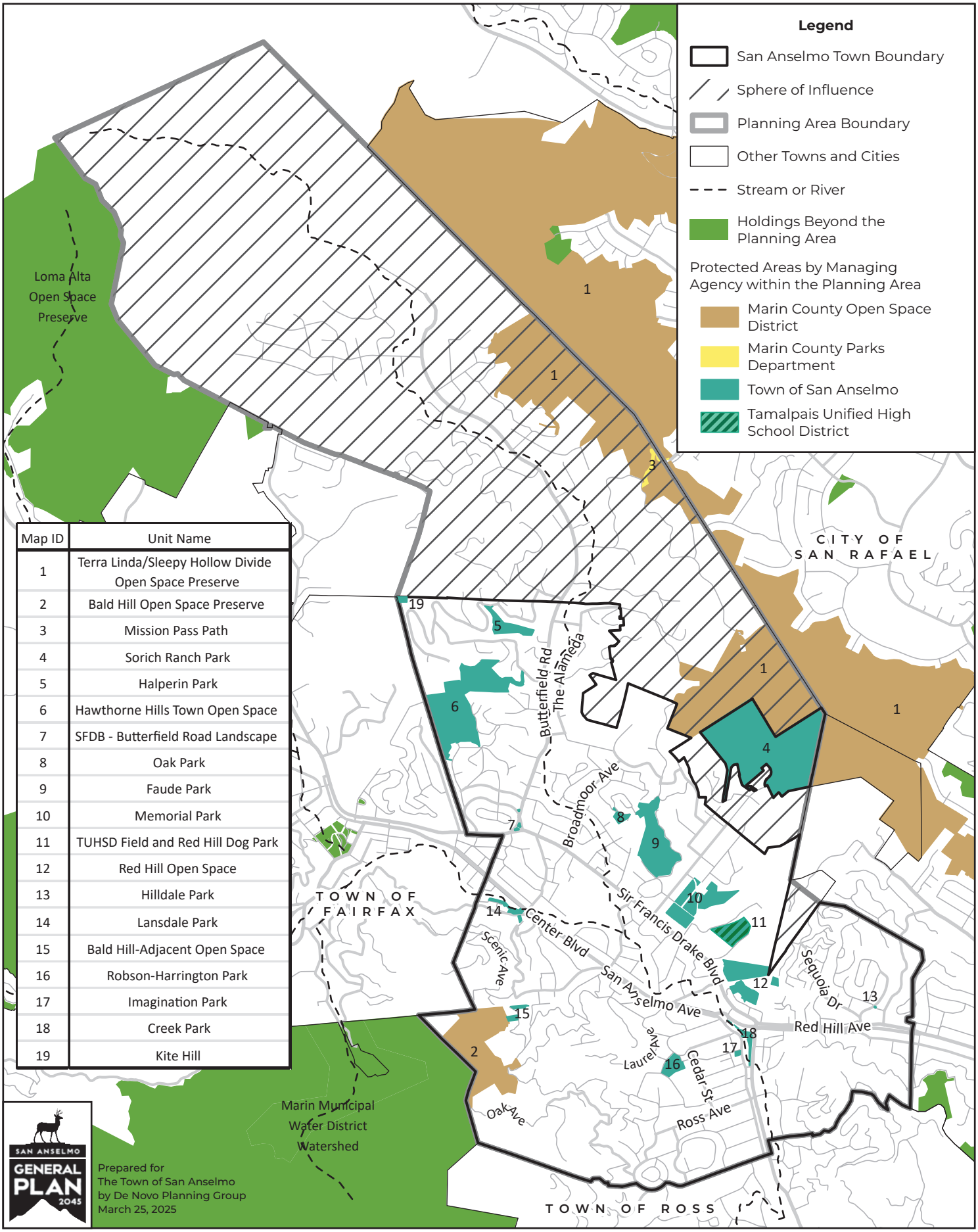
SAN ANSELMO GENERAL PLAN 2045

Prepared for The Town of San Anselmo
by De Novo Planning Group
July 11, 2024

Figure 3.13-3.

REIMAGINE CREEK PARK = 60% DESIGN

Source: rhaa/Landscape Architecture & Planning, Project Update San Anselmo Creek Park, 9-8-2023



Map ID	Unit Name
1	Terra Linda/Sleepy Hollow Divide Open Space Preserve
2	Bald Hill Open Space Preserve
3	Mission Pass Path
4	Sorich Ranch Park
5	Halperin Park
6	Hawthorne Hills Town Open Space
7	SFDB - Butterfield Road Landscape
8	Oak Park
9	Faude Park
10	Memorial Park
11	TUHSD Field and Red Hill Dog Park
12	Red Hill Open Space
13	Hilldale Park
14	Lansdale Park
15	Bald Hill-Adjacent Open Space
16	Robson-Harrington Park
17	Imagination Park
18	Creek Park
19	Kite Hill

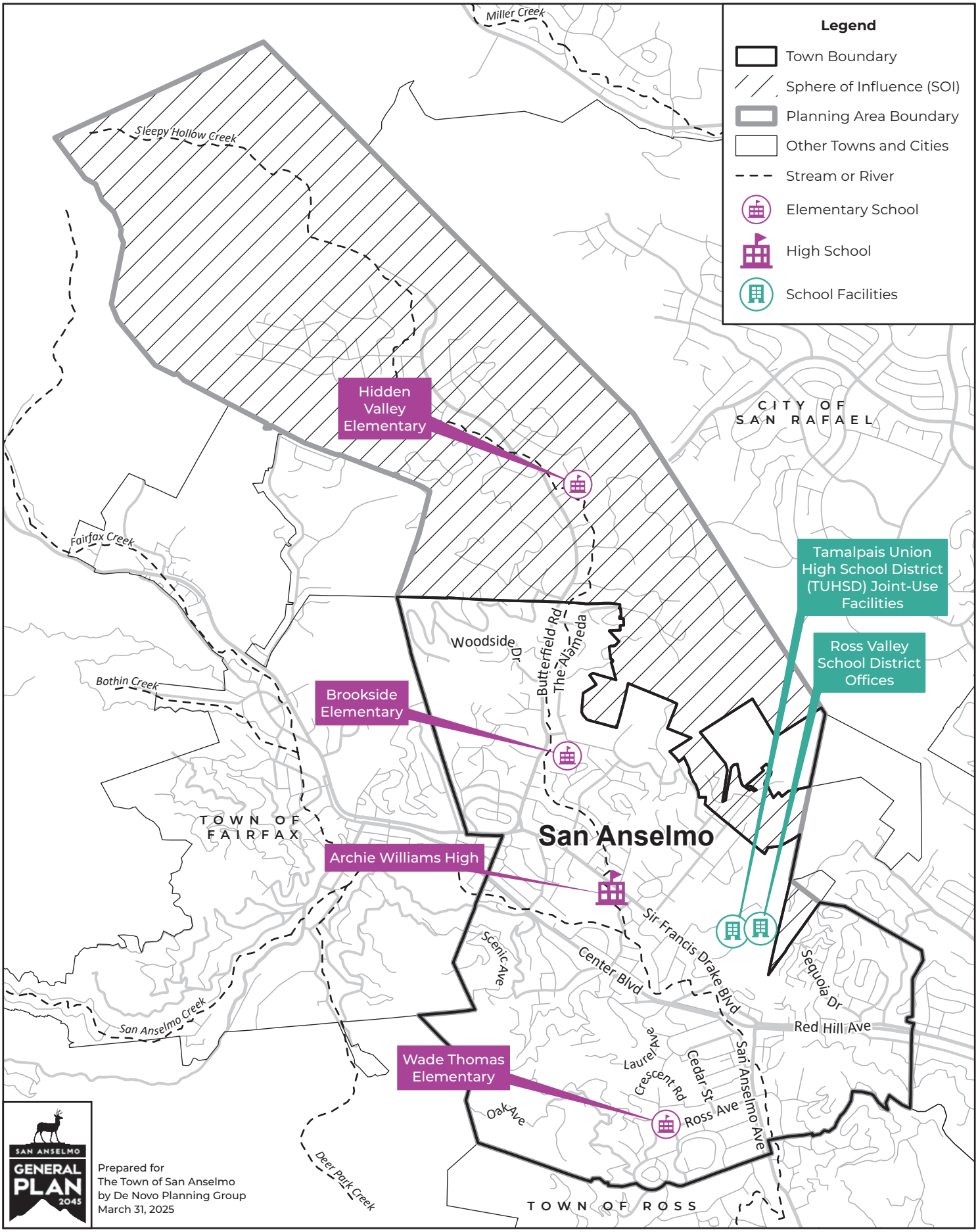
SAN ANSELMO GENERAL PLAN 2045

Prepared for
The Town of San Anselmo
by De Novo Planning Group
March 25, 2025

0 500 1,000 Feet

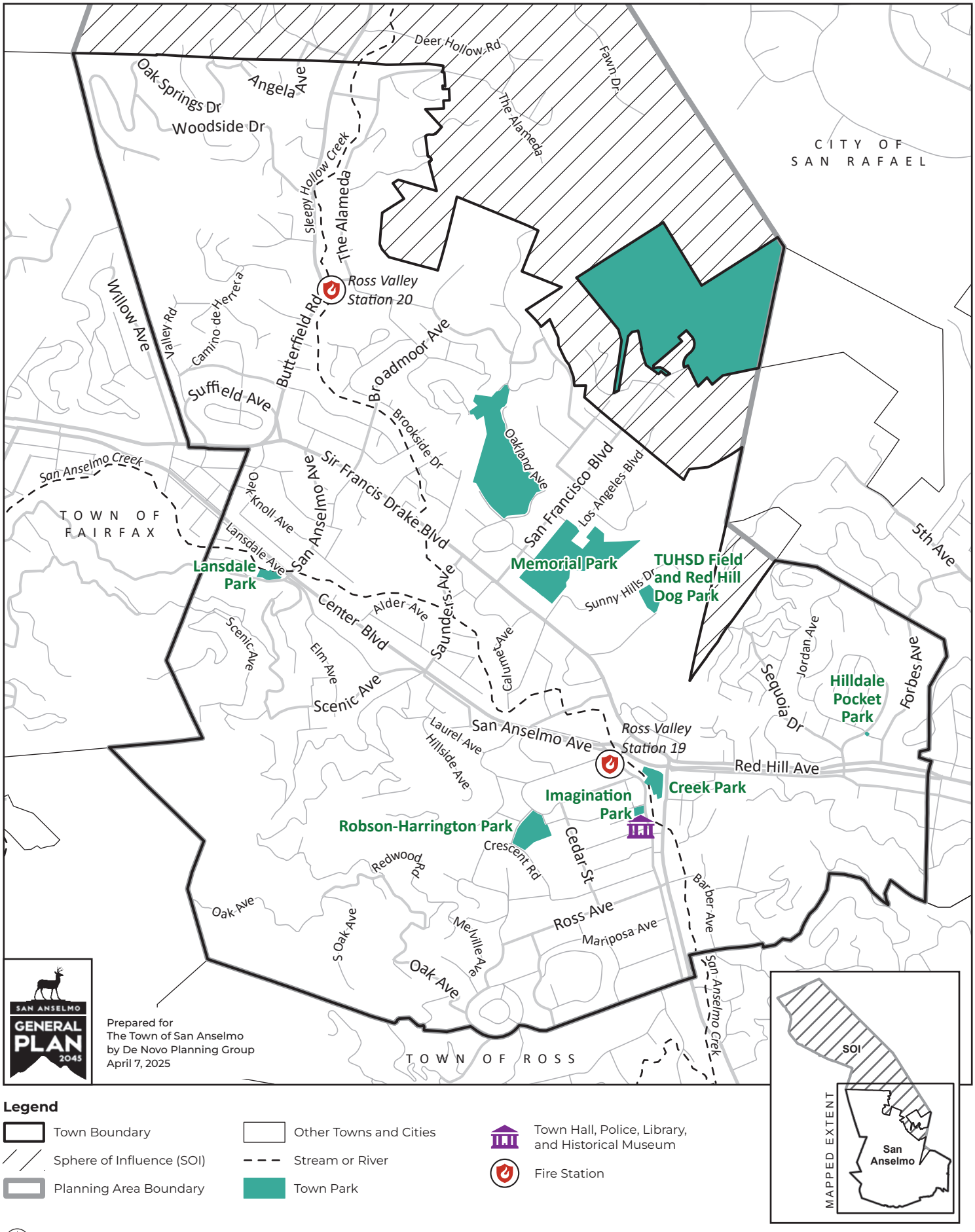
Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Sources: GreenInfo Network California Protected Area Database version 2024a; Marin County GIS/Town of San Anselmo.

Figure 3.13-4.
PROTECTED OPEN SPACE



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS NHD.
Theme Source: California Schools Database; Town of San Anselmo.

Figure 3.13-5.
PUBLIC SCHOOLS SERVING RESIDENTS IN THE TOWN OF SAN ANSELMO



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Sourcea: Town of San Anselmo; Marin County GIS.

Figure 3.13-6.
TOWN FACILITIES MAP

This chapter describes the potential impacts to the roadway, transit, bicycle, and pedestrian components of the Town's transportation system as well as roadway safety. The transportation analysis has been prepared to satisfy CEQA requirements by Parametrix in support of the General Plan 2045. To provide context for the impact analysis, this chapter begins with a discussion of the environmental setting, which is a description of the existing physical and operational conditions for the transportation system. The chapter then presents the regulatory framework influencing the transportation system and providing the basis for impact significance thresholds used in the impact analysis. The chapter concludes with the impact analysis findings and recommended mitigation measures.

In compliance with the California Environmental Quality Act (CEQA) Guidelines and Senate Bill 743 (SB 743), the analysis of each transportation mode is based on applicable technical guidance and Town of San Anselmo decisions regarding methodology, impact significance criteria, and feasible mitigation. Vehicle-related impacts are evaluated based on changes in vehicle miles traveled (VMT), which represents the total distance traveled by vehicles associated with trips that begin or end in San Anselmo. For transit, bicycle, and pedestrian system components, impacts are evaluated based on whether the plan would disrupt existing facilities or services or interfere with planned improvements. Safety impacts are evaluated by assessing whether proposed transportation network changes would be consistent with applicable design standards, which are intended to provide consistent user expectations and reduce conflicts among travel modes that could result in collisions.

3.14.1. ENVIRONMENTAL SETTING

San Anselmo is located in central Marin County, north of San Francisco. The town is bounded by the Town of Ross to the south, the Town of Fairfax to the west, the City of San Rafael to the east, and unincorporated Marin County to the north. San Anselmo is situated within the Ross Valley, characterized by a mix of residential neighborhoods, commercial areas, and open space. Sir Francis Drake Boulevard, Center Boulevard, and Red Hill Avenue are major arterial roadways that traverse the Town and function as primary east–west routes through central Marin County, providing regional connections between the Ross Valley communities and U.S. 101 in San Rafael, which serves as the primary north–south transportation corridor in Marin County, connecting major population centers to destinations to the south, including San Francisco, and to northern Marin County and Sonoma County.

Although commute trips generally comprise approximately 20 percent of all trips on the circulation network, commute data provide insight into travel patterns that influence peak-period operating conditions. The U.S. Census Bureau's American Community Survey (ACS) provides commute mode split estimates for San Anselmo using five-year pooled data to improve statistical reliability; the most recent available dataset spans 2018–2022. Although this period includes the COVID-19 pandemic, the data in **Table 3.14-1** provides context for how San Anselmo residents travel to work compared to Marin County, California, and the nation.

San Anselmo workers commute by single occupancy vehicle and carpool at higher rates than Marin County overall, but at lower rates than California and the nation. Approximately five percent of San Anselmo workers walk to work, which is relatively high compared to countywide (2.9 percent) and statewide (2.4 percent) averages. Bicycle commute rates in San Anselmo (1.5 percent) also exceed countywide, statewide, and national averages. In addition, nearly one-quarter of San Anselmo workers report working from home, consistent with broader Marin County trends and indicative of changing commute patterns following the COVID-19 pandemic.

TABLE 3.14-1: WORK COMMUTE MODE SPLITS

TRAVEL MODE	*NATION*	*STATE*	*MARIN COUNTY*	*SAN ANSELMO*
Drive Alone	71.7%	68.4%	55.6%	60.2%
Carpool	8.5%	9.5%	7.5%	3.5%
Public Transit	3.8%	3.6%	5.9%	4.4%
Bicycle	0.5%	0.7%	1.0%	1.5%
Walk	2.4%	2.4%	2.9%	5.0%
Other	1.4%	1.7%	1.0%	1.0%
Work At Home	11.7%	13.6%	25.9%	24.4%

SOURCE: AMERICAN COMMUNITY SURVEY, CENSUS BUREAU, 2018-2022.

ROADWAY SYSTEM

San Anselmo's roadway network consists of arterial and collector streets that serve local and regional traffic. The major roadways are summarized below and shown in **Figure 3.14-1**.

Arterial Streets

Sir Francis Drake Boulevard is a four-lane arterial that extends between Fairfax and Ross. North of the Hub, the posted speed limit is 30 mph. South of the Hub, the roadway includes a median separating directions of travel and has a 35-mph posted speed limit.

Center Boulevard is a two-lane arterial spanning between Fairfax and the Hub. The speed limit is 30 mph. The roadway does not include bicycle facilities, and sidewalks are discontinuous.

Red Hill Avenue is a four-lane divided arterial that connects the Hub with San Rafael and has a speed limit of 35 mph. The roadway does not include bicycle facilities, and a sidewalk exists along the north side of the westbound travel lanes. Mixed commercial uses occur along the corridor, including several sites in the segment between Hilldale Drive and the Town's eastern boundary.

Butterfield Road is a two-lane arterial linking Sleepy Hollow with Sir Francis Drake Boulevard. The posted speed limit is 25 mph. Sidewalks are discontinuous (primarily on the east side), and the roadway includes on-street bicycle lanes.

Collector Streets

San Anselmo Avenue is a collector street that connects neighborhoods and serves as the main street of the downtown area. The posted speed limit is 25 mph, and the street provides access to local

shops, restaurants, and community services. San Anselmo Avenue is a Class III bicycle route, and sidewalks are discontinuous.

Other residential collector streets include San Francisco Boulevard, Broadmoor Avenue, Forbes Avenue, Ross Avenue, Bolinas Avenue, Greenfield Avenue, Sequoia Drive, Hilldale Avenue, Barber Avenue, and Saunders Drive. All remaining streets in San Anselmo are classified as local residential streets.

Vehicle Miles Traveled

Vehicle miles traveled (VMT) is a measurement of miles traveled by vehicles for a specified time period and refers to the amount and distance of automobile travel. VMT is calculated based on the sum of individual vehicle trips generated and their associated trip lengths. The use of VMT as a performance measure allows for the evaluation of fuel consumption by motor vehicles for distances traveled and impacts associated with greenhouse gas (GHG) emissions. Increases in VMT for gasoline-powered vehicles would cause an increase in the GHG emissions from vehicles making these trips.

The Transportation Authority of Marin (TAM) has developed an activity-based travel demand model that represents a detailed reflection of the circulation network and land use patterns in Marin County. The model utilizes socioeconomic inputs aggregated into geographic areas called transportation analysis zones (TAZ) to estimate per capita VMT and forecast future travel patterns.

Table 3.14-2 summarizes VMT outputs from the TAM travel demand model, comparing San Anselmo with Marin County and the broader Bay Area region. The model forecasts a decrease in home-based VMT for San Anselmo residents between 2022 and 2050, reflecting projected demographic trends, changing travel behavior, and local jobs-housing relationships within the town. Similar reductions are projected countywide and regionally, consistent with broader planning efforts to reduce automobile dependence through improved land use patterns, expanded transportation options, and increased opportunities for walking, bicycling, transit use, and remote work.

TABLE 3.14-2: VEHICLE MILES TRAVELED ESTIMATES FOR SAN ANSELMO, MARIN COUNTY, AND BAY AREA

JURISDICTION	*VMT PER RESIDENT (RESIDENCE IS IN JURISDICTION)*		*VMT PER WORKER (JOB IS IN JURISDICTION)*	
	2022	*2050*	*2022*	*2050*
San Anselmo	11.8	11.3	15.6	14.4
Marin County	14.9	13.5	17.2	14.4
Bay Area	11.9	10.7	13.0	10.4

SOURCE: TRANSPORTATION AUTHORITY OF MARIN, 2026.

PUBLIC TRANSPORTATION SYSTEM

San Anselmo's public transit services are provided by Marin Transit and Golden Gate Transit. Marin Transit operates local bus routes connecting San Anselmo to nearby communities such as Fairfax and San Rafael, while Golden Gate Transit provides regional service to San Francisco and other Bay Area destinations. Access to transit stops is supported by the local pedestrian network and, where

available, bicycle facilities that connect residents and visitors to bus corridors and the downtown area.

The San Anselmo Hub functions as the Town's central transit transfer location and serves as a key stop for routes operated by Marin Transit and Golden Gate Transit, as shown in **Figure 3.14-2**. The Hub is one of the most heavily utilized transit centers in Marin County. Four bus routes operate along the Red Hill corridor; three of these routes provide headways of 30 minutes or less during peak periods, representing one of the highest service levels in the county outside the U.S. 101 corridor. Longer-term regional planning efforts continue to evaluate future transit needs and service provision along the Red Hill Avenue and Sir Francis Drake Boulevard corridors.

Golden Gate Transit

Golden Gate Transit operates bus service between Marin County and regional destinations, including San Francisco and the East Bay. Route 132 provides service between San Anselmo and San Francisco with 30-minute headways during the morning and afternoon peak periods.

Marin Transit

Marin Transit operates local bus and community-based transit services within Marin County. In San Anselmo, key routes include 22, 23, 68, and 228, with service levels that are generally comparable to pre-pandemic conditions. Route 23 is among Marin Transit's highest ridership routes. Route 625 is a school-focused route that operates one weekday afternoon trip from White Hill Middle School (Fairfax) south along Sir Francis Drake Boulevard, passing Archie Williams High School, to the Hub. Marin Transit also provides additional mobility services countywide, including yellow school bus service for local schools, paratransit, and dial-a-ride programs.

Marin Access Paratransit

Marin Access Paratransit provides reservation-based transportation for persons with disabilities who are unable to use fixed-route Marin Transit or Golden Gate Transit service. Service is generally available within ¾ mile of fixed-route Marin Transit service areas and operates during regular service hours consistent with program requirements.

BICYCLE AND PEDESTRIAN SYSTEM

This section describes the bicycle and pedestrian network in San Anselmo.

Bicycle Facilities

In addition to facilitating bicycle travel on all roadways, some routes are designated as specific bicycle facilities in accordance with the California Department of Transportation's Highway Design Manual and by specific local design aspects that achieve connectivity to important destinations. Existing bikeways in San Anselmo are displayed in **Figure 3.14-3**, and are comprised of the following facility types:

- **Class I Shared Use Paths** provide a completely separated right-of-way for the exclusive use of bicycles, pedestrians, and other non-motorized modes. There are currently no designated

Class I paths in San Anselmo, though some paths in recreational areas may be classified as such.

- **Class II Bikeway -** Often referred to as a "bike lane," a Class II bikeway provides a striped lane for one-way travel on a street or highway. Currently, there are bicycle lanes on Butterfield Road and at the Hub Intersection

- **Class III Bikeway -** Generally referred to as a "bike route," a Class III bikeway provides for shared use with motor vehicle traffic and is identified by signing and shared roadway bicycle pavement markings, also known as "sharrows." Class III Bikeways serve bicycles on streets which serve as routes connecting to other bicycle facilities or where bicycle lanes or paths are not feasible. Currently there are bikeways on Greenfield Avenue, San Anselmo Avenue and San Francisco Boulevard.

- **Class IIIS Bikeway** - Similar to bike routes, Class IIIS bikeways feature a green-backed sharrow in the vehicular travel lane. The Town of San Anselmo has been routinely upgrading the older Class III bikeways to Class IIIS when possible. Currently there are Class IIIS bikeways on Bolinas Avenue, section of San Anselmo Avenue and a few other local streets. Much of these Class IIIS bikeways comprise the Town's Bike Spine project, which is a system of bikeways that are specially designated and signed as a "School Route". These routes were identified as primary bicycling routes for schoolchildren to use. Special "School Route" signage is placed along the route to both alert drivers and assist in keeping the routes clearly identified. The town shares this unique bike routing system for schoolchildren with Fairfax

- **Class IV Separated Bikeways** on-street bicycle facilities that include physical protection from vehicle traffic. This separation might include a curb, on-street parking, flexible bollards, or concrete planters. Class IV bikeways may provide for one-way or two-way travel on each side of the roadway. There are currently no Class IV bikeways in San Anselmo.

Parts of the Marin County countywide bicycle network traverse through San Anselmo. County Bicycle Routes 20 (connecting West Marin to San Quentin) and 24 (connecting San Anselmo to Point San Pedro via San Rafael) cross at the Hub.

Pedestrian Facilities

San Anselmo has sidewalks along major roads such as Sir Francis Drake Boulevard and the north side of Red Hill Avenue, ensuring pedestrian access along the major corridors through town. The downtown area experiences high levels of pedestrian activity, where sidewalks provide individuals with access to important destinations such as schools, retail services, the post office, and the library. Students, pedestrians of all abilities, dog walkers, and other residents and visitors regularly utilize the sidewalk network.

Certain roadways, particularly in residential areas, have segments of sidewalks in poor condition. Many hillside neighborhoods, due to narrow roadway widths and topographical conditions, have discontinuous sidewalks or do not have a designated pedestrian walkway along the street. Sidewalk construction in these areas presents an engineering challenge due to narrow public rights-of-way

and steep hillsides fronting the roadside. Lack of contiguous sidewalks can present safety concerns for pedestrians, especially the most vulnerable users.

STAIRS, LANES AND TRAILS

San Anselmo also boasts a network of stairs, lanes, and trails that enrich its pedestrian infrastructure, as shown in **Figure 3.14-4**. The stairways, historically constructed as shortcuts from hillside neighborhoods to lower-lying areas where transportation hubs like train terminals were located, continue to serve as vital pedestrian pathways.

SAFETY

The San Anselmo Local Road Safety Plan analyzed crash data for the five most recent finalized years of data (between 2017-2021) from the University of California, Berkeley's SafeTREC Transportation Injury Mapping System to determine existing roadway crash trends. As shown in **Table 3.14-3**, there were a total of 126 reported crashes in San Anselmo during this time period, including two fatal crashes, one of which involved a pedestrian, as shown in **Figure 3.14-5**. Other conclusions include:

- Unsafe speeds account for almost 32 percent of injury crashes, higher than the county's rate of 26 percent.
- The number of crashes resulting in injury decreased by 11 percent from the prior five-year reporting period.
- Approximately 25 percent of crashes involved bicyclists, compared to 19 percent of crashes countywide. These crashes tended to be concentrated in the downtown area.
- 10 percent of crashes involved pedestrians, and 46 percent of pedestrians involved in crashes were crossing in a crosswalk at the time of the crash.
- Youths and older adults were involved in a higher percentage of injury crashes in San Anselmo compared to countywide rates.
- Right-of-way violations, improper turning, and traveling under the influence caused 14 percent, 13 percent, and 10 percent of collisions, respectively

The segment of San Anselmo Avenue running through the downtown area has seen over 330 crashes per 100 million vehicle miles traveled, which ranks among the highest crash rate roadways in Marin County. From 2017 to 2021, 32 of the 126 crashes in San Anselmo involved a bicyclist; of these, 15 occurred on San Anselmo Avenue between Hazel Avenue to Bolinas Avenue.

TABLE 3.14-3: REPORTED CRASHES BY CRASH SEVERITY, 2017-2021

CRASH SEVERITY	*TOTAL CRASHES*
Fatal	2
Severe Injury	8
Visible Injury	86
Complaint of Pain	30
Total	**126**

SOURCE: TRANSPORTATION AUTHORITY OF MARIN, 2024.

3.14.2. REGULATORY SETTING

The General Plan, along with a variety of city, regional, state, and federal plans, legislation, and policy directives provide guidelines for the safe operation of streets and transportation facilities in San Anselmo. While the Town has primary responsibility for the maintenance and operation of local transportation facilities in its jurisdiction, San Anselmo staff works on a continual basis with responsible agencies such as the Transportation Authority of Marin to maintain, improve, and balance the competing transportation needs of the community and the region. Federal, state, regional, and local laws or regulations applicable to analyzing transportation impacts of the general plan are described below.

FEDERAL

Federal Highway Administration

The Federal Highway Administration (FHWA) is the agency of the U.S. Department of Transportation responsible for the federally funded roadway system, including the interstate highway network and portions of the primary State highway network. FHWA funding is provided through the Fixing America's Surface Transportation Act. Federal funds can be used to fund eligible local transportation improvements such as projects to improve the efficiency of existing roadways, traffic signal coordination, bikeways, pedestrian facilities, and transit system upgrades.

Americans With Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equality of opportunity, full participation, independent living, and economic self-sufficiency. To implement this goal, the United States Access Board has created accessibility guidelines for public rights-of-way. The guidelines address various issues, including roadway design practices, slope and terrain issues, pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

STATE

Senate Bill 743

SB 743, passed in 2013, resulted in several statewide CEQA changes. It required the California Governor's Office of Planning and Research (OPR) to establish new metrics for determining the significance of transportation impacts of projects within transit priority areas (TPAs) and allows OPR to extend use of the metrics beyond TPAs. OPR selected VMT as the preferred transportation impact metric and applied their discretion to require its use statewide. This legislation also established that aesthetic and parking effects of a residential, mixed use residential, or employment center projects on an infill site within a TPA are not significant impacts on the environment. The revised CEQA Guidelines that implement this legislation became effective in December 2018, and state that vehicle LOS and similar measures related to delay shall not be used as the sole basis for determining the significance of transportation impacts for land use projects and have applied statewide since 2020. The OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA* (2018) includes

specifications for VMT methodology and recommendations for significance thresholds, screening of projects that may be presumed to have less than significant impacts, and mitigation. Other key guidance includes:

- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- Lead agencies ultimately have the discretion to set or apply their own significance thresholds, provided they are based on significant evidence.

Cities and counties can still use measures of delay such as LOS for other plans, studies, or network monitoring. However, according to CEQA section 15064.3, Determining the Significance of Transportation Impacts, "effect on automobile delay shall not constitute a significant environmental impact." VMT is used to identify the proposed project's potentially significant transportation impacts for the purposes of this EIR.

OPR General Plan Guidelines

The California Governor's Office of Planning and Research (OPR) publishes General Plan Guidelines for cities and counties developing their general plans. OPR released its updated guidelines in 2017 (last amended in 2020), which include legislative changes, new guidance, policy recommendations, external links to resource documents, and additional resources. For each general plan element, the guidelines discuss statutory requirements in detail, provide recommended policy language, and include examples of city and county general plans that have adopted similar policies.

Assembly Bill 32, Senate Bill 32, and Senate Bill 375

Assembly Bill (AB) 32, also known as the Global Warming Solutions Act of 2006, committed California to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. In 2016, Senate Bill (SB) 32 added a new target: reducing statewide emissions to 40 percent below 1990 levels by 2030.

SB 375 provides guidance for curbing emissions from cars and light trucks to help California comply with AB 32. There are five major components to SB 375:

- ARB will guide the adoption of GHG emission targets to be met by each Metropolitan Planning Organization (MPO) in the state. The MPO for San Anselmo is MTC.
- MPOs are required to create a Sustainable Communities Strategy (SCS) that provides a plan for meeting these regional targets. The SCS must be consistent with the Regional Transportation Plan (RTP).
- Regional housing elements and transportation plans must be synchronized on eight-year schedules. Also, the SCS and Regional Housing Needs Assessment (RHNA) must be consistent with each other.
- The California Environmental Quality Act (CEQA) is streamlined for preferred development types such as mixed use projects and transit-oriented developments (TODs) if they meet specific requirements.
- MPOs must use transportation and air emission modeling methodologies consistent with California Transportation Commission (CTC) guidelines.

California Air Resources Board Plans and Progress Reports

2019 SCOPING PLAN-IDENTIFIED VMT REDUCTIONS AND RELATIONSHIP TO STATE CLIMATE GOALS

The California Air Resources Board (CARB) provides specific guidance for VMT thresholds in "Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals" (2019). This document provides recommendations for VMT reduction thresholds that would be necessary to achieve the state's GHG reduction goals and acknowledges that the sustainable community strategy (SCS) targets alone are not sufficient to meet climate goals. ARB concluded that a 14.3% reduction in total VMT per capita and a 16.8% reduction in light-duty VMT per capita (over conditions in 2015-2018) was needed to meet these goals. The OPR *Technical Advisory* cites this document as support for a 15% reduction threshold.

FINAL 2022 SCOPING PLAN FOR ACHIEVING CARBON NEUTRALITY

The 2022 Scoping Plan[1] lays out a path to achieve targets for carbon neutrality and reduce anthropogenic greenhouse gas (GHG) emissions by 85% below 1990 levels no later than 2045, as directed by Assembly Bill 1279. The plan includes a number of noteworthy passages including:

- VMT reductions will play an indispensable role in reducing overall transportation energy demand and achieving the state's climate, air quality, and equity goals.
- Achieve a per capita VMT reduction of at least 25% percent below 2019 levels by 2030 and 30% below 2019 levels by 2045.
- While CARB has included VMT reduction targets and strategies in the Scoping Plan and appendices, these targets are not regulatory requirements, but inform future planning processes. CARB is not setting regulatory limits on VMT in the 2022 Scoping Plan; the authority to reduce VMT largely lies with state, regional, and local transportation, land use, and housing agencies, along with the Legislature and its budgeting choices.

California Department of Transportation

The Caltrans *"Vehicle Miles Traveled-Focused Transportation Impact Study Guide"* (TISG), dated May 20, 2020, was prepared to guide Caltrans districts, lead agencies, tribal governments, developers, and consultants regarding Caltrans' review of VMT impact analysis for land use projects and land use plans. Caltrans seeks to reduce single occupancy vehicle trips, provide a safe transportation system, reduce per capita VMT, increase accessibility to destinations via cycling, walking, carpooling, and transit, and reduce greenhouse gas (GHG) emissions. The TISG notes that, for land use projects and plans, automobile delay is no longer considered a significant impact on the environment under CEQA. Caltrans' primary review focus for a land use project's transportation impacts is now VMT. The TISG generally endorses the OPR "*Technical Advisory*," including the thresholds in that document.

[1] California Air Resources Board (CARB), 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. November.

The *Interim LDIGR Safety Review Practitioners Guidance*[2] was developed to provide immediate direction about the safety review of the state highway system while final guidance is being developed. This interim guidance does not establish thresholds of significance for determining safety impacts under CEQA. The guidance notes that the significance of impacts should be determined with careful judgment on the part of a public agency and based, to the greatest extent possible, on scientific and factual data consistent with Caltrans' CEQA guidance contained in Caltrans' Standard Environmental Reference. The guidance notes that Caltrans District traffic safety staff will use available data to determine if the proposed project may influence or contribute to locations identified by traffic safety Investigations generated by network screening or initiated by the district.

Assembly Bill 1358: State of California Complete Streets Act

Assembly Bill (AB) 1358, the California Complete Streets Act of 2008, was signed into law in 2018. AB 1358 requires any substantive revision of the circulation element of a city or county's general plan to identify how they will safely accommodate the circulation of all users of the roadway including pedestrians, bicyclists, children, seniors, individuals with disabilities, and transit riders, as well as motorists.

REGIONAL

Plan Bay Area / Regional Transportation Plan

In 2026, the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) adopted Plan Bay Area 2050+ as the official regional long-range transportation and land use plan for the Bay Area. Strategies in this plan include:

- Transportation. Operating and maintaining the existing system, creating healthy and safe streets, and expanding and enhancing transit services, frequency, capability, and reliability.
- Housing. Producing, preserving, and protecting housing at all price points, especially affordable housing.
- Economy. Creating economic mobility for all residents and improving job locations.
- Environment. Mitigating hazards, creating more parks and open spaces, and reducing climate emissions.

The plan's focus on multifamily housing sites with transit access, affordability, and overall housing unit share in existing low-VMT areas helps to achieve the emission reduction objectives of Plan Bay Area 2050+.

Transportation Authority of Marin (TAM)

TAM is designated as the congestion management agency for Marin County. TAM is responsible for managing a variety of transportation projects and programs in Marin County, receiving federal, State, regional, and local funds, and working closely with all eleven cities and towns as well as the

[2] California Department of Transportation (Caltrans), 2020. Interim Land Development and Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance. December 18.

County. Historically, TAM was responsible for administering a countywide Congestion Management Program, which included congestion-based level of service performance requirements for designated roadways in the County. Within and near San Anselmo, these included Sir Francis Drake Boulevard and Red Hill Avenue.

In April 2022, the TAM Board of Commissioners directed TAM staff to initiate opting out of the CMP and focus future efforts on the development of a Comprehensive Transportation Plan. In August 2022, TAM notified the MTC that it had received sufficient support from Marin County jurisdictions to formally opt out of the CMP. With this change, CMP requirements pertaining to analysis of consistency with LOS-based metrics no longer apply. One of the reasons cited by TAM for this change is to address inconsistencies with CEQA, which no longer considers traffic congestion (as measured by LOS) to constitute a significant environmental impact, instead requiring assessment of VMT.

Marin County Unincorporated Bicycle and Pedestrian Master Plan

The Marin County Unincorporated Bicycle and Pedestrian Master Plan of 2018 is a comprehensive framework aimed at enhancing the development of bicycle and pedestrian networks in the unincorporated areas of Marin County. The plan includes major projects like widening popular recreational routes and enhancing signage and bicycle parking. The plan also identifies proposed alignments of the East-West Bikeway, a bicycle route which runs through San Anselmo connecting to Fairfax and San Rafael and destinations beyond.

LOCAL

Existing Town of San Anselmo General Plan

The following goals, policies, and actions are applicable to transportation and circulation.

CIRCULATION ELEMENT

Objective 1: To maintain and enhance the residential quality and character of all streets in San Anselmo, with the exception of Red Hill Avenue and portions of Sir Francis Drake Boulevard, Greenfield Avenue, and San Anselmo Avenue.

> **Policy 1.1.** To protect the quality of life on residential streets by not allowing these streets to become traffic dominated.
>
> **Policy 1.2.** To limit the intensity of developments which may have the potential to make a residential street traffic dominated.
>
> **Policy 1.3.** To promote traffic safety by channelizing through traffic away from residential streets.

Objective 2: To separate local through and visitor traffic to the maximum extent possible.

> **Policy 2.1.** Sir Francis Drake, Center, and Red Hill will continue to be the primary traffic carriers for visitor and through traffic.

Policy 2.2. San Anselmo Avenue may be designed to provide for visitor traffic, but not through traffic.

Objective 3: To maintain all arterial and collector roadway intersections within the Town at a level of service 'D' or better during peak am and pm hours.

Policy 3.1. The level of service will be maintained primarily by regulating the intensity of development throughout the community.

Policy 3.2. All new major developments or subdivisions will be required to submit information to the Town as to their effect on the level of service at impacted intersections.

Policy 3.3. The Town will not allow the level of service to drop below 'D' unless it is judged to be in the public interest and consistent with other objectives and policies contained in the General Plan.

Policy 3.4. The Town will not approve major roadway improvements, such as additional travel lanes, to local, collector, or arterial streets. Improvements to intersections, such as signalization and channeling of traffic, are not considered major roadway improvements.

Objective 4: To discourage through traffic on residential streets and preserve their quiet rural charm.

Policy 4.1. To direct through traffic away from residential areas of the Town by using such techniques as landscaping and traffic islands, and possibly limited street closures and one-way traffic controls if such limitations do not pose a problem to public safety.

Policy 4.2. The roadway network for new developments or subdivisions should only show, if possible, street connections to identified residential connector streets or arterials.

Policy 4.3. The traffic generated and distributed by all new projects must be within the traffic limits implied by San Anselmo's street classification system.

Policy 4.4. All roadway improvements must be designed to preserve and enhance the rural character of San Anselmo streets.

Objective 5: San Anselmo will continue to improve and expand its bikeway system.

Policy 5.1. To maximize the use of local streets for regional bicycle traffic.

Policy 5.2. To ensure that all development is consistent with San Anselmo's bikeway objectives, and Objective 5 of the Open Space Element.

Objective 6: San Anselmo will continue to maintain and expand its pedestrian way system.

Policy 6.1. San Anselmo's pedestrian way system is intended to link residential areas with local community destination points (i.e., parks, schools, town hall, and commercial areas).

Policy 6.2. Sidewalks and walkways will be considered in new residential projects but may not be mandatory.

Objective 7: To maintain and improve local and regional bus service.

Policy 7.1. San Anselmo will continue to support efforts to maintain regional intercity and town bus service provided by the Golden Gate Bridge District.

Policy 7.2. The Town will continue to support all efforts to improve local bus service within Marin County.

Objective 8: To improve upon existing traffic circulation in the central commercial area, and along Center and Sir Francis Drake Boulevard. (Also see Land Use Element Policies 5.1 and 5.2.)

Policy 8.1. To improve traffic circulation along Sir Francis Drake Boulevard by authorizing limited improvements such as bus turnout lanes at transit stops, improvements at existing intersections, additional traffic signals, and improvement in the operation of the existing traffic signals where appropriate.

Policy 8.2. The Town may consider limited intersection improvements and the provision of turn lanes at intersections along Center Boulevard to improve traffic circulation.

Policy 8.3. The Town may consider the provision of automobile signs in the commercial core to direct visitor traffic into the Town's central commercial area.

Policy 8.4. An additional left-turn lane may be provided on arterials, collectors, and some local streets at Sir Francis Drake Boulevard to reduce existing delays and traffic queues.

Objective 9: To improve existing and future traffic circulation, safety, and parking in the central commercial area and along Greenfield Avenue. (Also see Land Use Element Policies 5.1 and 5.2.

Policy 9.1. To undertake a study of traffic circulation and parking in these two commercial areas, and to adopt a long-term improvement plan for the areas.

Objective 10: To allow limited improvements to the existing narrow and circuitous roadways which provide access to ridge and hillside properties while maintaining their existing rural character. (Also see Land Use Element Policies 10.1-10.5.)

Policy 10.1. The only improvements the Town will allow on existing roads which serve ridge and hillside properties are those necessary to improve safety and drainage. The types of improvements which will be allowed include: resurfacing of existing paved areas, cross slope correction, small automobile turnouts, isolated widening, straightening of roads to correct safety hazards, placement of mirrors at blind curves, improved roadway drainage, and repair of existing slides along the roadway, or improvements similar in nature to those described herein.

Policy 10.2. The Town will not allow widespread widening of existing roads which serve hillside, ridge, and open space parcels.

Policy 10.3. Roadway extensions required to serve ridge and hillside properties shall be similar in character to the existing road which is being extended.

Policy 10.4. Prior to acting on any application for development or land division on any hillside and ridge parcel, which is served by an existing roadway, the Town will prepare, and the applicant will pay for, a study of the existing road conditions. The study will include recommendations for improvements which are consistent with policies 10.1 through 10.3.

Policy 10.5. Landowners who wish to improve or subdivide their property may be required to submit fees or make improvements recommended in the roadway studies. The Town will adopt criteria for funding said improvements desired on each roadway serving hillside and ridge properties.

Policy 10.6. Future development on hillside and ridge parcels will be required to provide guest parking onsite if the existing public or private roadway serving the property is too narrow to accommodate on street parking.

Objective 11: To limit the type, size, weight, and number of construction equipment and vehicles used to improve or maintain hillside and ridge properties.

Policy 11.1. The Town will require the submission and approval of a method of construction plan prior to the issuance of any grading or building permits for any improvements on hillside and ridge properties.

Policy 11.2. The Construction Plan required by policy 11.1 shall set forth the types, size, weight, and number of pieces of construction equipment and vehicles a property owner or contractor intends to use in improving a hillside or ridge parcel. The Plan must also specify the route to be used to deliver equipment to the site, number of workers, and parking provisions for workers' vehicles, how and where equipment vehicles will be stored onsite, and the anticipated length of time needed to complete improvements.

Policy 11.3. The Town shall have the right to modify a submitted construction plan to ensure compliance with other policies contained in the General Plan.

Objective 12: To review and update the Town's parking ordinance to reflect current trends in automobile size and use.

Policy 12.1. The Town may consider alternatives to requiring each business to provide its required parking onsite within some commercial areas. However, each site will be required to provide the parking stipulated in the Zoning Code at some location in the area. The implementation of this concept will require the cooperation of all property owners and business people in the area.

Policy 12.2. To identify the specific locations of parking space need areas and increase the number of parking spaces available for automobiles at transit stops.

Policy 12.3. To develop additional off street parking spaces on residential roads to accommodate on street parking without disrupting the travel lane.

Policy 12.4. To develop a program to provide parking bays.

Objective 13: To screen off street parking from public view.

Policy 13.1. All parking lots will be required to be landscaped and set back from the right-of-way.

Policy 13.2. Trees should be used in parking lots to provide shade and break up the visual size of the lot.

Policy 13.3. Efforts should be made to minimize the size of parking areas. For example, two parking areas separated by landscaping and connected by a driveway are preferred to one larger lot.

Objective 14: To strongly oppose the extension of any road from the Sleepy Hollow area to San Rafael or other communities in unincorporated Marin County.

Policy 14.1. The Town will prohibit the extension of any road north of Sir Francis Drake Boulevard or Red Hill Road into the City of San Rafael. The Town will oppose the extension of any through road north of Sir Francis Drake Boulevard or Red Hill Road to the City of San Rafael if said road is outside the Town's jurisdiction.

Objective 15: To ensure that roadway improvements needed to serve new commercial and residential developments conform to the Town's street classification system and roadway improvement policies.

Policy 15.1. To limit the intensity of a proposed commercial development and the density of a proposed residential development if the traffic generated by such development exceeds the capacity of the street, and the roadway improvements needed to accommodate the new traffic are not consistent with the Town's roadway improvement policies.

Policy 15.2. To limit the intensity or density of commercial and residential development if traffic generated by such development causes an existing street classified as local residential to function as a collector or arterial street. (Refer to the Roadway Network and Classification section of the Circulation Element.)

Objective 16: To promote a balanced, multi-modal transportation network that meets the evolving needs of all users of the streets, roads, and highways for safe and convenient travel in the Town.

Policy 16.1. Complete Streets. Provide “Complete Streets” that are safe, comfortable, and convenient routes for walking, bicycling, and public transportation to increase use of these modes of transportation, enable active travel as part of daily activities, reduce pollution, and meet the needs of all users of the streets for safe and convenient travel, including bicyclists, children, persons with disabilities, pedestrians, users of public transportation, seniors, youth, and families, motorists and movers of commercial goods, consistent with the other goals, objectives, and policies of this plan.

Policy 16.2. Incorporate “Complete Streets” Design Features. The Town shall approach every transportation project and program as an opportunity to improve the transportation network for all users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve “Complete Streets”. As feasible, the Town shall incorporate “Complete Streets”

design features, such as accessible curb ramps, crosswalks, sidewalks, bicycle lanes, and paved shoulders, into existing streets to improve the safety and convenience for all users.

Objective 17: To work toward more widespread use of electric vehicles to lower greenhouse gas emissions from transportation.

Policy: 17.1. Zero Emission Vehicle readiness. Provide a foundation for electric vehicle implementation efforts, including investments in electric vehicle infrastructure and guidance for ongoing Town initiatives, by preparing an Electric Vehicle Strategy. The strategy should establish a framework for near-term actions that support longer-term mobility goals and initiatives, including, but not limited to, Town policy on costs and fees for Town charging stations, regulations for residential and workplace electric vehicle readiness, and policies for conversion of the Town vehicle fleet.

San Anselmo Local Road Safety Plan (2024)

The San Anselmo Local Road Safety Plan (LRSP), prepared as part of a countywide study in 2024, provides an in-depth analysis of recent crashes involving all modes of travel in San Anselmo. The report identifies primary factors that lead to crashes and includes suggestions to improve safety outcomes for all roadway users in San Anselmo.

The report defines the town's High Collision Network (HCN) as roadway segments and intersections with the highest rate of crashes per vehicle miles traveled. In San Anselmo, the HCN includes five roadway segments located on various sections of San Anselmo Avenue, Sir Francis Drake Boulevard, Butterfield Road, and Red Hill Avenue and three intersections located at San Anselmo Avenue and Madrone Avenue, Sir Francis Drake Boulevard and Saunders Avenue, and Sir Francis Drake Boulevard and San Anselmo Avenue.

Vehicle Miles Traveled (VMT) Policy (SB 743 Compliance)

The Town of San Anselmo, as a lead agency under CEQA with discretion in selecting an appropriate methodology and significance threshold for determining VMT impacts, adopted a VMT policy in March 2023. The policy establishes land use–specific VMT thresholds of significance to determine whether a land use project would result in a significant transportation impact under CEQA and SB 743. Consistent with the adopted policy, the thresholds are defined relative to Marin County averages and are summarized as follows: (1) residential projects may result in a significant impact if project-generated home-based VMT per resident exceeds a level 15 percent below the existing Marin County average; (2) office projects may result in a significant impact if project-generated home-based work VMT per employee exceeds a level 15 percent below the existing Marin County average; and (3) other land use types (e.g., retail, education, recreational) may result in a significant impact if the project would cause a net increase in daily VMT, evaluated on a case-by-case basis. This policy supports evaluation of fuel consumption and greenhouse gas emissions associated with vehicle travel, while accounting for the Town's local geography, land use patterns, and circulation network context.

The Hub Transportation Study (2023)

This 2023 study considered multimodal operational and safety issues at the Hub, San Anselmo's busiest intersection at the confluence of Sir Francis Drake Boulevard, Red Hill Avenue, and Center Boulevard. The study evaluated short, medium, and long-term solutions and their impacts on traffic, safety, and right-of-way. The study identifies with short- and long-term recommendations, including updating traffic signals with adaptive signal control, widening southbound Sir Francis Drake Boulevard, installing a flyover lane for eastbound traffic, and more. Recommendations for active transportation improvements include upgrading pedestrian safety infrastructure, a bicycle bypass route, and a circular pedestrian and bicycle flyover path.

San Anselmo Downtown Parking Study (2023)

The Downtown Parking Study evaluated existing parking supply, parking management policies, and user behavior. Parking occupancy counts conducted in 2019, 2020, and 2021 identified that, in general, on-street parking along San Anselmo Avenue is fully occupied for most of the day, while sufficient parking is generally available within a short walk of San Anselmo Avenue, even during peak midday and afternoon hours. The report recommends strategies, approved by the Town Council in 2023, that facilitate increased parking turnover along San Anselmo Avenue and increase nearby parking availability throughout the day by shifting static merchant parking areas to locations further from the downtown area.

Bicycle and Pedestrian Master Plan Update (2016)

The Town of San Anselmo's Bicycle and Pedestrian Master Plan is the blueprint for active transportation planning and construction. The plan's goals are to improve bicycle and pedestrian connections, encourage active transportation and active recreation, and improve safety for people using active modes. The plan development process sought input from Town staff, the Bicycle and Pedestrian Advisory Committee, and the public. The plan identifies key priorities and projects to increase bicycle and pedestrian mode share. Proposed improvements include multi-use paths from the downtown area to the Ross, San Rafael, and Fairfax borders along Sir Francis Drake Boulevard, Red Hill Avenue, and Center Boulevard, marked bikeway routes, as well as various pedestrian and bicycle intersection crossing improvements.

Complete Streets Policy (2013)

The San Anselmo Town Council passed Resolution No. 4020 adopting a Complete Streets Policy that recognizes the importance of the circulation network to serve a variety of users, particularly those that travel by modes other than vehicles. The policy directs staff to consider Complete Streets elements such as surrounding land use and livability context, street network connectivity, and mobility for walking, bicycling and transit use in all capital projects and development projects. The policy also instructs that the next update of the General Plan Circulation Element shall incorporate Complete Streets principles; the Circulation Element incorporated Complete Streets objectives and policies in 2015.

3.14.3. IMPACTS AND MITIGATION MEASURES

METHODS OF ANALYSIS

The transportation impact analysis assesses how the Planning Area's transportation system would operate with the implementation of the proposed General Plan 2045. The transportation impact analysis methodology includes a combination of quantitative and qualitative evaluations of the roadway, bicycle, pedestrian, and transit components of the transportation system. All analysis presumes that future background travel options and behaviors remain similar to current conditions and do not explicitly account for potential changes associated with disruptive trends, emerging technologies, and changes in travel choices, which were discussed in the Environmental Setting section.

Vehicle Miles Traveled

By definition, one VMT occurs when one vehicle (regardless of number of occupants) is driven on a roadway for one mile. For the purposes of this EIR, VMT is estimated for an average weekday. Many factors affect VMT, including the average distance residents commute to work, school, and shopping, as well as the proportion of trips that are made by non-automobile modes. Areas that have a diverse land use mix and ample facilities for non-automobile travel, including transit, tend to generate lower VMT than auto-oriented rural areas where residents travel long distances to/from work, school, and other amenities.

VMT is used to measure performance of the transportation network and to evaluate potential transportation impacts. VMT can be reported and analyzed as an absolute amount using a metric like total weekday VMT or an efficiency metric (also called a generation rate) such as VMT per capita or worker. Efficiency metrics allow the VMT performance of different-sized projects or plans to be compared. Such metrics provide a measure of travel efficiency and help depict whether different planning scenarios require more or less vehicle travel.

TAM developed the Transportation Authority of Marin Demand Model (TAMDM) that produces VMT estimates for counties within the Bay Area region as well as cities within Marin County, including Town of San Anselmo. The TAMDM presents the following VMT metrics:

- **VMT per resident** represents automobile VMT generated by household residents for home-based trips, limited to trips with one trip end at the household.
- **VMT per worker** represents automobile VMT generated by employees for work-related trips, limited to trips with one trip end at the work location.
- **Total VMT** for retail land uses represents the overall vehicle travel associated with retail activity, expressed as total VMT rather than a per-capita or per-worker efficiency metric.

GENERAL PLAN 2045 GOALS AND POLICIES

The following draft goals and policies from the General Plan 2045 are relevant to Transportation and Circulation.

CIRCULATION ELEMENT

SAFE SUSTAINABLE, AND ACTIVE TRANSPORTATION

Goal C-A: Promote a safe multimodal transportation network that helps reduce greenhouse gas emissions and offers strong transit, pedestrian, and bikeway alternatives to the automobile.

Policy C-A.1: Complete Streets. Provide Complete Streets that ensure safe, comfortable, and convenient multimodal access to essential community destinations, increase the use of alternative modes of transportation, encourage active travel as part of daily activities, reduce pollution, and meet the evolving needs of all roadway users.

> **Action C-A.1.a: Complete Streets and Human-Scale Enhancements**. Approach every transportation project and program as opportunities to improve safety, accessibility, and mobility for users of all ages, abilities, and transportation needs. Work with relevant departments, agencies, and jurisdictions to incorporate Complete Streets design features, such as accessible curb ramps, crosswalks, transit facilities, sidewalks, and bicycle infrastructure, into existing streets. Where feasible, integrate human-scale amenities including street trees, landscaping, benches, and pedestrian-scale lighting to enhance comfort, visual quality, and encourage walking, bicycling, and transit use.
>
> **Action C-A.1.b: Standards for Infrastructure Improvements**. Develop Public Improvement Engineering Standards or other objective standards for property subdivision or development projects to specify required off-site infrastructure improvements, such as sidewalks, that would accommodate or mitigate estimated project traffic impacts.

Policy C-A.2: Existing Infrastructure. Prioritize the maintenance and continued improvement of existing multimodal transportation infrastructure within current rights-of-way as opposed to roadway widening or extensions.

Policy C-A.3: Reduction of Vehicle Miles Traveled (VMT). Support infill, context-sensitive development, walkable neighborhoods, and infrastructure improvements that reduce the demand for single-occupancy vehicle travel while recognizing that many families and people with mobility limitations or limited access to alternative transportation options will continue to depend on cars.

> **Action C-A.3.a: VMT and Land Use**. Encourage residential housing development in areas with low levels of home-based VMT, such as those near transit and retail services to support access to daily needs for residents of varying incomes and transportation options that offer greater potential for alternatives to driving and shorter trips to daily destinations.
>
> **Action C-A.3.b: VMT and Transportation Improvements**. When planning and prioritizing upcoming capital improvements, account for the potential of projects to reduce VMT.

Policy C-A.4: VMT in Transportation Impact Evaluations. Evaluate land use projects for potential transportation impacts by considering the effect on VMT.

> **Action C-A.4.a: VMT Policy and Regional Coordination**. Continue to apply San Anselmo's VMT Screening Criteria and Thresholds of Significance for evaluation of VMT associated with discretionary land use projects and update these thresholds as appropriate to reflect new data, standards, or local conditions. Coordinate with the Transportation Authority of Marin to reduce VMT and enhance multimodal transportation by applying guidance from the VMT Reduction / Mobility Enhancement Toolkit.

> **Action C-A.4.b: VMT Mitigation**. Develop and implement VMT mitigation measures and an in-lieu fee structure that can be applied to applicable projects to reduce potential VMT impacts to less-than-significant levels.

Policy C-A.5: Emerging Transportation Technologies. Explore and support implementation of emerging transportation technologies and strategies to reduce greenhouse gas emissions and VMT, enhance social equity by improving access and affordability across the community, and support economic vibrancy.

> **Action C-A.5.a: Effective and Equitable Emerging Transportation Strategies**. Establish evaluation criteria to assess alignment of emerging transportation solutions, prioritizing emerging mobility strategies that are affordable and accessible to residents with limited incomes, older adults, and persons with disabilities.

ROADWAY NETWORK

Goal C-B: Continue improving the roadway network to ensure mobility, accessibility, and a high quality of life for all community members.

Policy C-B.1: Local Neighborhood Streets. Protect the quality of life and safety of residents, particularly pedestrians, children, older adults, and people with disabilities, on local neighborhood streets from the effects of speeding vehicles and cut-through traffic. Use traffic calming measures that slow vehicle speeds and direct pass-through traffic to arterial streets designed to accommodate higher vehicle speeds and volumes.

> **Action C-B.1.a: Traffic Calming Implementation and Community Engagement**. Implement appropriate traffic calming treatments on residential streets to enhance safety, reduce vehicle speeds, and support comfortable walking and biking conditions. Support resident-driven traffic calming efforts by providing technical resources and assistance to help community members identify, prioritize, and implement feasible measures, and evaluate the effectiveness of installed improvements to ensure they achieve desired traffic-volume and speed reductions.

Policy C-B.2: Roadway Traffic Circulation. Maintain adequate traffic circulation while balancing the needs of all system users along Sir Francis Drake Boulevard, Center Boulevard, Red Hill Avenue, Butterfield Road, and in downtown.

Action C-B.2.a: Progress Evolution of The Hub. Develop designs and secure funding for near-term improvements to the Hub as identified in The Hub Transportation Study. This includes incorporation of traffic, transit, pedestrian, and bicycle enhancements.

Action C-B.2.b: Major Thoroughfare Roadway Improvements. Improve Sir Francis Drake Boulevard, Center Boulevard, Red Hill Avenue, and intersections along these roadways by investing in transportation infrastructure to improve safety and accessibility for pedestrians and other non-vehicle roadway users while maintaining adequate circulation for regional through traffic.

Policy C-B.3: Circulation in Commercial Hubs. Ensure efficient and distinguishable access to and within the town's downtown and commercial hub along Greenfield Avenue through targeted multimodal improvements.

Action C-B.3.a: Circulation Monitoring. Continue to monitor and study traffic circulation, safety, and parking within the town's commercial hubs and implement improvements as recommended.

Policy C-B.4: Hillside Roadways. Allow limited improvements to existing roadways serving hillside properties on a case-by-case basis for restricted efforts such as spot widening and access/egress improvements. Efforts should be made to balance mobility and safety needs with the desire to maintain the residential identity.

Action C-B.4.a: Hillside Roadways and Emergency Access. Evaluate and implement limited improvements to existing hillside roadways, such as spot widening and access/egress enhancements, on a case-by-case basis to support mobility and safety while maintaining the area's residential character. As part of this effort, study and identify hillside roadways where temporary on-street parking restrictions may be necessary during elevated fire-risk days to ensure adequate access for fire response vehicles.

Action C-B.4.b: Limited Construction Impact on Hillside Roadways. Require the submission and approval of a Construction Management Plan prior to the issuance of any grading or building permits for any improvements on hillside properties.

Policy C-B.5: Roadway Extensions to Adjoining Communities. Prioritize protection of existing neighborhoods by discouraging new vehicular roadway extensions north of Sir Francis Drake Boulevard or Red Hill Avenue, while retaining flexibility to review potential connections should future studies identify significant mobility or safety benefits.

Policy C-B.6: Traffic Level of Service. Maintain a traffic Level of Service (LOS) standard of "E" for signalized intersection operations during peak hours to ensure an efficient roadway network and allow for consistent evaluation of development project impact on local roadway traffic.

Action C-B.6.a: Traffic Impact Studies. Require that discretionary development projects be evaluated for level of service impacts in accordance with the Town of San Anselmo's Vehicle Miles Traveled (VMT) Screening Criteria and Thresholds of Significance. Projects that exceed the level of service threshold for signalized intersections shall provide feasible mitigation measures to reduce level of service impacts to levels consistent with Town policy.

ALTERNATIVE TRANSPORTATION

Goal C-C: Promote a universally accessible transportation network which offers strong transit, pedestrian, and bikeway alternatives to the automobile for all ages and abilities.

Policy C-C.1: Bicycle and Pedestrian Master Plan. Regularly review, update, and implement the Town's Bicycle and Pedestrian Master Plan to maintain eligibility for grant funding and to advance a safe, accessible, and connected active transportation network for users of all ages and abilities.

Action C-C.1.a: Maintenance of Pedestrian and Bicycle Facilities. Develop a program to prioritize and fund the construction and maintenance of pedestrian and bicycle facilities based on safety, connectivity, removal of access barriers for people with disabilities, older adults, and others with mobility challenges, and the relationship to existing and planned land uses, along with other adopted evaluation criteria.

Action C-C.1.b: Pedestrian-Oriented Improvements in Commercial Hubs. Implement sidewalk, pedestrian crossing, and other pedestrian-oriented improvements identified in the Town's Bicycle and Pedestrian Master Plan—including those along Sir Francis Drake Boulevard, San Anselmo Avenue, Red Hill Avenue, and Greenfield Avenue, and evaluate and implement feasible recommendations from the Downtown Active Transportation & Circulation Study to enhance walkability and safety in Downtown and key commercial hubs.

Policy C-C.2: Pedestrian Safety and Access. Provide a safe and accessible walking environment along San Anselmo's pedestrian network, linking residential areas to schools, shopping, work, recreation areas, essential services, and other important community destinations for residents of all ages, abilities, and incomes.

Action C-C.2.a: Accessibility Improvements. Continue to construct improvements that provide access for all individuals along the Town's pedestrian network, including reconstruction of facilities in compliance with federal and State accessibility requirements.

Action C-C.2.b: Downtown Pedestrian Infrastructure. Implement sidewalk and pedestrian crossing improvement recommendations as included in the Pedestrian and Bicycle Master Plan. Evaluate and implement the recommendations in the Downtown Active Transportation & Circulation Study, where feasible.

Policy C-C.3: Bicycle Network. Continue to expand San Anselmo's bicycle network to safely and comfortably connect residents to schools, shopping, work, recreation, and other daily destinations, with a focus on improved paths and crossings at larger and high vehicle volume roadways and traffic calming installations and signage on local streets.

Action C-C.3.a: Bicycle Infrastructure. Implement bicycle infrastructure recommendations, such as multi-use paths, bicycle priority routes, bike racks, and lockers in areas with high demand, and traffic calming installations, as included in the Pedestrian and Bicycle Master Plan.

Policy C-C.4: Bicycle Parking. Seek opportunities to install bicycle parking facilities at public destinations, including at transit stops, parks, schools, shopping locations, and other essential public facilities, and require bicycle parking facilities in new development.

Action C-C.4.a: Bicycle Parking Requirements. Require short-term and long-term bicycle parking facilities for commercial and multifamily developments in accordance with or more stringent than the California Green Building Standards Code.

Policy C-C.5: Safe Routes to School. Coordinate with the Transportation Authority of Marin to identify locations for improvements that provide safe walking and bicycling routes for students of all backgrounds, including those who rely on walking, biking, or transit to travel to and from school.

Policy C-C.6: Transit Service. Continue to support the improvement and expansion of local and regional transit and paratransit service to improve access for residents who rely on transit, including older adults, youth, lower-income households, and people with disabilities.

Action C-C.6.a: Transit Agency Partnerships. Partner with Marin Transit and the Golden Gate Bridge Highway and Transportation District to survey transit needs and to improve transit routes, service frequency, and overall service in response to evolving trends.

Action C-C.6.b: **Transit-dependent Population**. Actively encourage local and regional transit agencies, providers, and local initiatives to expand reliable and accessible paratransit, shuttles, and other alternative transportation options for non-driving adults, persons with disabilities, and others without access to a private vehicle in San Anselmo.

Policy C-C.7: Transit Stop Access and Provisions. Collaborate with local and regional transit operators to provide transit stops that are safe, accessible, and comfortable for people of all ages and abilities.

Action C-C.7.a: Transit Stop Accessibility, Amenities and Connections. Partner with local and regional transit operators to ensure transit stop amenities, such as benches, shelters, lighting, signage, and trash receptacles, and locate or align transit stops to connect seamlessly with bicycle and pedestrian routes. For development projects within 200 feet of a transit stop, require ADA-compliant infrastructure improvements that provide fully accessible and comfortable access to the stop.

Action C-C.7.b: Mobility Hub Access and Multimodal Connections. Improve transit vehicle access and circulation at the Hub by implementing recommendations from the Hub Transportation Study. Work with the Transportation Authority of Marin to evaluate participation in the Metropolitan Transportation Commission's Bay Area Mobility Hub Program, supporting first- and last-mile travel options at major transit locations. In coordination with transit and regional agencies, identify locations near major corridors suitable for ridesharing, carpool pick-ups, and park-and-ride facilities.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this EIR, the proposed project would result in significant impacts under CEQA, if the General Plan 2045 would:

- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access.

Vehicle Miles Traveled

Significance criteria are used to establish what constitutes an impact by a project. In addition to the CEQA Guidelines Appendix G significance thresholds above, the following criteria were used to evaluate impacts related to transportation from the proposed General Plan 2045.

Based on Appendix G of the CEQA Guidelines, the General Plan 2045 would result in a significant transportation impact if it would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1), which states for land use projects, "*Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact.*" CEQA Guidelines Section 15064.3, subdivision (b)(4) states, "*A lead agency has the discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence.*"

The General Plan 2045 is a program-level policy document and is not itself a development project. However, General Plan 2045 buildout represents the combined effect of future land uses that would accommodate residential and employment growth in San Anselmo. For CEQA purposes and to maintain a consistent and defensible approach, this EIR applies the Town's adopted SB 743 VMT thresholds to the General Plan 2045 buildout by evaluating VMT efficiency for the land use components that drive VMT: (1) residential growth using home-based VMT per resident, and (2) non-residential employment growth using work-related VMT per employee. This approach is consistent with CEQA Guidelines Section 15064.3, which allows a lead agency discretion to select an appropriate VMT methodology and threshold of significance, provided the assumptions and evidence used are documented.

The Town of San Anselmo has an adopted VMT policy memorandum (dated January 10, 2023, and updated March 3, 2023) that establishes recommended CEQA significance thresholds for land use projects based on land use type. Under the Town's approach, VMT significance is evaluated using the following thresholds:

- Residential projects: A transportation impact may be significant if the project's project-generated home-based VMT per resident exceeds a level that is 15 percent below the existing Marin County average home-based VMT per resident.

- Office projects: A transportation impact may be significant if the project's project-generated work-based VMT per employee exceeds a level that is 15 percent below the existing Marin County average work-based VMT per employee.
- Other projects (e.g., retail, institutional, education, recreational, religious): A transportation impact may be significant if the project results in a net increase in daily VMT, evaluated on a case-by-case basis considering whether trips are primarily local-serving or region-serving.

Transit, Bicycles, and Pedestrians

Appendix G of the CEQA Guidelines indicates that impacts may be significant if a project conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The General Plan 2045 would have a significant impact on transit, bicycles, or pedestrians if it would conflict with adopted policies, plans, or programs regarding these systems, or create or exacerbate disruptions to the performance or safety of these systems.

Hazards

Appendix G of the CEQA Guidelines indicates that transportation impacts may be significant if a project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Under this EIR, the General Plan 2045 would have a significant transportation impact if it would increase hazards due to a design feature or incompatible uses.

Emergency Access

Appendix G of the CEQA Guidelines also indicates that transportation impacts may be significant if a project would result in inadequate emergency access. Under this EIR, the General Plan 2045 would have a significant transportation impact if it would result in inadequate emergency access.

IMPACTS AND MITIGATION MEASURES

Impact 3.14-1: General Plan 2045 implementation would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) (Less than Significant).

To provide a quantitative VMT evaluation, Parametrix prepared a sketch-model assessment using the most recent version of the TAMDM with horizon-year 2040 travel conditions. The analysis used the General Plan 2045 land use assumptions at the Micro-Analysis Zones (MAZ) level and translated those assumptions into VMT. Because the General Plan 2045 land use program includes both residential development (single family, multi-family, and accessory dwelling units) and non-residential development, the analysis evaluated VMT per resident and VMT per employee as the primary efficiency metrics.

The sketch-model approach estimated VMT by first calculating the net new trips associated with the General Plan 2045 land uses on vacant and underutilized sites in each MAZ. Trips generated by residential and non-residential land uses were then multiplied by the average trip lengths associated with residents and employees in the corresponding MAZs to estimate resident VMT and employee

VMT. This approach reflects the amount of travel generated by the proposed project and the geographic context of where growth would occur within the Town (i.e., areas with shorter or longer average trip lengths). Existing and projected future VMT metrics are summarized in **Table 3.14-4**.

TABLE 3.14-4: VMT DATA COMPARISON BETWEEN EXISTING CONDITION AND VMT THRESHOLD

UNITS	*EXISTING 2022 COUNTY OF MARIN VMT*	*VMT THRESHOLD (15% BELOW THE EXISTING COUNTY-WIDE AVERAGE)*	*PROPOSED PROJECT (GENERAL PLAN 2045) VMT*	*DOES GENERAL PLAN 2045 EXCEED VMT THRESHOLD?*
VMT per Resident	14.9	12.7	10.9	**No**
VMT per Employee	17.2	14.6	13.0	**No**

SOURCE: PARAMETRIX, 2026.

As shown in **Table 3.14-4**, development under the General Plan 2045 would generate approximately 10.9 VMT per resident and 13.0 VMT per employee. These rates are approximately 27 percent (resident) and 24 percent (employee) lower than the baseline countywide average rates. Under the Town's VMT policy, significance is evaluated relative to thresholds set at 15 percent below the Marin County average for VMT per resident and VMT per employee. Because the General Plan 2045 buildout VMT efficiency metrics are below those thresholds, implementation of the General Plan 2045 would result in a less-than-significant VMT impact.

In addition to the quantitative results indicating that General Plan 2045 buildout VMT is below the Town's adopted thresholds, the General Plan 2045 also includes multimodal and demand-management policies and actions that would reinforce VMT reduction over time. These measures support compact, walkable development patterns; encourage residential development near transit and daily services; and expand safe and accessible walking, bicycling, and transit infrastructure to reduce reliance on single-occupancy vehicle travel and encourage shorter trips. For example, Policies C-A.1 and C-A.3, along with Actions C-A.1.a and C-A.3.a, advance Complete Streets improvements, active transportation infrastructure, and residential development near transit and daily services, helping reduce reliance on single-occupancy vehicle travel and encouraging shorter trips by walking, bicycling, and transit.

Additional measures, including Policy C-A.4 and Actions C-A.4.a and C-A.4.b, require evaluation and mitigation of VMT impacts associated with discretionary development projects, while Policy C-A.5 and Action C-A.5.a encourage emerging mobility strategies and transportation technologies that can further reduce greenhouse gas emissions and automobile travel demand.

Collectively, these policies and actions support a transportation system that expands travel choices and reduces dependency on single-occupancy vehicle travel, consistent with SB 743's intent to reduce environmental effects associated with vehicle travel. Therefore, the General Plan 2045 implementation would result in a ***less-than-significant impact*** on VMT pursuant to CEQA Guidelines Section 15064.3, subdivision (b).

Impact 3.14-2: General Plan 2045 implementation would not conflict with a program, plan, policy, or ordinance addressing the circulation system, including transit, bicycle, and pedestrian facilities (Less than Significant)

The General Plan 2045 will function as the Town's primary policy framework guiding future development, and its transportation and mobility policies will establish the overarching direction for multimodal access, circulation, and safety. The General Plan 2045 has been prepared within the context of regional and State transportation planning frameworks that influence circulation and mobility goals in the Bay Area, including the MTC/ABAG regional transportation plan, Plan Bay Area 2050+, which emphasizes increased non-automobile travel and improved transportation system performance and state of good repair and improved access to housing and jobs. In this context, the General Plan 2045's mobility approach is designed to maintain consistency with applicable transportation planning direction while continuing and strengthening the Town's circulation-related standards and programs.

Implementation of the General Plan 2045 would not conflict with adopted programs, plans, policies, ordinances, or standards addressing the circulation system, including transit, bicycle, and pedestrian facilities. The General Plan 2045 establishes the Town's transportation framework, supports regional and State transportation planning objectives, and includes implementing policies and actions that would continue and strengthen multimodal circulation provisions applicable to future development and public improvements.

These policies and actions advance Complete Streets improvements; expansion and maintenance of pedestrian, bicycle, and transit infrastructure; improved access to transit stops and mobility hubs; and implementation of safer and more connected routes for people walking, bicycling, and using transit. For example, Policy C-A.1 and Action C-A.1.a promote implementation of Complete Streets principles and human-scale transportation improvements, while Policies C-C.1 through C-C.7 and their associated actions guide continued expansion of pedestrian, bicycle, and transit infrastructure, implementation of the Town's Bicycle and Pedestrian Master Plan, improved access to transit stops and mobility hubs, and safer routes for people of all ages, abilities, and incomes. The General Plan 2045 also supports continued implementation of the Town's Local Road Safety Plan, recommendations from local transportation and parking studies, coordination with regional transit providers, and transportation strategies intended to reduce VMT and greenhouse gas emissions consistent with State and regional planning objectives.

Collectively, these policies and actions promote consistency with adopted circulation plans and applicable regional and State transportation policies and standards, and the impact would be ***less than significant***.

Impact 3.14-3: General Plan 2045 implementation would not increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (Less than Significant)

Development anticipated under the General Plan 2045 would result in an incremental increase in new residential and non-residential uses. The General Plan 2045 would retain the Town's existing roadway patterns and would not include new major roadways or other circulation features that

would be expected to substantially increase hazards or introduce incompatible uses. In addition, anticipated development would generally occur on developed and/or underutilized sites and in areas near existing residential and non-residential uses, where the surrounding land use context is already established.

Most development facilitated by the General Plan 2045 is expected to occur in areas where existing infrastructure, including arterials and local roadways, is already in place. While some incremental infrastructure improvements (e.g., local access streets or internal circulation improvements) could be required to serve new development, such improvements would be limited in extent and intended to provide access to planned development areas, rather than create new regional roadway connections. Any development activities and associated circulation improvements would also be subject to review for compliance with applicable State and local design requirements, including those related to sight distance, access design, and operational safety.

While growth associated with the General Plan 2045 could result in incremental changes to the transportation network, the General Plan 2045 includes policies and actions that support safe roadway and access design and would reduce the potential for hazards associated with geometric design features. For example, Policy C-A.1 and Action C-A.1.a direct the Town to apply Complete Streets principles and multimodal design features to roadway projects, including sidewalks, bicycle infrastructure, transit facilities, accessible crossings, and human-scale improvements that improve safety and visibility for all roadway users. Policies C-B.2 and C-B.3, together with Actions C-B.2.a, C-B.2.b, and C-B.3.a, guide circulation improvements along major corridors, downtown, and commercial hubs while balancing the mobility needs of pedestrians, bicyclists, transit users, and motorists and maintaining appropriate operating conditions. In addition, Policy C-B.1 and Action C-B.1.a promote implementation of traffic calming measures on neighborhood streets to reduce vehicle speeds, discourage cut-through traffic, and improve safety and comfort for pedestrians and bicyclists.

The General Plan 2045 also addresses constrained hillside roadway conditions through Policy C-B.4 and related actions, which allow limited, case-by-case improvements such as spot widening and access/egress enhancements that can improve sight distance and operational safety while maintaining neighborhood character. Policies C-C.2, C-C.3, and C-C.7, along with associated actions, further emphasize safe and accessible pedestrian, bicycle, and transit infrastructure, including accessible transit stop locations and multimodal connections, which can reduce conflicts at curbside areas and improve predictability for all roadway users.

Because the General Plan 2045 does not propose substantial changes to land use patterns or the roadway network that would introduce new major roadways or geometric conditions associated with increased hazards, and because future development and related roadway improvements would be reviewed for compliance with applicable design and safety standards, implementation of the General Plan 2045 would not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, impacts related to hazards would be ***less than significant***.

Impact 3.14-4: General Plan 2045 implementation would not result in inadequate emergency access. (Less than Significant).

Development anticipated under the General Plan 2045 could result in an incremental increase in residential and non-residential uses and associated changes to local travel demand and circulation conditions. However, General Plan 2045 implementation would retain the Town's existing roadway patterns and does not propose new major roadways, roadway realignments, or other physical changes that would be expected to create inadequate emergency access. Anticipated development would generally occur on developed and/or underutilized sites served by existing public streets and infrastructure and, as such, is not expected to inhibit emergency access at the communitywide level.

Some development or circulation improvements could require limited, localized infrastructure modifications (e.g., access/egress adjustments, spot widening, frontage improvements, or minor roadway changes to serve new development). Any such improvements would be designed and reviewed through the Town's discretionary and permitting processes to maintain adequate emergency access and ensure compatibility with applicable codes, standards, and agency requirements for emergency response operations. In addition, the General Plan 2045 includes policies and actions that emphasize maintaining adequate traffic circulation on key corridors, directing pass-through traffic to arterials, and allowing targeted safety and access improvements on constrained hillside roadways—each of which supports maintaining reliable access for emergency vehicles during day-to-day conditions and as growth occurs.

Implementation of the General Plan 2045 would not result in inadequate emergency access. The General Plan 2045 does not propose substantial changes to land use patterns or the roadway network that would create barriers to emergency response (e.g., roadway closures, reduced clear widths, new major roadway segments with constrained geometry, or other network changes that would impede emergency vehicle movement). Future development and any related, localized circulation improvements would be subject to Town review and would be required to comply with applicable emergency access requirements, including maintaining adequate access/egress and operational clearances for emergency vehicles.

In addition, the General Plan 2045 includes policies and actions that promote reliable roadway circulation and targeted safety improvements that would help maintain emergency access as growth occurs. For example, Policy C-B.2 and related actions guide circulation improvements along key corridors while balancing the mobility needs of all roadway users and maintaining adequate regional circulation. Policy C-B.4 and Actions C-B.4.a and C-B.4.b address constrained hillside roadway conditions by allowing limited spot widening and access/egress improvements, identifying locations where temporary parking restrictions may be needed to maintain emergency vehicle access during elevated fire-risk conditions, and requiring construction management planning for hillside development. Policy C-B.1 and Action C-B.1.a also encourage context-sensitive traffic calming measures intended to improve roadway safety while directing higher traffic volumes to arterial roadways designed to accommodate them. Collectively, these policies and actions would help maintain safe and reliable emergency response access throughout the Town. Therefore, impacts related to emergency access would be ***less than significant***.

Impact 3.14-5: General Plan 2045 implementation, in combination with other cumulative development, would not have an adverse impact on transportation and circulation (Less than Significant)

The context for analysis of cumulative transportation impacts would be Marin County. Existing County of Marin VMT is 14.9 per resident and 17.2 per employee. Fifteen percent below that countywide average would be 12.7 VMT per resident and 14.6 VMT per employee.

Plan Bay Area 2050+ and Marin County's local CTP 2050 are intended to lower VMT by directing land-use patterns toward reduced auto-dependency. Rather than dispersed suburban development, which requires longer vehicle trips for work and daily needs, these plans direct new housing and employment toward compact Priority Development Areas (PDAs) and existing urban cores. This concentration is intended to place daily services within walking or biking distance of residents. Where grocery stores, schools, and workplaces are within walking or biking distance, daily vehicle trips may be reduced or eliminated. Higher-density infill development within these nodes is intended to keep the distance between destinations relatively short, which could reduce reliance on vehicle travel for local trips.

These land-use changes are paired with substantial changes to regional transportation infrastructure intended to make non-auto travel modes more viable. Under the Transit 2050+ framework, Marin County is expected to see increased service frequencies, expanded capacity, and improved connections across Golden Gate Transit, local bus service, and the SMART rail network. To the extent these changes improve service consistency, they may encourage some drivers to shift modes for daily commutes, which could reduce single-occupancy vehicle trips. Local investments in continuous active transportation infrastructure, such as protected bike lanes and pedestrian corridors, are intended to provide alternatives to short local vehicle trips.

The coordinated framework also includes economic and behavioral measures intended to reduce single-occupancy vehicle travel. Regional demand-management policies under consideration, such as per-mile tolling on congested freeway corridors like US 101, would create a cost associated with non-essential driving. Toll revenues would be reinvested in transit service, which may increase the relative attractiveness of transit and carpooling as alternatives. At the employer level, regional toolkits support measures such as commuter benefits, micromobility hubs, and subsidized transit passes, which are intended to reduce solo vehicle commuting by providing alternative options.

These VMT-reduction strategies are consistent with applicable local transit, bicycle, and pedestrian plans. Because Plan Bay Area 2050+ and Marin County's local policies share similar multimodal objectives, they are not anticipated to conflict with existing traffic regulations. Directing growth into urban centers is consistent with local "complete streets" policies, which call for roadway design that accommodates multiple types of users. These regional strategies are intended to support funding and planning coordination for local bicycle and pedestrian infrastructure.

These strategies are evaluated as supporting, rather than degrading, circulation system performance. Planned upgrades to bus and rail service are consistent with local transit-first policies, and planned bike infrastructure is intended to provide additional travel options. To the extent single-occupancy vehicle trips are reduced, these programs could reduce congestion at high-volume

intersections without requiring roadway widening. Employer commuter programs and demand-management measures are intended to operate alongside local traffic-management policies. These plans share similar objectives for a multimodal transportation network and are not anticipated to conflict with local transportation regulations.

Implementation of these strategies is not anticipated to impede emergency vehicle access in Marin County. Local complete streets policies, transit-first design standards, and regional infrastructure guidelines require that roadway modifications accommodate the safe and timely movement of police, fire, and medical responders. Active transportation projects typically incorporate design features such as mountable curbs, emergency-vehicle-rated pavement, or lane widths that allow emergency vehicles to maneuver around or bypass traffic. To the extent that shifting trips to transit, bus, and bicycle travel reduces vehicle volumes on major thoroughfares and congested corridors such as US 101, this reduction could support emergency vehicle mobility on local streets.

Therefore, cumulative impacts to the transportation system, including VMT, alternative forms of transportation, and emergency vehicle access would be ***less than significant***.

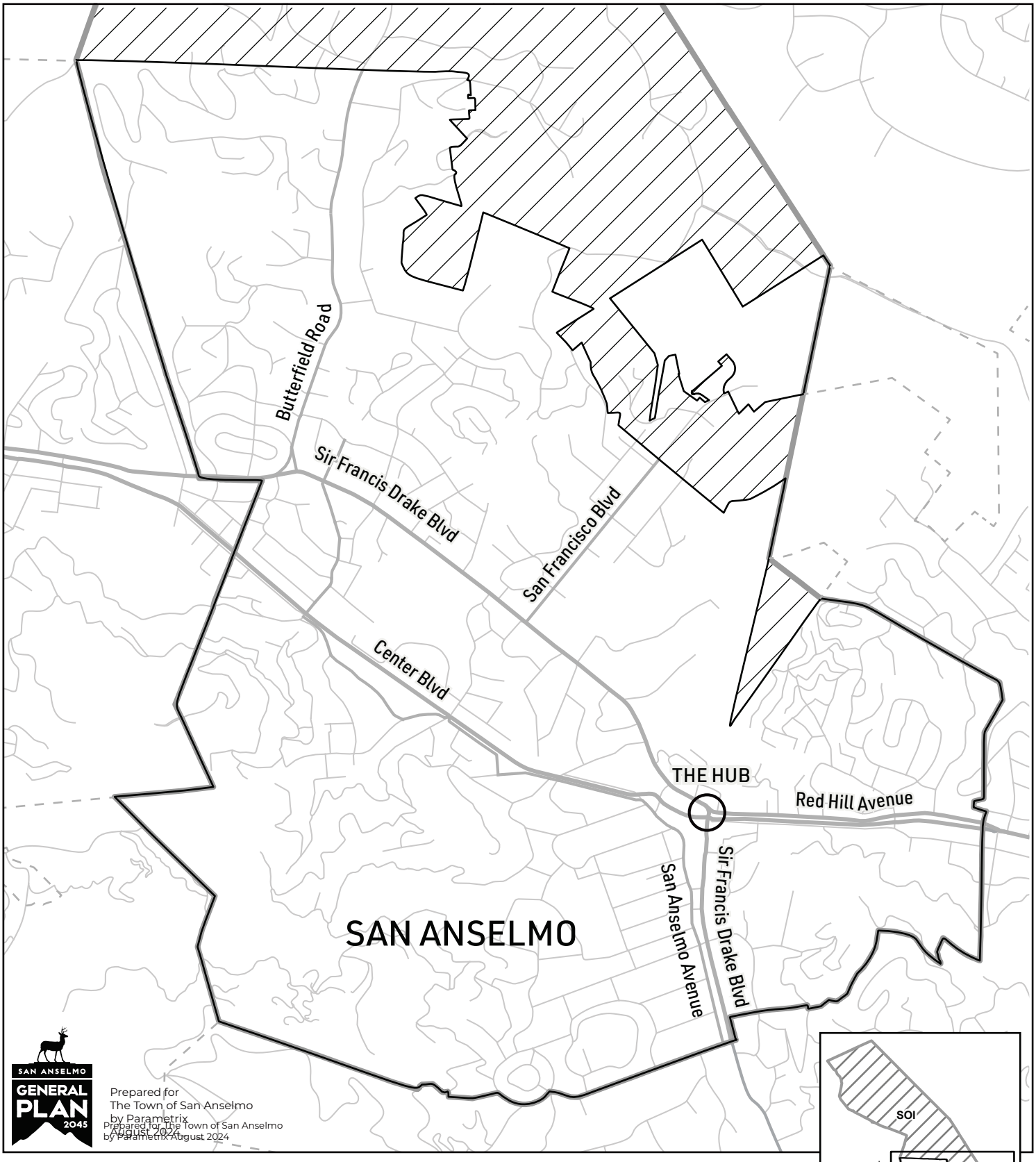
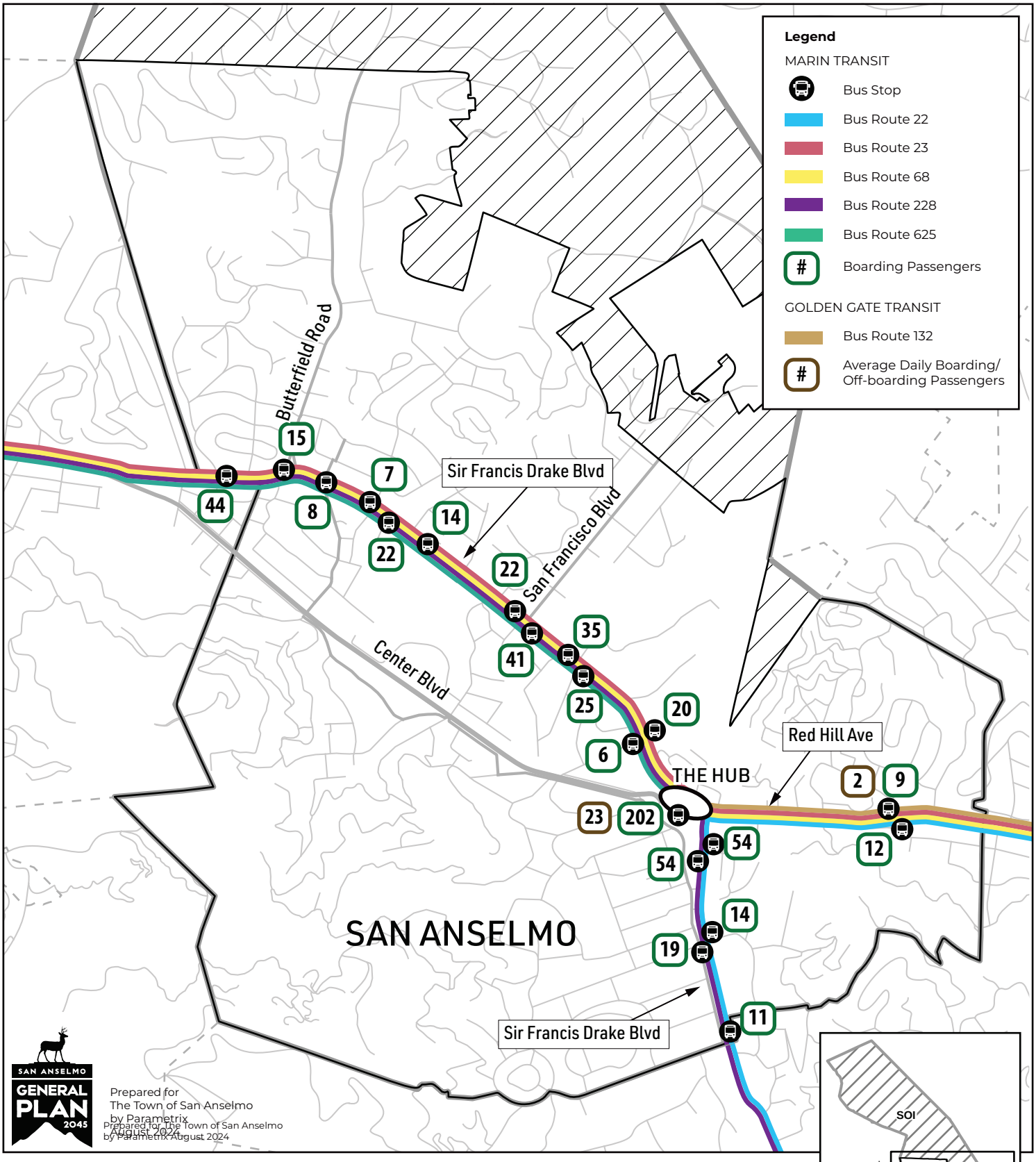


Figure 3.14-1

SAN ANSELMO ROADWAY NETWORK



Prepared for The Town of San Anselmo by Parametrix August 2024

Legend

- San Anselmo Town Boundary
- Sphere of Influence
- Planning Area Boundary
- Other Towns and Cities

0 500 1,000 Feet

Sources: Marin County GIS, Marin County LAFCo; USGS NHD, Marin Transit, Golden Gate Bridge, Highway and Transportation District.

Figure 3.14-2

SAN ANSELMO EXISTING TRANSIT ROUTES AND AVERAGE DAILY APRIL 2024 RIDERSHIP

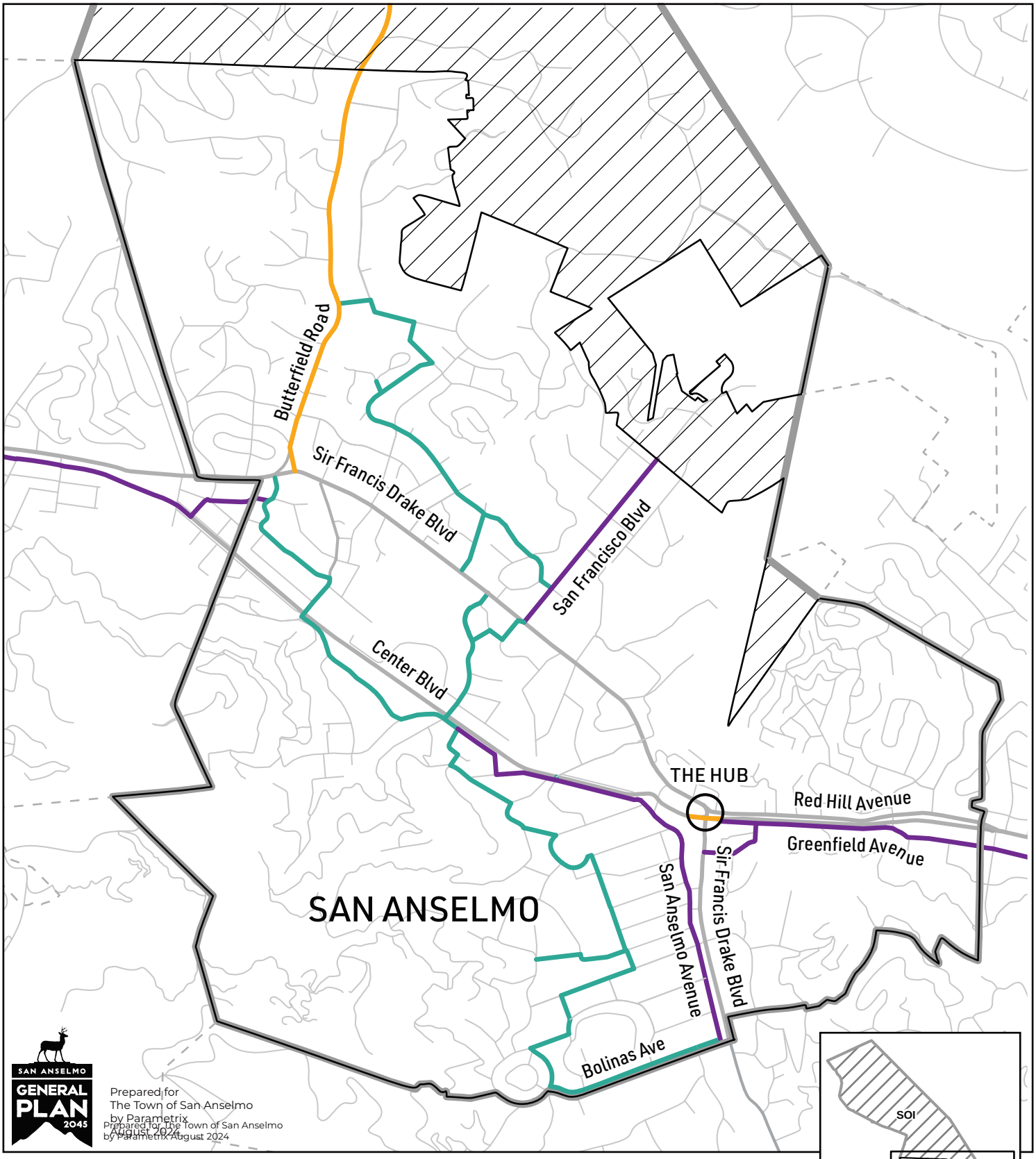
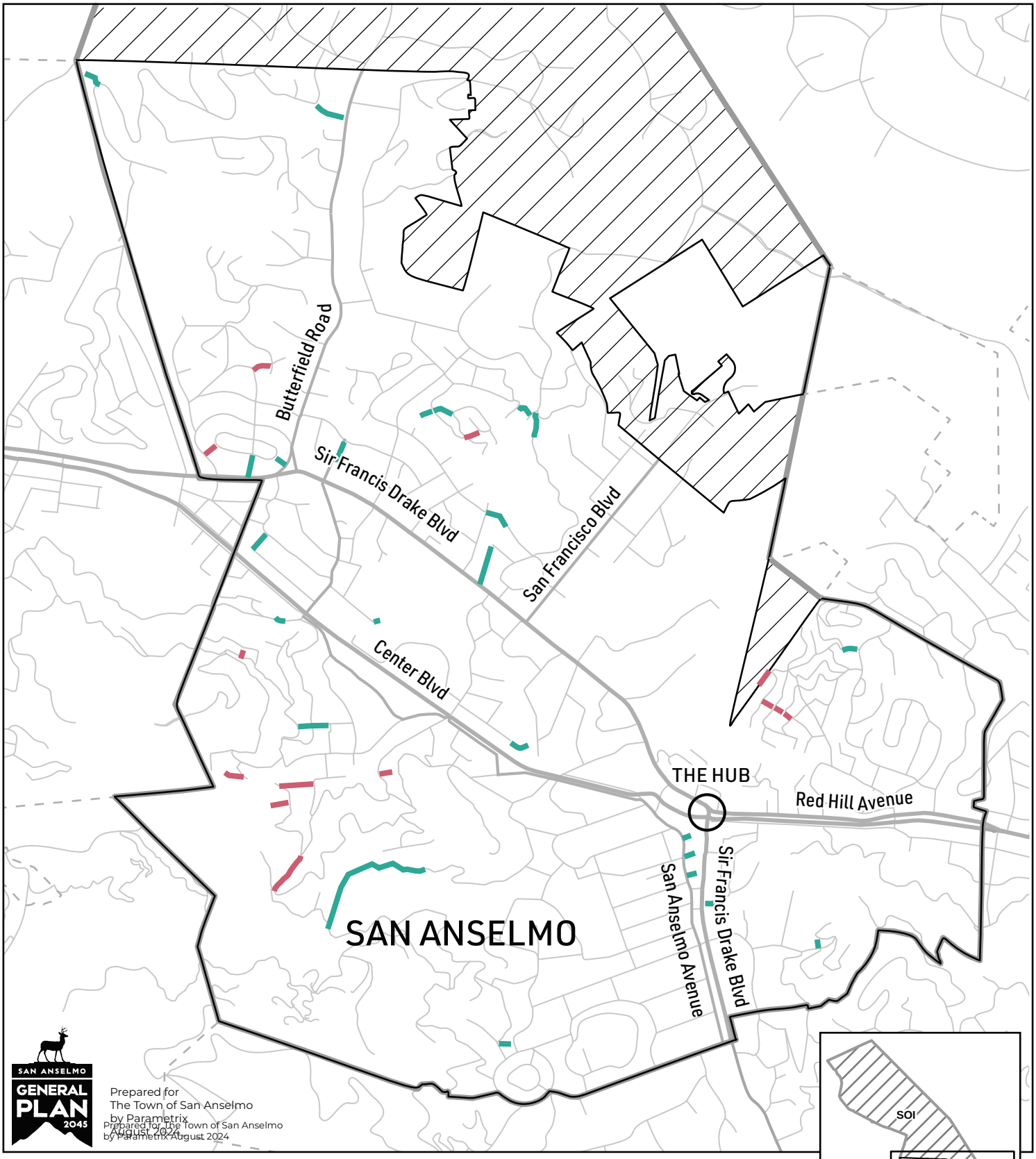


Figure 3.14-3

SAN ANSELMO EXISTING BICYCLE FACILITIES



Legend

- San Anselmo Town Boundary
- Sphere of Influence
- Planning Area Boundary
- Other Towns and Cities
- Existing Stairs, Lanes, and Trails
- Future/In Need of Repair

0 500 1,000 Feet

Sources: Marin County GIS, Marin County LAFCo; USGS NHD, Town of San Anselmo

Figure 3.14-4

SAN ANSELMO STAIRS, LANES, AND TRAILS

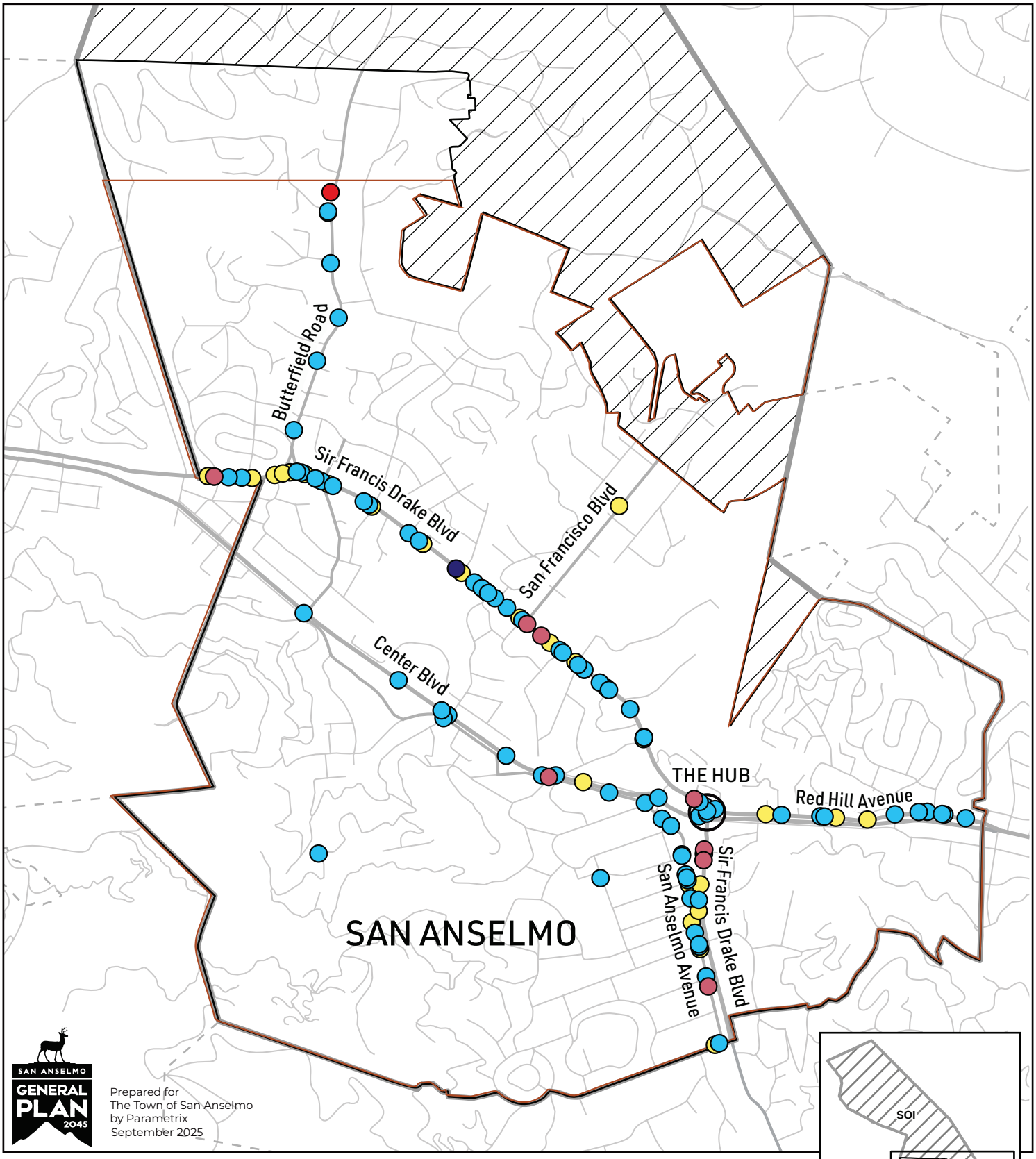


Figure 3.14-5

SAN ANSELMO ROADWAY CRASH LOCATIONS (2017-2021)

Utilities are critical to providing safe drinking water, disposal and treatment of wastewater, stormwater drainage, and solid waste disposal. This section provides a discussion of the utility systems in San Anselmo including water supplies, wastewater, storm drainage, and solid waste. This section is organized with an existing setting, regulatory setting, and impact analysis.

There were no NOP comments received on this topic. Full comments are included in Appendix A.

3.15.1. WATER SUPPLIES

KEY TERMS

AF: An acre-foot is the volume of one acre of water to a depth of one foot. Each acre-foot of water is equal to approximately 325,851.4 gallons.

AFY: Acre-feet per year.

BGS: Below ground surface.

GPD: Gallons per day.

GPM: Gallons per minute.

Groundwater: Water that is underground and below the water table, as opposed to surface water, which flows across the ground surface. Water beneath the earth's surface fills the spaces in soil, gravel, or rock formations. Pockets of groundwater are often called "aquifers" and are the source of drinking water for a large percentage of the population in the United States. Groundwater is often extracted using wells which pump the water out of the ground and up to the surface. Groundwater is naturally replenished by surface water from precipitation, streams, and rivers when this recharge reaches the water table.

MG: Million gallons

MGD: Million gallons per day

Surface water: Water collected on the ground or from a stream, river, lake, wetland, or ocean. Surface water is replenished naturally through precipitation but is lost naturally through evaporation and seepage into soil.

3.15.2. ENVIRONMENTAL SETTING

POTABLE WATER SYSTEM

Chartered on April 25, 1912, the Marin Municipal Water District (Marin Water) is the first municipal water district in California and currently provides potable water service to ten incorporated cities and towns, including San Rafael, Mill Valley, Fairfax, San Anselmo, Ross, Larkspur, Corte Madera, Tiburon, Belvedere, and Sausalito. The Marin Water service area covers approximately 147 square

miles and serves a population of approximately 192,961 customers.[1] Marin Water averages 22.4 MGD of water use with a maximum daily water design capacity of 71 MGD.[2]

About 75 percent of Marin Water's water supply originates from rainfall on 22,000 acres in the protected Mt. Tamalpais watershed and in the hills of west Marin County. Rainfall from the watershed flows into Marin Water's seven reservoirs. The reservoir water is treated at Marin Water's treatment plants and then travels through a portion of their extensive distribution system, which includes 908 miles of pipes, 130 storage tanks, and 97 pump stations.[3] **Figure 3.15-1** illustrates the Marin Water facilities that serve the Planning Area.

Replacing aging infrastructure is one of the most critical needs of Marin Water. From 2015 through 2020, Marin Water surveyed 503 miles of pipeline. As a result, Marin Water detected 791 customer service leaks and 214 service leaks. In addition, Marin Water has an ongoing program (as part of its Capital Improvement Program) to replace aging distribution pipeline; on average, Marin Water replaced four miles of pipeline per year over the last five years. Including fire flow improvements, Marin Water replaced approximately eight miles annually over the last five years.[4]

WATER SUPPLIES

The Town of San Anselmo receives potable water from Marin Water. Marin Water's water supplies presently come from a combination of water imported from Sonoma County Water Agency (SCWA), local surface water, and recycled water. Groundwater is not currently or planned to be used as a municipal water supply source by the district, though private groundwater wells are used in Marin Water's service area. **Table 3.15-1** summarizes, by source, the total amount of actual water supplied in 2020.

TABLE 3.15-1: MARIN WATER'S WATER SUPPLIES – ACTUAL ACRE-FEET PER YEAR (AFY)

WATER SUPPLY	*ADDITIONAL WATER SUPPLY DETAIL*	*2020*	
		ACTUAL VOLUME (AFY)	*WATER QUALITY*
Purchased or Imported Water	Purchased from SCWA	6,822	Drinking Water
Surface Water	Not desalinated	20,449	Drinking Water
Surface Water	Environmental releases from Kent and Soulajule Lakes	12,699	Other Non-Potable Water
Other	Water sold to the Meadow Club	180	Other Non-Potable Water
Total		**40,149**	--

NOTES: AFY = ACRE-FEET PER YEAR
SOURCE: MARIN WATER UPDATED 2020 URBAN WATER MANAGEMENT PLAN. TABLE 6-9. (JANUARY 2024)

[1] Marin LAFCO, n.d. Marin Municipal Water District. Available at: https://www.marinlafco.org/marin-municipal-water-district
[2] Marin Water. 2024. 2020 Updated Urban Water Management Plan. [page 21]
[3] Marin Water. 2023. 2023 Annual Water Quality Report. [page 2]
[4] Marin Water. 2024. 2020 Updated Urban Water Management Plan. [page 123]

Table 3.15-2 summarizes, by source, the total amount of projected water supply from 2025 to 2045 in five-year increments. Note that the numbers represent the total amount of supply available to the district.

TABLE 3.15-2: MARIN WATER'S PROJECTED WATER SUPPLIES (AFY)

WATER SUPPLY	*PROJECTED WATER SUPPLY*				
	2025 RAV	*2030 RAV*	*2035 RAV*	*2040 RAV*	*2045 RAV*
Purchased/Imported Water	5,300	5,300	5,300	5,300	5,300
Surface Water	78,450	78,793	78,525	78,558	78,626
Recycled Water	750	750	750	750	750
Other	171	174	176	176	176
Total	84,761	85,017	84,751	84,784	84,852

NOTE: RAV = REASONABLE AVAILABLE VOLUME; TRSY = TOTAL RIGHT OR SAFE YIELD

SOURCE: MARIN WATER UPDATED 2020 URBAN WATER MANAGEMENT PLAN. TABLE 6-10 (JANUARY 2024)

PURCHASED/IMPORTED WATER SUPPLY

Since 1975, Marin Water has contracted with SCWA for a supplemental supply of water, primarily from Lake Sonoma via the Russian River. Marin Water's present contract with SCWA is based on two antecedent documents: the 1975 Off-Peak Water Supply Agreement (Off-Peak Agreement) and its amendments, and the 1991 Agreement for the Sale of Water between SCWA and the district. In 1996, these two contracts were combined into a single new agreement, the Supplemental Water Supply Agreement (Agreement).

The Agreement combined the two prior agreements such that the district can now take deliveries of up to 14,300 AFY from SCWA. All of these deliveries are also now classified as "firm" water. In addition to the annual delivery limit, the Agreement also places seasonal limitations on water delivery rates to the district. Deliveries are limited to 23.1 MGD from December to March and 12.8 MGD from May to September. In April and November, deliveries cannot exceed 20.1 MGD, and in October, deliveries are limited to 17.1 MGD. The Agreement will remain in force through June 30, 2025, and includes a renewal provision that will extend the Agreement through June 30, 2040.[5]

In addition to contractual delivery limits, Russian River water deliveries to Marin Water are subject to available pipeline capacity in facilities owned by SCWA and Novato Municipal Water District (NMWD). Russian River water is diverted by SCWA at a series of sub-surface Ranney collectors near Wohler Bridge in Sonoma County. Water destined for Marin Water flows through SCWA pipelines to Petaluma. From Petaluma, the water flows southward in NMWD's aqueduct for eight miles to the northern end of Marin Water's pipeline facilities in Novato. The Interconnection Agreement of 2014 describes Marin Water's rights to use the excess capacity in NMWD's facilities. The Interconnection

[5] Marin Water. 2024. 2020 Urban Water Management Plan. [page 52]

Agreement runs contiguous with the SCWA Restructured Agreement for Water Supply, which will expire on June 30, 2040, and has renewal options.[6]

Water imported from SCWA is naturally filtered in the deep sand and gravel below the riverbed and requires no further clarification. This water enters Marin Water's system at the Ignacio Water Quality and Pumping Station, where water quality is monitored continually and adjusted as needed. Marin Water's water use projections for imported water from SCWA are shown in **Table 3.15-3**, which have been coordinated with the demands and methodology in the SCWA's 2020 UWMP. It is noted that Marin Water's current contract allows the purchase of up to 14,300 AFY from SCWA; however, Marin Water's ability to accept this water is limited by infrastructure constraints.

TABLE 3.15-3: WHOLESALE WATER SUPPLIES – EXISTING AND PLANNED SOURCES OF WATER (AFY)

WHOLESALE SOURCE – SCWA	*2025*	*2030*	*2035*	*2040*	*2045*
Normal Year	5,300	5,300	5,300	5,300	5,300
Single-Dry Year	7,200	7,200	7,200	7,200	7,200
Extended Drought, First Year	7,200	7,200	7,200	7,200	7,200
Extended Drought, Second Year	7,200	7,200	7,200	7,200	7,200
Extended Drought, Third Year	4,597	4,597	4,597	4,597	4,597
Extended Drought, Fourth Year	4,300	4,300	4,300	4,300	4,300
Extended Drought, Fifth Year	4,300	4,300	4,300	4,300	4,300

NOTE: VOLUMES ARE IN UNITS OF AF.

SOURCE: MARIN WATER 2020 URBAN WATER MANAGEMENT PLAN. TABLE 7-3 (JANUARY 2024)

SURFACE WATER SUPPLY

Marin Water's primary water supply is local surface water. Until 1976, Marin Water's supply was obtained solely from rainfall collected from the Mount Tamalpais watershed, including approximately 28 square miles of Marin Water-owned lands, and 36 square miles not owned by Marin Water. Presently, total reservoir storage operated by Marin Water is 25.9 billion gallons (79,566 AF). Annual runoff received into the reservoirs ranges widely from a low of 4,000 AF in 1977 to over 212,000 AF in 2017. On average, the region has an average annual runoff of 83,000 AF (10-year average).[7] **Table 3.15-4** provides a chronology of Marin Water's water rights and development of its reservoir system.

[6] Marin Water. 2024. 2020 Urban Water Management Plan. [page 52]
[7] Marin Water. 2024. 2020 Urban Water Management Plan. [page 57]

TABLE 3.15-4: MARIN WATER'S SURFACE WATER RESERVOIR SYSTEM (AF)

RESERVOIR NAME	*YEAR CONSTRUCTED*	*STORAGE CAPACITY (AF)*	*WATER RIGHTS*
Lake Lagunitas	1873	350	Pre-1914
Phoenix Lake	1905	411	Pre-1914
Bon Tempe Reservoir	1948	4,017	Appropriative Permit No. 05633
Alpine Lake	1918 1924 1941	3,069 4,600 8,891	Pre-1914 Appropriative Permit No. 05633
Kent Lake	1953 1982	16,050 32,895	Appropriative Permit Nos. 05633, 09390, 18546
Nicasio Reservoir	1960	29,0001	Appropriative Permit No. 12800
Soulajule Reservoir	1980	10,572	Appropriative License 12807 and Permit No. 16892
Total Existing Reservoir Storage		79,566	

NOTE: 1) UNDER THE WATER RIGHT FOR STORAGE, 6,570 AF OF WATER FROM NICASIO CREEK CAN BE TRANSFERRED FROM NICASIO RESERVOIR TO KENT LAKE TO FILL KENT LAKE. THIS WOULD FREE UP CAPACITY IN NICASIO RESERVOIR FOR ADDITIONAL STORAGE UP TO THE TOTAL OF 29,000 AF (22,430 AF STORED IN NICASIO RESERVOIR PLUS 6,750 TRANSFERRED AND STORED IN KENT LAKE).

SOURCE: MARIN WATER 2020 URBAN WATER MANAGEMENT PLAN. TABLE 6-2. (JANUARY 2024)

In managing its surface water supply, Marin Water defines the operational yield of its water supply system as the volume of water that can be provided to its customers in most years without depleting its reservoir storage to the point where stored water would be insufficient to meet a reduced water demand during a repeat of the most severe historical drought period. Marin Water's operational yield is based on 115 years of estimated monthly hydrologic data. The operational yield was determined using the Marin WaterSim model developed to simulate Marin Water's water supply system, as described in the Marin WaterSim Model Technical Memorandum of the Marin Water's Water Resources Plan 2040. The analysis was limited to Marin Water's local watershed supplies, meaning it excluded the water imported from the SCWA and locally produced recycled water. According to the Marin Water Resources Plan 2040, Marin Water currently estimates the "operational yield" of its surface water sources to be about 29,020 AFY if 25 percent of usable storage is reserved for emergency supply and imported water is excluded from the analysis.[8]

RECYCLED WATER

Recycled water is highly treated wastewater that is safe for many purposes. Wastewater is treated at the Recycled Water Facility, a state-of-the-art membrane treatment plant located at, and operated by, the Las Gallinas Valley Sanitary District. Once treated, recycled water travels through separate pipelines to district customers. Marin Water's recycled water system consists of nearly 25 miles of pipeline. In 2020, the recycled water system served about 748 AFY, or about 2 percent of

[8] Marin Municipal Water District. March 2017. Marin Municipal Water District Water Resources Plan 2040. Available at: https://www.marinwater.org/WaterResources2040

the total demand, through 333 service connections. **Table 3.15-5** indicates the existing and projected future recycled water uses.

TABLE 3.15-5: CURRENT AND PROJECTED RECYCLED WATER USES (AFY)

BENEFICIAL USE TYPE	*2020 ACTUAL USE*	*2025*	*2030*	*2035*	*2040*	*2045*
Landscape irrigation (excluding golf courses)	441	433	433	433	433	433
Golf course irrigation1	88	88	88	88	88	88
Commercial use	162	163	163	163	163	163
Industrial use	33	33	33	33	33	33
Other: Toilet/urinal flushing in commercial and residential settings	23	23	23	23	23	23
Total	**748**	**750**	**750**	**750**	**750**	**750**

SOURCE: MARIN WATER 2020 URBAN WATER MANAGEMENT PLAN. TABLE 6-5. (JANUARY 2024)

GROUNDWATER SUPPLY

According to the DWR's Bulletin 118 Groundwater Basin Lookup, there are three groundwater basins identified within the Marin Water's service area, including the Ross Valley Groundwater Basin, San Rafael Valley Groundwater Basin, and portions of the Novato Groundwater Basin. All three basins are categorized by the California Statewide Groundwater Elevation Monitoring (CASGEM) program as very low priority basins.

As previously stated, groundwater use within Marin Water's service area is limited to small, domestic use through private groundwater pumping wells. Marin Water has studied the potential for municipal groundwater use.; however, several studies have determined the potential for municipal groundwater use within the boundaries of Marin Water's service area is very limited due to limited production capabilities, water quality constraints, and potential water rights issues. As a result of these studies, groundwater is not currently or planned to be used as a municipal water supply source by the district.[9]

Marin Water UWMP Projected Growth

Table 3.15-6 provides the current and projected population for the District's service area through the year 2045. Population projections were updated from those included in the original 2020 UMWP to account for housing allocations determined by the Association of Bay Area Governments (ABAG) 2023-2031 Final Regional Housing Needs Allocation (RHNA) Plan, which incorporates increases in population due to planned housing developments within the District's service area.[10]

[9] Marin Water. 2024. 2020 Urban Water Management Plan. [page 54]
[10] Marin Water. 2024. 2020 Urban Water Management Plan. [page 15]

TABLE 3.15-6: NORMAL YEAR SUPPLY AND DEMAND COMPARISON (AFY)

	2020	*2025*	*2030*	*2035*	*2040*	*2045*
POPULATION SERVED	191,269	202,510	218,444	223,251	227,005	230,996

SOURCE: MARIN WATER 2020 URBAN WATER MANAGEMENT PLAN. TABLE 3-1. (JANUARY 2024)

Current and Projected Water Demands and Supplies

According to Marin Water's most recent 2020 UWMP, the 2020 actual water demands of the district were 40,149 AFY. Water demand projections were developed through 2045 using Marin Water's Demand Side Management Least Cost Planning Decision Support System (DSS) model. **Table 3.15-7** compares projected water supplies available in a normal year to projected demand totals, with the difference showing a projected surplus during the planning horizon of the UWMP.

TABLE 3.15-7: NORMAL YEAR SUPPLY AND DEMAND COMPARISON (AFY)

	2025	*2030*	*2035*	*2040*	*2045*
Supply totals	84,761	85,018	84,751	84,784	84,852
Demand totals	38,632	40,211	40,369	40,434	40,608
Difference	46,129	44,806	44,381	44,350	44,244

SOURCE: MARIN WATER 2020 URBAN WATER MANAGEMENT PLAN. TABLE 7-7. (JANUARY 2024)

Table 3.15-8 compares projected water supplies available in a single dry year to projected demand totals, with the difference showing a projected surplus during the planning horizon of the UWMP.

TABLE 3.15-8: SINGLE DRY YEAR SUPPLY AND DEMAND COMPARISON (AFY)

	2025	*2030*	*2035*	*2040*	*2045*
Supply totals	52,132	52,137	52,135	52,139	52,149
Demand totals	38,632	40,211	40,369	40,434	40,608
Difference	13,500	11,926	11,766	11,705	11,541

SOURCE: MARIN WATER 2020 URBAN WATER MANAGEMENT PLAN. TABLE 7-8. (JANUARY 2024)

Table 3.15-9 compares total supply available in multiple dry years to projected demand totals, with the difference in multiple dry years showing a projected surplus during the planning horizon of the UWMP. Based on this comparison, Marin Water will have sufficient supplies to meet the demands during normal and dry water years. This is attributed to the measures already implemented by the district to increase storage and SCWA supply, as well as the district's aggressive conservation measures and Dry Year Water Use Reduction Program.

TABLE 3.15-9: MULTIPLE DRY YEARS SUPPLY AND DEMAND COMPARISON (AFY)

		2025	*2030*	*2035*	*2040*	*2045*
First Year	Supply totals	79,556	79,560	79,560	79,562	79,567
	Demand totals	38,632	40,211	40,369	40,434	40,608
	Difference	40,924	39,349	39,191	39,128	38,959
Second Year	Supply totals	84,321	84,313	84,342	84,314	84,262
	Demand totals	38,632	40,211	40,369	40,434	40,608
	Difference	45,689	44,102	43,973	43,880	43,654
Third Year	Supply totals	86,430	86,448	86,419	86,453	86,530
	Demand totals	38,632	40,211	40,369	40,434	40,608

		2025	2030	2035	2040	2045
	Difference	47,798	46,237	46,050	46,019	45,922
Fourth Year	Supply totals	72,700	72,695	72,728	72,696	72,627
	Demand totals	38,632	40,211	40,369	40,434	40,608
	Difference	34,068	32,484	32,359	32,262	32,019
Fifth Year	Supply totals	69,441	69,432	69,471	69,432	69,328
	Demand totals	38,632	40,211	40,369	40,434	40,608
	Difference	30,809	29,221	29,102	28,998	28,720

SOURCE: MARIN WATER 2020 URBAN WATER MANAGEMENT PLAN. TABLE 7-9. (JANUARY 2024)

Water Shortage Contingency Plan

As the water purveyor, Marin Water must provide the minimum health and safety water needs of the communities it serves at all times. As part of urban water management planning, water suppliers are required to provide a Water Shortage Contingency Plan (WSCP) outlining how the supplier will prepare for and respond to water shortages.

Table 3.15-10 shows the seven stages of the WSCP and their associated shortage range and shortage response actions.

TABLE 3.15-10: WATER SHORTAGE CONTINGENCY PLAN LEVELS

STAGE	*PERCENT SHORTAGE RANGE*	*SHORTAGE RESPONSE ACTIONS*
0	0 percent	Includes water waste prohibitions effective at all times.
1	Up to 10 percent	Total reservoir storage is at or is projected to be, or is, in the vicinity of 70,000 acre-feet on April 1st. Includes implementation of mandatory restrictions on end uses (see Table 8-2) as well as agency actions (see Table 8-3).
2	Up to 20 percent	Total reservoir storage is at or is projected to be, or is, in the vicinity of 65,000 acre-feet on April 1st. Includes implementation of mandatory restrictions on end uses (see Table 8-2) as well as agency actions (see Table 8-3).
3	Up to 30 percent	Total reservoir storage is at or is projected to be, or is, in the vicinity of 55,000 acre-feet on April 1st. Includes implementation of mandatory restrictions on end uses (see Table 8-2) as well as agency actions (see Table 8-3).
4	Up to 40 percent-	Total reservoir storage is at or is projected to be, or is, in the vicinity of 45,000 acre-feet on April 1st. Includes implementation of mandatory restrictions on end uses (see Table 8-2) as well as agency actions (see Table 8-3).
5	Up to 50 percent-	Total reservoir storage is at or is projected to be, or is, in the vicinity of 35,000 acre-feet on April 1st. Includes implementation of mandatory restrictions on end uses (see Table 8-2) as well as agency actions (see Table 8-3).

STAGE	*PERCENT SHORTAGE RANGE*	*SHORTAGE RESPONSE ACTIONS*
6	>50 percent	Total reservoir storage is at or is projected to be, or is, in the vicinity of 25,000 acre-feet on April 1st. Includes implementation of mandatory restrictions on end uses (see Table 8-2) as well as agency actions (see Table 8-3).

NOTE: 1) TOTAL RESERVOIR STORAGE INCLUDES EMERGENCY STORAGE AND DEAD STORAGE. 2) TABLE 8-2 AND 8-3 REFERENCES ARE FOR TABLES MENTIONED IN THE UPDATED MARIN WATER 2020 URBAN WATER MANAGEMENT PLAN.

SOURCE: MARIN WATER 2020 URBAN WATER MANAGEMENT PLAN. TABLE 8-1. (JANUARY 2024)

Water System Quality

According to Marin Water's 2023 Annual Water Quality Report, Marin Water conducts approximately 115,000 water quality and process control tests yearly from watershed to faucet, to ensure the potable water supply is safe to drink. This includes ongoing process control testing at the treatment plants as well as laboratory testing of the district's water samples. Many of these samples undergo chemical, bacteriological and physical analyses in the district's water quality laboratory, which is certified by the California State Water Resources Control Board's Environmental Laboratory Accreditation Program. Additionally, Marin Water sends other samples to specialty labs for testing. Marin Water's 2023 Annual Water Quality Report indicates that all water supplied to customers during 2023 met or exceeded all State and federal regulatory standards.

PFAS Testing

Per- and polyfluoroalkyl substances (PFAS) are a large group of chemicals used since the 1940s in common household and commercial products, such as fast food boxes, non-stick cookware, fire-fighting foams, and other purposes. PFAS are slow to break down in the environment and therefore are often referred to as "forever chemicals." The manufacturing and use of products with PFAS introduce these chemicals into the environment, where they may eventually end up in drinking water supplies. Marin Water's Reservoir is not susceptible to PFAS contamination. PFAS is most commonly found in water sources downstream of potential industrial contamination, groundwater, or areas where major fires have occurred. Marin Water's primary supply is sourced from the pristine Mt. Tam watershed and Nicasio Reservoir, which do not have any industrial outfalls. Protection of water quality on the watersheds has been a top priority of Marin Water, which has taken measures to protect their watershed by confirming PFAS chemicals are not used for firefighting measures near its watersheds. PFOA and PFOS (firefighting chemicals) have been phased out of use already.[11]

[11] Marin Water. 2023. 2023 Annual Water Quality Report. [pages 4-5]

3.15.3. REGULATORY SETTING – WATER SUPPLIES

STATE

California Department of Health Services

The Department of Health Services, Division of Drinking Water and Environmental Management, oversees the Drinking Water Program. The Drinking Water Program regulates public water systems and certifies drinking water treatment and distribution operators. It provides support for small water systems and for improving their technical, managerial, and financial capacity. It provides subsidized funding for water system improvements under the State Revolving Fund (SRF) and Proposition 50 programs. The Drinking Water Program also oversees water recycling projects, permits water treatment devices, supports and promotes water system security, and oversees the Drinking Water Treatment and Research Fund for methyl tertiary butyl ether (MTBE) and other oxygenates.

State Water Resources Control Board

The State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (Regional Water Boards), collectively known as the California Water Boards (Water Boards), are dedicated to a single vision: abundant clean water for human uses and environmental protection to sustain California's future. Under the federal Clean Water Act (CWA) and the state's pioneering Porter-Cologne Water Quality Control Act, the State and Regional Water Boards have regulatory responsibility for protecting the water quality of nearly 1.6 million acres of lakes, 1.3 million acres of bays and estuaries, 211,000 miles of rivers and streams, and about 1,100 miles of exquisite California coastline.

Consumer Confidence Report Requirements

CCR Title 22, Chapter 15, Article 20 requires all public water systems to prepare a Consumer Confidence Report for distribution to its customers and to the SWRCB. The Consumer Confidence Report provides information regarding the quality of potable water provided by the water system. It includes information on the sources of the water, any detected contaminants in the water, the maximum contaminant levels set by regulation, violations and actions taken to correct them, and opportunities for public participation in decisions that may affect the quality of the water provided.

Urban Water Management Planning Act

The Urban Water Management Planning Act has as its objectives the management of urban water demands and the efficient use of urban water. Under its provisions, every urban water supplier is required to prepare and adopt an UWMP. An “urban water supplier” is a public or private water supplier that provides water for municipal purposes either directly or indirectly to more than 3,000 customers or supplying more than 3,000 acre-feet of water annually. The UWMP must identify and quantify the existing and planned sources of water available to the supplier, quantify the projected water use for a period of 20 years, and describe the supplier’s water demand management measures. The urban water supplier should make every effort to ensure the appropriate level of

reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. DWR must receive a copy of an adopted UWMP.

Senate Bill (SB) 610 and Assembly Bill (AB) 901

The State Legislature passed SB 610 and AB 901 in 2001. Both measures modified the Urban Water Management Planning Act.

SB 610 requires additional information in an UWMP if groundwater is identified as a source of water available to an urban water supplier. It also requires that the UWMP include a description of all water supply projects and programs that may be undertaken to meet total projected water use. SB 610 requires a city or county that determines a project is subject to CEQA to identify any public water system that may supply water to the project and to request identified public water systems to prepare a specified water supply assessment. The assessment must include, among other information, an identification of existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, and water received in prior years pursuant to these entitlements, rights, and contracts. AB 901 requires an UWMP to include information, to the extent practicable, relating to the quality of existing sources of water available to an urban water supplier over given time periods. AB 901 also requires information on the manner in which water quality affects water management strategies and supply reliability. AB 901 requires a plan to describe plans to supplement a water source that may not be available at a consistent level of use, to the extent practicable. Additional findings and declarations relating to water quality are required.

Senate Bill (SB) 221

SB 221 adds Government Code Section 66455.3, requiring that the local water agency be sent a copy of any proposed residential subdivision of more than 500 dwelling units within five days of the subdivision application being accepted as complete for processing by a city or county. It also adds Government Code Section 66473.7, establishing detailed requirements for establishing whether a "sufficient water supply" exists to support any proposed residential subdivisions of more than 500 dwellings, including any such subdivision involving a development agreement. When approving a qualifying subdivision tentative map, a city or county must include a condition requiring availability of a sufficient water supply. The applicable public water system must provide proof of availability. If there is no public water system, a city or county must undertake the analysis described in Government Code Section 66473.7. The analysis must include consideration of effects on other users of water and groundwater.

LOCAL

Existing San Anselmo General Plan

The following goals, policies, and actions are relevant to water supply and water quality.

LAND USE ELEMENT

Objective 13: To ensure that existing and future development in hillside and ridge areas has a continuous supply of domestic water, adequate water to protect structures from domestic and wildfires.

> **Policy 13.1:** To encourage the Fire District to require sprinkler systems in new residential buildings which the Water District cannot supply with the ISO recommended fire flow.
>
> **Policy 13.2:** New homes shall hook into MMWD's system where feasible. If a water moratorium exists or public water cannot be provided, owners may construct potable water wells for new homes in accordance with the San Anselmo Municipal Code but shall connect to MMWD for their sole potable water supply as soon as water supplied by MMWD is available.

CONSERVATION ELEMENT

Guideline 1. Air, water, and noise pollution shall be prevented or minimized.

Guideline 3. Activities causing damage to hydrological and biological processes shall be discouraged.

Guideline 4. Streams shall be maintained in or restored to their natural state. A flood channel maintaining the natural settings on San Anselmo Creek and Sleepy Hollow Creek shall be of adequate width and properly maintained to allow passage of flood waters and preservation of riparian vegetation and habitat. Removal of vegetation on the hillsides should be closely controlled in order to minimize erosion, siltation of watercourses, and runoff.

Guideline 10. Projects shall not overburden the water supply, fire protection, waste disposal, schools, traffic and circulation, or other services and facilities, or adversely affect the financial or social environment of the community.

Guideline 11. Water supply, flood control, waste water and solid waste disposal, soil conservation, and open space preservation shall be coordinated to create the greatest public benefit and the least degree of environmental damage.

2020 Urban Water Management Plan for Marin Municipal Water District

The 2020 Urban Water Management Plan (UWMP) is a foundational document for Marin Municipal Water District (Marin Water) and is a source of information about Marin Water's historical and projected water demands, water supplies, supply reliability and potential vulnerabilities, water shortage contingency planning, and demand management programs. Marin Water prepared the UWMP to remain in compliance with the Urban Water Management Planning Act (California Water Code Section 10610 et seq.). This document also describes the actions Marin Water is taking to promote water conservation, both by Marin Water and by its customers (referred to as "demand

management measures") and includes a plan to address potential water supply shortages such as drought or other impacts to supply availability (the "Water Shortage Contingency Plan"). The UWMP is updated every five years in accordance with state requirements under the Urban Water Management Planning Act (UWMP Act) and amendments (Division 6 Part 2.6 of the California Water Code Sections 10610 – 10656). The 2020 Updated UWMP was adopted by the Board of Directors on January 9, 2024.

Marin Municipal Water District Water Resources Plan 2040

Marin Water prepared the Water Resources Plan 2040 to evaluate resiliency in the face of a variety of threats to water resources in its service area and to identify options to enhance resiliency for its customers. The Water Resources Plan 2040 provides information to enable the district to make informed water supply planning decisions in the face of a variety of potential reliability threats, including an updated Water Shortage Contingency Plan that allows the district to become more flexible in addressing dry periods early. As part of the Water Resources Plan 2040, Marin Water updated the baseline operational yield, which is defined as the maximum annual demand that can be met by the district's local water supply system during the hydrologic record, assuming 25 percent of supply capacity (beyond unusable storage) is reserved for emergency purposes. To better understand potential changes in future supply availability under various future conditions, the Water Resources Plan 2040 addresses simulated reliability threats or "events" and the "futures" that would result from those events that could impact baseline supply conditions, including earthquakes, drought, climate change, wildfire, landslides, and water quality issues. Based on the results of the simulated reliability threats, the Water Resources Plan 2040 recommends actions that Marin Water should take to increase the water supply resiliency, including increased water conservation, investing in watershed management, and exploring groundwater partnering opportunities.

Marin Municipal Water District Strategic Water Supply Roadmap

The Water Supply Roadmap (Roadmap), approved on February 28, 2023, combines a mix of short-term water supply strategies with pre-design work to support medium- and longer-term options to address water supply needs. The Roadmap contains the following five main elements:[12]

Water Conservation and Flexible Drought Measures: In the near-term, Marin Water will build on its conservation program and pursue specified activities to incentivize further water use efficiency. This element includes ongoing work to implement the 2024 Five-year Water Efficiency Master Plan. The Water Shortage Contingency Plan will be implemented as warranted by water supply conditions.

Improve Operability and Flexibility of Storage Facilities: This element includes near-term strategies, such as electrifying Lake Soulajule to operate the lake more frequently, installing the Phoenix Lake-Bon Tempe Reservoir connection to increase Marin Water's control over water flows, and improving forecasting capabilities and stream release automation.

[12] Marin Municipal Water District, n.d. Water Supply Resiliency. Available at: https://www.marinwater.org/WaterSupplyResiliency

Maximize Use of Sonoma Water Supplies: Near-term strategies for this element include developing operational rules to guide the timing and quantity of water purchased from Sonoma County Water Agency to maximize take of supplemental water in dry years while minimizing risk of reservoirs spills. In the medium term, a dedicated conveyance project, with three potential alternatives, is proposed to be developed in two phases.

Increase Storage: In the long-term, two strategies would be implemented: 1) additional storage would be developed via movable spillway gates or raising of dams at Kent, Nicasio, or Soulajule reservoirs, and 2) existing groundwater would be pumped from the Santa Rosa Plain aquifer for consumption, which could create the necessary capacity to store winter water from Sonoma County.

Develop New Local Supplies: This component includes two near-term strategies, the Petaluma Brackish Desalination project, which includes a feasibility analysis for brackish desalination which could conceptually yield 5,000 acre-feet per year, and pursuing grant opportunities for recycled water projects to reduce costs.

Marin Municipal Water District Code

Title 11 Water Service Rules and Regulations, this title outlines the rules and regulations that are adopted to establish uniform practices governing water service and to define the obligations of Marin Water to consumers and of consumers to Marin Water. Topics in this title include applications for water service, installation of new service connections, cross-connections, meter reading, billing and rendering of bills, payment of bills, termination of water service, water main extensions, charges for main extensions, installation of services, charges for service installations and connection fees, and fire flow fees.

Chapter 13.02 Water Conservation and Dry Year Water Use Reduction Program, this chapter provides a water conservation plan to minimize the effect of a water shortage on consumers and to adopt provisions that will significantly reduce the consumption of water during an extended dry weather period (drought). This chapter establishes prohibitions on nonessential activities and requirements for water services, and it identifies programs to reach 10 percent and 25 percent reduction goals in dry periods.

Chapter 13.03 Water Budgets and Related Conservation Measures, this chapter specifies the terms and conditions under which water budgets will be required and when consumers will be required to retrofit water using fixtures with low flow or ultra-low flow fixtures to reduce the per capita consumption of water. Implementation of the provisions of this chapter reduces the hardship on consumers resulting from over subscription of the Marin Water's water supplies, which has increased the susceptibility to shortfalls in dry years.

TOWN OF SAN ANSELMO MUNICIPAL CODE

The Town addresses water conservation in San Anselmo Municipal Code (Town Code) Title 9, Chapter 22, Water Efficient Landscape. In this chapter, the Town adopts by reference the Marin Water efficient landscape requirements. In particular, the Town references Marin Water Code Title 13 "Water Service Conditions and Water Conservation Measures", Chapter 13.02 "Water Conservation and Dry Year Water Use Reduction Program", and Section 13.02.021 "Water

Conservation: Normal Year Water Conservation" Subsections (2) "Definitions" and (5) "Water Efficient Landscaping".

The Town addresses water supply in Town Code Title 7, Chapter 13, Water Wells, which is intended to protect groundwater, watercourses, and surface water by regulating the construction, placement, reconstruction, and remodeling of water wells, water supply sources, test holes, and existing watercourses within the Town.

Section 10-2.301(f) of Town Code Title 10, Chapter 2, addresses potable water supply requirements for subdivisions, which can be addressed by connection to the Marin Water system or through approval of a water well permit.

3.15.4. IMPACTS AND MITIGATION MEASURES

METHODS OF ANALYSIS

This section evaluates the potential impacts of implementing the Town of San Anselmo General Plan 2045 on existing and planned utility systems, including water supply and treatment, wastewater collection and treatment. The analysis relies on data from the Community Services and Facilities Existing Conditions Report (2025), the Marin Water 2020 Urban Water Management Plan (UWMP), and the Town of San Anselmo Capital Improvement Program (CIP). The assessment assumes buildout consistent with General Plan land use designations (DEIR Chapter 2.0 Table 2.0-2) and evaluates General Plan Policy guidance, service provider capacity, infrastructure, and regulatory compliance under normal, dry, and multiple-dry-year conditions.

GENERAL PLAN 2045 GOALS AND POLICIES

The following draft goals and policies from the General Plan 2045 are relevant to water supplies and distribution.

PARKS RECREATION AND PUBLIC FACILITIES ELEMENT

Goal PR-C Provide high-quality public facilities and infrastructure that meet the needs of current and future residents, businesses, and visitors in the most efficient and cost-effective ways possible.

Policy PR-C.1: Ongoing Maintenance. Proactively maintain public facilities and infrastructure through ongoing preventative care, and ensure the timely repair, replacement, and upgrading of Town facilities, infrastructure, and equipment.

> **Action PR-C.1.a: Capital Improvement and Agency Coordination Program.** Maintain and update a multi-year Capital Improvement Plan for Town infrastructure and facilities, and coordinate with partner agencies to align projects, maximize resources, achieve economies of scale, and reduce construction impacts.
>
> **Action PR-C.1.b: Asset Management Program.** Develop a proactive Asset Management Program to identify needed facility and infrastructure maintenance, upgrade, and replacement timing

and costs. Seek additional funding opportunities and strategies to avoid increased costs of deferred maintenance.

Policy PR-C.2: Sustainable Design and Operations. Design and operate public facilities and infrastructure to minimize non-renewable energy and resource consumption, improve environmental quality, and reduce greenhouse gas emissions.

Policy PR-C.7: Storm Drainage. Continue to monitor and pursue improvements to the storm drainage system, including programs to reduce flooding, improve water quality, remove debris, and respond to climate-related changes. Evaluate the potential for restoration of the natural hydrologic function of creeks and drainageways where possible.

Policy PR-C.8: Potable Water. Work with the Marin Municipal Water District (Marin Water) to meet projected water demand, encourage water conservation, and ensure the reliability and safety of the water supply and distribution system.

Action PR-A.3.b: Sustainable Park Operations and Design. Incorporate sustainability principles such as reduced water and energy, use of recycled and non-toxic materials, stormwater capture, and carbon sequestration in the design of park facilities. Parks should be maintained and managed to enhance their value as biological resources and natural habitat.

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the project will have a significant impact on the environment associated with Utilities if it will:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas or telecommunication facilities, the construction or relocation of which could cause significant environmental effects; and/or
- Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.

IMPACTS AND MITIGATION MEASURES

Impact 3.15-1: General Plan implementation would not result in insufficient water supplies available to serve the Town and reasonably foreseeable future development during normal, dry, and multiple-dry years. (Less than Significant)

Implementation of the General Plan 2045 would increase population and employment, thereby increasing potable water demand. Water service to San Anselmo is provided by Marin Municipal Water District (Marin Water), which serves approximately 193,000 residents across ten municipalities. Marin Water sources 75 percent of supply from local rainfall captured on the Mt.

Tamalpais and West Marin watersheds and supplements with imported water from the Sonoma County Water Agency Russian River system.

Marin Water's 2020 UWMP (Updated 2024) projects adequate supplies through 2045 under normal, single-dry, and multiple-dry-year conditions, assuming implementation of demand management, recycled water, and drought contingency measures. Future Population Growth included within Marin Water's UWMP (Table 3-1) provides current and projected population for the District's service area through the year 2045. Population projections were updated from those included in the original 2020 UMWP to account for housing allocations determined by the Association of Bay Area Governments (ABAG) 2023-2031 Final Regional Housing Needs Allocation (RHNA) Plan, which incorporates increases in population due to planned housing developments within the District's service area. As shown in the UWMP the population of the service area is anticipated to grow from 191,269 in 2020 to 230,996 in 2045.

Projected General Plan growth—approximately 2,279 additional units and 5,356 new residents—represents a minor proportional increase in total district demand and would encompass the UWMP's regional demand projections. As described previously, based on Marin Water's projections through 2045, Marin Water will have sufficient supplies to meet the demands during normal and dry water years and would run a substantial surplus under all scenarios.

General Plan policies ensure continued coordination and conservation. *Policy PR-C.8* requires coordination with Marin Water to meet projected demand and ensure system reliability; *Policy PR-C.2* promotes sustainable facility design minimizing non-renewable resource use.

If larger development projects occur within the Planning Area, such development would be subject to SB 610 and SB 221, which require preparation of a WSA to confirm whether current and projected water supplies could accommodate the development as proposed. Additionality, although the development capacity under the General Plan 2045 reflects the Town's long-term buildout potential, this growth would occur gradually over decades as individual projects are proposed, reviewed, and approved. Implementation of new housing units, nonresidential development, and supporting infrastructure will depend on market conditions, available funding, and local and regional planning priorities. As such, utility demand and infrastructure needs will evolve incrementally rather than all at once. The Town and its service providers will continue to periodically update their master plans, the Urban Water Management Plan, and Capital Improvement Programs to reflect actual development trends and regulatory requirements.

Given the UWMP's documented surplus and ongoing implementation of Town and District policies, San Anselmo would be anticipated to have adequate water supply under normal and dry year conditions through 2045. As such this impact is considered **less than significant**.

Impact 3.15-2: General Plan implementation may require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant)

As future development and infrastructure projects are considered, each project will be evaluated for conformance with the General Plan, Municipal Code, and other applicable regulations. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA.

The General Plan includes of Policy PR-C.8 which requires coordination with Marin Water to meet projected demand and ensure system reliability and ensures that water providers serving the town are consulted with to ensure that future supply levels meet demands.

As described under Impact 3.15-1, the projected 2045 water supplies are projected to be adequate to meet demand that would be generated through 2045 within surplus under all scenarios. No new water treatment plants or major transmission facilities are anticipated beyond those projects and improvements identified in Marin Water's UWMP and Capital Improvement Program. Additionality, although the development capacity under the General Plan 2045 reflects the Town's long-term buildout potential, this growth would occur gradually over decades as individual projects are proposed, reviewed, and approved. Implementation of new housing units, nonresidential development, and supporting infrastructure will depend on market conditions, available funding, and local and regional planning priorities. As such, utility demand and infrastructure needs will evolve incrementally rather than all at once. The Town and its service providers will continue to periodically update their master plans, the Urban Water Management Plan, and Capital Improvement Programs to reflect actual development trends and regulatory requirements.

It is anticipated that water supply infrastructure will need to be extended to serve future development. Future development in the Planning Area would be required to connect to existing water distribution infrastructure in the vicinity of each site, pay the applicable water system connection fees, and pay the applicable water usage rates. Future projects may be required to implement site specific and limited off-site improvements to the water distribution system in order to connect new project sites to the existing water infrastructure network.

As future development and infrastructure projects are considered by the Town, each project will be evaluated for conformance with the General Plan, Municipal Code, and other applicable regulations. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. The specific impacts of providing new and expanded water distribution infrastructure cannot be determined at this time, as the General Plan 2045 does not propose or authorize any specific development projects. However, extension of water supply lines would be required to serve areas where these facilities do not currently exist. The water supply lines currently located in roadways and developed areas would be extended to serve development projects. In some cases, construction of new water supply lines in previously undeveloped areas would be required. Future improvements to the existing water distribution infrastructure would be primarily provided on sites with land use designations that allow

for urbanized land uses, and the environmental impacts of constructing and operating the new water distribution infrastructure are anticipated to be similar to those associated with new development, redevelopment, and infrastructure projects under the General Plan, as discussed in Sections 3.1 through 3.15, and 4.0 of this Draft EIR.

The Town's General Plan policies (PR-C.8) ensures coordination with Marin Water and promotion of efficient infrastructure design. Project-specific environmental review includes required future CEQA reviews as individual projects, or capital improvement projects are proposed would address site specific and potential short-term/construction impacts such as ground disturbance, noise, and traffic disruption. Therefore, this impact is considered **less than significant**.

3.15.5. WASTEWATER

KEY TERMS

Effluent: Effluent is an outflowing of water from a natural body of water, or from a man-made structure. Effluent in the man-made sense is generally considered to be water pollution, such as the outflow from a sewage treatment facility or the wastewater discharge from industrial facilities. In the context of wastewater treatment plants, effluent that has been treated is sometimes called secondary effluent, or treated effluent.

NPDES: Water pollution degrades surface waters making them unsafe for drinking, fishing, swimming, and other activities. As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

WWTP: Wastewater treatment plant. Treatment of wastewater may include the following processes: screening to remove large waste items; grit removal to allow sand, gravel, and sediment to settle out; primary sedimentation where sludge can settle out of the wastewater; secondary treatment to substantially degrade the biological content of the sewage; tertiary treatment to raise the quality of the effluent before it is discharged; and, discharge.

3.15.6. ENVIRONMENTAL SETTING

Wastewater service in the Planning Area is provided by RVSD. Below is an overview of the agency, including the existing wastewater system and current wastewater flows. **Figure 3.15-2** shows the wastewater service provider within the Planning Area.

ROSS VALLEY SANITARY DISTRICT

RVSD was established in 1899 and is California's oldest sanitary district. RVSD's service area is bounded on the east by the San Francisco Bay and on the west by the coastal hills. Numerous seasonal and perennial waterways traverse the service area and terminate in Corte Madera Creek, which is the main drainage from the District's service area to the San Francisco Bay.

RVSD maintains approximately 196 miles of mainline and trunk line sewers and 7.9 miles of force main pipe. RVSD owns and operates five major pump stations and 14 minor pump stations and lift stations. The major pump stations collect and pump flow from the minor stations and trunk lines to the CMSA treatment plant. Both lower and upper laterals are owned and maintained by the individual private property owners (RVSD, May 2023). **Figure 3.15-3** shows the wastewater infrastructure and facilities within the Planning Area.

RVSD provides sewer collection and conveyance services for over 15,900 residential and business accounts with a service population of nearly 45,000 located within Larkspur, Ross, San Anselmo, and Fairfax, and the unincorporated areas of Greenbrae, Bon Air, Kentfield, and Sleepy Hollow (collectively known as Ross Valley). RVSD has historically conveyed an average of approximately 4.0 MGD to the regional wastewater treatment plant (WWTP) operated by CMSA.

Table 3.15-11 provides a list of properties with septic tanks in the Planning Area organized by their assessor's parcel number (APN) and zoning.

TABLE 3.15-11: SEPTIC SYSTEMS IN THE PLANNING AREA

APN	*ZONING*
176-161-02	Marin County R1-BD - Residential Single Family
007-131-20	R1- Single Family Residential
177-203-08	R1- Single Family Residential
005-022-16	R1- Single Family Residential
176-280-17	Marin County RMP-0.2 - Residential Multiple Planned
176-260-32	Marin County RMP-0.2 - Residential Multiple Planned

SOURCES: ROSS VALLEY SANITARY DISTRICT, GIS. MARIN MAP GIS.

RVSD Infrastructure Asset Management Plan

The District's capital and operations and maintenance (O&M) programs are both guided by its Infrastructure Asset Management Plan (IAMP). The capital projects discussed in the Year-End Capital Program Report are among the last projects completed under the previous 2013 IAMP. The 2021 IAMP update provides a prioritized plan for infrastructure replacement that is based on a comprehensive risk model of the system and represents a financially and institutionally sustainable path forward.[13] In the 2021 IAMP Update, each asset in the system is assigned a risk-based score which assists in prioritizing pipe segments and manholes for grouping into gravity sewer improvement projects going forward.

Central Marin Sanitation Agency (CMSA) Wastewater Treatment Plant

CMSA provides wastewater treatment, disposal, and related environmental services to protect public health and enhance environmental quality within the central Marin County service area. The RVSD flows are ultimately conveyed to the CMSA WWTP, which is located at 1301 Anderson Drive in San Rafael. The total volume of wastewater treated in the Fiscal Year 2023 was estimated to be 4.869 billion gallons. The average dry weather influent flow between July through September 2019 was 8.3 MGD. As described in the NPDES Permit, the average dry weather effluent flow in excess of 10 MGD is prohibited.[14] The average wastewater treated is 13.3 MGD.[15] When flows exceed this capacity during peak wet weather events, the WWTP is permitted to blend primary and secondary

[13] Ross Valley Sanitary District, 2023. Year-End Capital Program Report FY 2022/23. Available at: https://rvsd.org/DocumentCenter/View/3466/Fiscal-Year-2022-23-Year-End-Capital-Program-Report---November-2023

[14] CA RWQCB Order R2-2023-0006 NPDES Permit CA0038628 Available at: https://www.cmsa.us/assets/documents/permits/NPDES.pdf

[15] Central Marin Sanitation Agency, 2023. Popular Annual Financial Report for the Fiscal Year Ended July 1, 2022-June 30, 2023. Available at: https://www.cmsa.us/FY23%20PAFR%20Publication%20Final.pdf

treated effluent prior to discharge. Blended wastewater is biologically treated wastewater blended with wastewater diverted around biological treatment units or advanced treatment units. Such discharges are approved under the bypass conditions when (1) CMSA's peak wet weather influent flow exceeds the capacity of the biological treatment units of 30 MGD, and (2) the discharge complies with the effluent and receiving water limitations contained in the NPDES Order.

3.15.7. REGULATORY SETTING - WASTEWATER

FEDERAL

Clean Water Act (CWA) / national Pollutant Discharge Elimination System (NPDES) Permits

The CWA is the cornerstone of water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water."

The CWA regulates discharges from "non-point source" and traditional "point source" facilities, such as municipal sewage plants and industrial facilities. Section 402 of the Act creates the NPDES regulatory program which makes it illegal to discharge pollutants from a point source to the waters of the United States without a permit. Point sources must obtain a discharge permit from the proper authority (usually a state, sometimes EPA, a tribe, or a territory). NPDES permits cover industrial and municipal discharges, discharges from storm sewer systems in larger cities, storm water associated with numerous kinds of industrial activity, runoff from construction sites disturbing more than one acre, mining operations, and animal feedlots and aquaculture facilities above certain thresholds.

Permit requirements for treatment are expressed as end-of-pipe conditions. This set of numbers reflects levels of three key parameters: (1) biochemical oxygen demand (BOD), (2) total suspended solids (TSS), and (3) pH acid/base balance. These levels can be achieved by well-operated sewage plants employing "secondary" treatment. Primary treatment involves screening and settling, while secondary treatment uses biological treatment in the form of "activated sludge."

All so-called "indirect" dischargers are not required to obtain NPDES permits. An indirect discharger is one that sends its wastewater into a municipal sewer system, so it eventually goes to a sewage treatment plant. Although not regulated under NPDES, "indirect" discharges are covered by another CWA program called pretreatment. "Indirect" dischargers send their wastewater into a municipal sewer system, which carries it to the municipal sewage treatment plant, through which it passes before entering surface water.

STATE

State Water Resources Control Board/Regional Water Quality Control Board

In California, all wastewater treatment and disposal systems fall under the overall regulatory authority of the WRCB and the nine California Regional Water Quality Control Boards (RWQCBs), who are charged with the responsibility of protecting beneficial uses of state waters (ground and surface) from a variety of waste discharges, including wastewater from individual and municipal systems. The Town of San Anselmo is within the jurisdiction of the San Francisco Bay RWQCB.

The RWQCB's regulatory role often involves the formation and implementation of basic water protection policies. These are reflected in the individual RWQCB's Basin Plan, generally in the form of guidelines, criteria and/or prohibitions related to the siting, design, construction, and maintenance of on-site sewage disposal systems. The SWRCB's role has historically been one of providing overall policy direction, organizational and technical assistance, and a communications link to the State legislature.

The RWQCBs may waive or delegate regulatory authority for on-site sewage disposal systems to counties, cities or special districts. Although not mandatory, it is commonly done and has proven to be administratively efficient. In some cases, this is accomplished through a Memorandum of Understanding (MOU), whereby the local agency commits to enforcing the Basin Plan requirements or other specified standards that may be more restrictive. The RWQCBs generally elect to retain permitting authority over large and/or commercial or industrial on-site sewage disposal systems, depending on the volume and character of the wastewater.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act is California's statutory authority for the protection of water quality. Under the Porter-Cologne Act, the State is required to adopt policies, plans, and objectives that will protect the State's waters for the use by and enjoyment of Californians. In California, the SWRCB has the authority and responsibility for establishing policy related to the State's water quality. Regional authority is delegated by the SWRCB to a RWQCB. The Porter-Cologne Act authorizes the SWRCB and RWQCB to issue NPDES permits.

Under the RWQCB NPDES permit system, all existing and future municipal and industrial discharges to surface water within the city would be subject to regulation. NPDES permits are required for operators of municipal separate storm sewer systems, construction projects, and industrial facilities. These permits contain limits on the amount of pollutants that can be contained in each facility's discharge.

LOCAL

Existing San Anselmo General Plan

The following goals, policies, and guidelines pertain to wastewater.

LAND USE ELEMENT

Policy 3.2: Single-family residential development is most appropriate within and adjacent to existing single-family areas, and in areas easily served with water and sewer lines. Such areas should also serve as transition zones between mixed density and very low-density areas.

Objective 12: To maintain the current level of public services to the citizens of the Town and to continue to support improvements to public utilities as needed.

Policy 12.1: To work with the special districts that provide water, sewer, and fire protection services in order to maintain and improve upon the present level of service.

Policy 12.2: To require all new development within the Town to be served by the public fire protection system and, where feasible, the public water and sewer system.

Objective 15: To ensure that onsite sewage treatment systems do not create a potential health problem or contribute to a potential unstable slope condition.

Policy 15.1: The Town will require all new development, where feasible, to be served by the Public Sanitation District.

Policy 15.2: Where it is not feasible to hook into the Sanitation District collection system, the builder must supply a copy of a sanitation engineer's report to the Town stating that disposal is feasible on the site from a health standpoint. Further, a professional geotechnical report by a professional engineer shall be supplied to the Town stating that the proposed wastewater disposal field will not result in contribute to any landslide or other adverse geologic condition.

TOWN PARKS, RECREATION, AND PUBLIC SERVICES ELEMENT

Recommendation 2. Sanitary Service The present collection system is operating near capacity. Population growth should not exceed the progress made in bringing the sanitary sewer system up to regional standards and expanding its capacity for collection and treatment of wastes.

Ross Valley Sanitary District

The Ross Valley Sanitary District (RVSD) is a special enterprise district organized under the California Health and Safety Code and the Sanitary Acts of 1891 and 1923. RVSD operates and maintains approximately 200 miles of collection sewer lines and 19 pumping stations which collect, pump, and transport approximately four million gallons of wastewater per day to the Central Marin Sanitation

Agency for treatment. The RVSD service area includes Fairfax, San Anselmo, Ross, Larkspur, Bon Air, Sleepy Hollow, Kentfield, Kent Woodlands, Oak Manor, and Greenbrae.[16]

RVSD SEWER SYSTEM MANAGEMENT PLAN

The RVSD Sewer System Management Plan (SSMP) was updated in May 2023 to comply with the requirements of Water Board Order No. 2006-0003-DWQ and Amended Monitoring and Reporting Program, Order No. WQ 2013-0058-Exec. The objective of the RVSD SSMP is to establish goals that align the sewer collection system operation, management, and capacity assurance activities in a manner that achieves the following:

- Properly manage, operate, and maintain the wastewater collection system to minimize sanitary sewer overflows (SSOs) and mitigate their impacts if any occur;
- Uphold the District's construction standards and specifications for the installation of new, and repair and rehabilitation of existing, collection system infrastructure;
- Identify, prioritize, continuously renew, and replace sewer system facilities to maintain reliability and reduce inflow and infiltration;
- Provide capacity for peak wastewater flows from the design storm event, as defined in the District's Infrastructure Asset Management Plan (IAMP);
- Implement regular, proactive maintenance of the system to remove roots, debris, fats, oils, and grease in areas prone to blockages that may cause sewer backups or SSOs; and
- Be available and responsive to the needs of the public and work cooperatively with local, state, and federal agencies to reduce, mitigate impacts of, and properly report SSOs.

The RVSD SSMP references the RVSD Sanitary Code and service agreements to demonstrate that the district has legal authority to prevent illicit discharges into its wastewater collection system; require sewers and connections be properly designed and constructed; ensure access for maintenance, inspection, or repairs for portions of the laterals owned or maintained by the district; and enforce the provision of its Sanitary Code.

RVSD SANITARY CODE

The Sanitary Code, first adopted in July 1959 and most recently amended in August 2013, includes several provisions that establish the RVSD's legal authority to control discharges and maintain their sanitary sewer system. Article I, Section 121 and Article IV, Section 407 establish the property owners as the responsible party for ownership and maintenance of both the upper and lower laterals. Article VI, Section 601 prohibits drainage to the RVSD's sanitary sewers. Article IV (Specifications for Side Sewers, Building Sewers, Lateral Sewers and Connections) and Article V (Public Sewer Construction) outlines RVSD's authority regarding proper design and construction of sewers and connections. Sanitary Code Article II, Section 210 details RVSD's authority to enter buildings for the purpose of protecting the public sewer system and enforcing provisions of the Sanitary Code. Article VII, superseded by Ordinance 64, Section 18, provides RVSD with the authority to inspect all sewer construction work prior to connection to the public sewer. Article VI, Section

[16] Ross Valley Sanitary District. About, Available at: https://www.rvsd.org/27/About

602, Item B – Types of Wastes Prohibited, details the regulation for the discharge of fats, oils, and grease. Article VIII, Section 802, details the District's ability to enforce provisions of the Sanitary Code. Article VIII, Section 805, enables RVSD to terminate discharges.[17]

Central Marin Sanitation Agency

In October 1979, four of the local agencies that provided wastewater services in central Marin County entered into a Joint Powers Agreement: RVSD, San Rafael Sanitation District, Sanitary District No. 2 of Marin County, and the City of Larkspur. This agreement created a separate governmental entity, the Central Marin Sanitation Agency, to oversee the construction and operation of a regional wastewater facility. CMSA became operational in January 1985. The purpose of CMSA is to plan, acquire, construct, maintain, and operate facilities for the collection, treatment, reclamation, and disposal of wastewater, and to capture and utilize renewable resources derived from the wastewater treatment process, including but not limited to biogas, recycled water, and biosolids. The CMSA goals include the following:[18]

- CMSA will effectively operate and maintain its treatment facilities in compliance with changing regulations.
- CMSA will continually improve financial management practices to ensure transparency, financial sustainability, and sound fiscal principles.
- CMSA will further develop resource recovery opportunities to achieve community, environmental, and economic benefits.
- CMSA will be a leader and/or an active participant in collaborative efforts to address industry and community challenges and opportunities.
- CMSA will attract and retain high quality employees by engaging staff, fostering professional development, valuing diversity, and promoting a culture of safety.
- CMSA will expand its use of technology to improve communication and processes, and strengthen system integrity.

CENTRAL MARIN SANITATION AGENCY ORDINANCES

Ordinance No. 2007-1 minimizes sanitary sewer overflows (SSOs) in the CMSA service area through controlling the discharge of fats, oils, and greases (FOG) to the sanitary sewer from commercial food service establishments by establishing requirements for food service establishments to install and maintain grease traps and interceptors. Ordinance No. 2019-1 outlines the fees to be paid for each new sewer connection based on land use or plumbing fixtures. Fees are also assessed for septic and chemical toilet waste haulers, FOG haulers, and industrial waste discharges. Ordinance No. 2009-2 is aimed at reducing the mercury load to the sanitary sewer system by regulating the discharge of amalgam wastes from dental offices.

[17] Ross Valley Sanitary District, May 2023. Sewer System Management Plan.
[18] Central Marin Sanitation Agency. Mission. Available at: https://www.cmsa.us/about-us/mission

3.15.8. IMPACTS AND MITIGATION MEASURES

METHODS OF ANALYSIS

This section evaluates the potential impacts of implementing the San Anselmo General Plan 2045 on existing and planned utility systems, including water supply and treatment, wastewater collection and treatment, stormwater management, solid waste, and energy and telecommunications. The analysis relies on data from the Community Services and Facilities Existing Conditions Report (2025), the Marin Water 2020 Urban Water Management Plan (UWMP), the Ross Valley Sanitary District (RVSD) Sewer System Management Plan (2023), and the Town of San Anselmo Capital Improvement Program (CIP). The assessment assumes buildout consistent with General Plan land use designations (DEIR Chapter 2.0 Table 2.0-2) and evaluates service provider capacity, infrastructure adequacy, and regulatory compliance under normal, dry, and multiple-dry-year conditions

GENERAL PLAN 2045 GOALS AND POLICIES

The following draft goals and policies from the General Plan 2045 are relevant to wastewater.

PARKS, RECREATION AND PUBLIC FACILITIES ELEMENT

Goal PR-C Provide high-quality public facilities and infrastructure that meet the needs of current and future residents, businesses, and visitors in the most efficient and cost-effective ways possible.

Policy PR-C.1: Ongoing Maintenance. Proactively maintain public facilities and infrastructure through ongoing preventative care, and ensure the timely repair, replacement, and upgrading of Town facilities, infrastructure, and equipment.

> **Action PR-C.1.a: Capital Improvement and Agency Coordination Program.** Maintain and update a multi-year Capital Improvement Plan for Town infrastructure and facilities, and coordinate with partner agencies to align projects, maximize resources, achieve economies of scale, and reduce construction impacts.
>
> **Action PR-C.1.b: Asset Management Program.** Develop a proactive Asset Management Program to identify needed facility and infrastructure maintenance, upgrade, and replacement timing and costs. Seek additional funding opportunities and strategies to avoid increased costs of deferred maintenance.

Policy PR-C.11: Wastewater. Support efforts by the Ross Valley Sanitary District to maintain high quality wastewater collection and treatment facilities and implement sustainability programs.

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on the environment associated with Utilities if it would:

- Require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects; and/or
- Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments.

IMPACTS AND MITIGATION MEASURES

Impact 3.15-3: General Plan implementation has the potential to 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 (Less than Significant)

As described previously, Ross Valley Sanitary District (RVSD) provides sewer collection and conveyance services for over 15,900 residential and business accounts with a service population of nearly 45,000 located within Larkspur, Ross, San Anselmo, and Fairfax, and the unincorporated areas of Greenbrae, Bon Air, Kentfield, and Sleepy Hollow (collectively known as Ross Valley). RVSD has historically conveyed an average of approximately 4.0 MGD to the regional wastewater treatment plant (WWTP) operated by CMSA.

The RVSD's capital and operations and maintenance (O&M) programs are both guided by its Infrastructure Asset Management Plan (IAMP). The 2021 IAMP update provides a prioritized plan for infrastructure replacement that is based on a comprehensive risk model of the system and represents a financially and institutionally sustainable path forward. In the 2021 IAMP Update, each asset in the system is assigned a risk-based score which assists in prioritizing pipe segments and manholes for grouping into gravity sewer improvement projects going forward. The results will enable the District to more efficiently meet its collection system regulatory requirements, anticipate and avoid structural-, hydraulic-, and operations-related failures that may not be recognized under the past program, and reduce wet weather flows to Central Marin Sanitation Agency (CMSA) through I&I reduction to meet NPDES requirements.

Central Marin Sanitation Agency (CMSA) provides wastewater treatment, disposal, and related environmental services to protect public health and enhance environmental quality within the central Marin County service area. The RVSD flows are ultimately conveyed to the CMSA WWTP. The total volume of wastewater treated in the Fiscal Year 2023 was estimated to be 4.869 billion gallons. The average dry weather influent flow between July through September 2019 was 8.3 MGD. As described in the NPDES Permit, the average dry weather effluent flow in excess of 10 MGD is prohibited. The average wastewater treated is 13.3 MGD. When flows exceed this capacity during

peak wet weather events, the WWTP is permitted to blend primary and secondary treated effluent prior to discharge. Blended wastewater is biologically treated wastewater blended with wastewater diverted around biological treatment units or advanced treatment units. Such discharges are approved under the bypass conditions when (1) CMSA's peak wet weather influent flow exceeds the capacity of the biological treatment units of 30 MGD, and (2) the discharge complies with the effluent and receiving water limitations contained in the NPDES Order.

New development would connect to the existing RVSD network. Localized extensions of collection lines or pump stations may be needed to serve infill or redevelopment areas. These improvements would generally occur within developed rights-of-way and urbanized corridors consistent with land use designations shown in Chapter 2.0 Figure 2-3 (Land Use Map).

Although the development capacity under the General Plan 2045 buildout reflects the Town's long-term buildout potential, this growth would occur gradually over decades as individual projects are proposed, reviewed, and approved. Implementation of new housing units, nonresidential development, and supporting infrastructure will depend on market conditions, available funding, and local and regional planning priorities. As such, utility demand and infrastructure needs will evolve incrementally rather than all at once. The Town and its service providers—Ross Valley Sanitary District, and Central Marin Sanitation Agency, would need to continue to periodically update their master plans, and Capital Improvement Programs to reflect actual development trends and regulatory requirements.

Future projects would undergo CEQA review and be required to comply with Town standards, the RVSD Sewer Use Ordinance, and Regional Water Quality Control Board requirements. Potential construction-period impacts (such as trenching and ground disturbance) would be temporary and addressed at the project level.

As development occurs in San Anselmo and the surrounding areas being served by conveyance and treatment infrastructure by RVSD and CMSA there will be an increased need for water treatment and wastewater services. To ensure capacity impacts are not considered significant and to ensure the ability to maintain and handle peak discharge flow while meeting State Regional Water Quality Control Board Standards as established in the current NPDES Permit, the timing of infrastructure and improvements would need to coincide with development levels and capacity needs. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the General Plan does not propose or approve development nor does it designate specific sites for new or expanded public facilities. RVSD's Sewer System Management Plan (2023) and CMSA's Ten-Year Capital Improvement Program include system upgrades and reduction blending projects to maintain capacity and treatment efficiency. General plan Policy PR-C.11 directs continued coordination with RVSD to maintain high-quality wastewater facilities, and Policy PR-C.1 calls for proactive facility maintenance through the Town's CIP.

As described above, the Town must coordinate with service providers and must also periodically review and update their applicable master plans, and as growth continues to occur within the Planning Area. The General Plan 2045 does not approve development projects and does not propose capacity improvement projects. However, projected wastewater generation volumes associated

with General Plan 2045 buildout is not anticipated to exceed the capacity of the wastewater treatment provider. Therefore, the impact would be **less than significant**.

Impact 3.15-4: General Plan implementation may require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects (Less than Significant)

Development contemplated under the General Plan would result in increased wastewater flows, resulting in the need for additional or expanded wastewater treatment facilities and conveyance infrastructure, as described above. The infrastructure and facilities necessary to serve new growth would involve development of some facilities on new development sites, some facilities off-site, such as at existing wastewater treatment facilities, on appropriately designated land, and may also involve improvements to other existing facilities and disturbance of existing rights-of-way. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the General Plan does not propose or approve development nor does it designate specific sites for new or expanded public facilities. Although the development capacity under the General Plan 2045 reflects the Town's long-term buildout potential, this growth would occur gradually over decades as individual projects are proposed, reviewed, and approved. As such, utility demand and infrastructure needs will evolve incrementally rather than all at once. The Town and its service providers—Ross Valley Sanitary District, and Central Marin Sanitation Agency, will continue to periodically update their master plans, and Capital Improvement Programs to reflect actual development trends and regulatory requirements. Each future development project will undergo site-specific review under CEQA and local permitting processes to verify the adequacy of utility and service systems at the time of project approval.

Wastewater treatment and conveyance facilities would be evaluated at the project-level in association with subsequent development projects. However, the facilities would be primarily provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects under the General Plan. For example, trenching and wastewater line placement would be required to serve future development associated with the General Plan. Extension of wastewater lines would be required to serve areas where these facilities do not currently exist as projects are proposed. The wastewater lines currently located in roadways and developed areas would be extended to serve development projects. In some cases, construction of new wastewater lines in previously undeveloped areas may be required. As future development and infrastructure projects are considered by the Town, each project will be evaluated for conformance with the General Plan, Municipal Code, and other applicable regulations. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. As such, this impact would be **less than significant**.

3.15.9. STORMWATER DRAINAGE

The information in this section focuses on the potential for the General Plan to result in the demand for new or expanded stormwater drainage facilities. Section 3.10 (Hydrology) includes an expanded analysis of water quality, flooding, and other stormwater related issues.

3.15.10. ENVIRONMENTAL SETTING

WATERSHED SETTING

The Planning Area resides within the Corte Madera Creek-Frontal San Francisco Bay Estuaries Watershed. The Corte Madera Creek watershed is located in the eastern urbanized corridor of Marin County and reaches from San Francisco Bay into the foothills of Mount Tamalpais, in the Coast Range. It is bounded on the west by a steep, forested ridge running northwest from the East Peak of Mt. Tamalpais (elevation 2,571 feet) to Pine Mountain and then north-northeast to White's Hill (elevation 1,430 feet). For more information regarding the hydrology profile of the Planning Area, including watershed maps and descriptions, see the *Conservation Existing Conditions Report*.

FLOOD CONTROL AGENCY

The Marin County Public Works Department manages the Flood Control and Water Conservation District. The Ross Valley/Corte Madera Creek watershed is within Flood District Zone 9.[19] Flood Zone 9 is overseen by an Advisory Board, but all major actions require authorization by the Board of Supervisors of the Flood Control and Water Conservation District. Flood District Zone 9 provides the following services:

- The cleaning and maintenance of creeks.
- Development of a capital improvement plan guiding flood mitigation activities.
- The construction, operation, and maintenance of levees, pumping stations, culverts, and drainage ways.
- Applying for and matching grant funding for replacement of bridges and buildings contributing to flooding.

On March 5th, 2024, San Anselmo residents voted on Measure F, to withdraw the Town of San Anselmo, including all parcels of land in Town, from the Marin County Flood Control and Water Conservation District Zone 9. The measure passed with 60 percent of the vote.[20] Currently, the Town is withdrawn from the Marin County Flood Control and Water Conservation District Zone 9. San Anselmo residents are still required to pay the flood control fee until its expiration on June 30, 2027.[21]

[19] Town of San Anselmo. Flood Zone 9. Available at: https://www.townofsananselmo.org/987/Flood-Zone-9
[20] Town of San Anselmo, 2024. Past Elections. Available at: https://www.townofsananselmo.org/1736/Past-Elections
[21] Town of San Anselmo, 2023. Withdrawal of San Anselmo from Flood District Initiative
Town Attorney's Impartial Analysis. Available at:
https://www.townofsananselmo.org/DocumentCenter/View/31003/Impartial-Analysis-FZ9-signed-12142023?bidId=

FLOOD ZONES

The National Flood Insurance Act (1968) established the National Flood Insurance Program, which is based on the minimal requirements for flood plain management and is designed to minimize flood damage within Special Flood Hazard Areas (SFHA). The Federal Emergency Management Agency (FEMA) is the agency that administers the National Flood Insurance Program. Special Flood Hazard Areas are defined as areas that have a one percent chance of flooding within a given year, also referred to as the 100-year flood. Flood Insurance Rate Maps (FIRMs) were developed to identify areas of flood hazards within a community.

According to the Flood Zone determination, there are Flood Zones labeled A, AE, and X in the southern half of the Planning Area.[22] More information on flooding and flooding potential can be found in the *Safety and Noise Existing Conditions Report*.

EXISTING DRAINAGE FACILITIES

Stormwater drainage facilities such as open channels, catch basins, and storm drains are managed by the cities, towns, and the county in unincorporated areas and are coordinated through MCSTOPPP. Additionally, the Marin County Flood Control and Water Conservation District maintains some larger drainage infrastructure where zones have been designated. The District and some cities/towns such as San Rafael, Corte Madera, and Novato operate stormwater pump stations.[23]

Flood Control Projects

The Town of San Anselmo along with Marin County Flood Control and Water Conservation District has been actively working on flood control projects within the town and Ross Valley.[24] The current flood control projects are detailed below.

BRIDGES

The Town has approximately 20 bridges, some of which are nearly 100 years old. The Town has obtained funding to replace five bridges in San Anselmo between 2024 and 2029, including the Nokomis Avenue, Madrone Avenue, Bridge Street, Saunders Avenue, and Center Boulevard Bridges. All five bridges have been identified as constriction points causing flooding in the town. In addition, the Town has obtained funding to repair the Peterson Bridge, a pedestrian bridge which connects Sais Avenue to Karl Avenue, by 2029.

SAN ANSELMO FLOOD RISK REDUCTION (SAFRR) PROJECT

The San Anselmo Flood Risk Reduction (SAFRR) Project consists of three main components: (1) creation of the Sunnyside Nursery Flood Diversion and Storage Basin at 3000 Sir Francis Drake Boulevard; (2) removal of the building at 634 San Anselmo Avenue and creek bank stabilization at

[22] County of Marin. MarinMap Flood Map View. Available at: https://www.marinmap.org/Html5Viewer/Index.html?configBase=http://www.marinmap.org/Geocortex/Essentials/MMREST/REST/sites/FEMA_LOMC/viewers/FEMA_LOMC_H5/virtualdirectory/Resources/Config/Default

[23] Town of San Anselmo, 2018. Local Hazard Mitigation Plan

[24] Town of San Anselmo. Current Flood Projects. Available at: https://www.townofsananselmo.org/1203/Current-Flood-Projects

the site; and (3) implementation of flood mitigation measures on downstream private properties that may see impacts from the project. The project has an overall goal to substantially reduce the frequency and severity of flooding throughout the upper Ross Valley watershed in an economically viable manner while providing multiple benefits and minimizing environmental impacts.

THE SAN ANSELMO CREEK RESTORATION PROJECT

San Anselmo Creek runs through Creek Park, a Town-owned park east of San Anselmo Avenue in the Downtown area. Since 2011, multiple flood mitigation projects in Creek Park have been identified in the Town's Capital Improvement Plan to maximize flood flow capacity and reduce flooding in Creek Park, the surrounding areas, and downstream.

In 2018, the Marin County Flood Control and Water Conservation District purchased a property adjacent to Creek Park at 632-636 San Anselmo Avenue to implement flood mitigation measures as part of the SAFRR Project. The property included a building and a supporting concrete platform (i.e., Building Bridge 2), and the foundation of Building Bridge 2 constricted the creek and contributed to flooding during major storm events. In 2020, the building was demolished through a joint Town and District effort as the first step to restore the creek and reduce flood risk to hundreds of structures in town and downstream.

During the COVID-19 pandemic, the Town leased the deck of Building Bridge 2 from the District and used it as a community gathering space, connecting Creek Park to San Anselmo Avenue. The plaza became an informal extension to Creek Park. In 2022, the District terminated the Town's lease of Building Bridge 2 due to engineering reports of structural safety concerns. Since that time, the District has continued to plan for flood mitigation at the project site, including potential removal of Building Bridge 2. Project implementation has not occurred, and current District projections call for the project to occur in 2025.

Following the District flood mitigation project, the Town plans to renovate Creek Park through implementation of the Reimagine Creek Park project. Reimagine Creek Park plans for six redesigned areas of the park: the Creek Park Plaza, a wooden bridge crossing San Anselmo Creek, a multi-level area, a wood deck stage and law area, a kids play area, and public restrooms.

STORMWATER QUALITY

303(d) Impaired Water Bodies: Section 303(d) of the Federal Clean Water Act requires states to identify waters that do not meet water quality standards or objectives and, thus, are considered "impaired." Once listed, Section 303(d) mandates prioritization and development of a Total Maximum Daily Load (TMDL). The TMDL is a tool that establishes allowable loadings or other quantifiable parameters for a waterbody and thereby serves as the basis for states to establish water quality-based controls. The purpose of TMDLs is to ensure that beneficial uses are restored and that water quality objectives are achieved. There is one water body within the Planning Area listed by the State Water Resources Control Board (SWRCB) as a 303(d) impaired Water Body: Corte Madera Creek (Water Body ID: CAR2032001119990218112526).

Corte Madera Creek is categorized as a "River & Stream", and contains the following pollutants: Bifenthrin (ID#94854); Chlorpyrifos (ID#94760); Cyfluthrin (ID#94819); Cyhalothrin, Lambda (ID#94820); Cypermethrin (ID#94821); Chlordane (ID#94759); Lindane/gamma Hexachlorocyclohexane (gamma-HCH) (ID#94239); Fenpropathrin (ID#94246); Fipronil (ID#94247); Fipronil Sulfide (94248); DDD (Dichlorodiphenyldichloroethane) (ID#94238); Fipronil Sulfone (ID#94306); Permethrin (ID#94308); DDE (Dichlorodiphenyldichloroethylene) (ID#94625); Deltamethrin (ID#94683); Dieldrin (ID#94684); DDT (Dichlorodiphenyltrichloroethane) (ID#94682); Endrin (ID#94736); Esfenvalerate/Fenvalerate (ID#94737); and Toxicity (ID#94367).[25]

3.15.11. REGULATORY SETTING - STORMWATER DRAINAGE

FEDERAL

Clean Water Act (CWA)

The Clean Water Act (CWA) regulates the water quality of all discharges into waters of the United States including wetlands, perennial and intermittent stream channels. Section 401, Title 33, Section 1341 of the CWA sets forth water quality certification requirements for "any applicant applying for a federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may result in any discharge into the navigable waters." Section 404, Title 33, Section 1344 of the CWA in part authorizes the U.S. Army Corps of Engineers to:

- Set requirements and standards pertaining to such discharges: subparagraph (e); Issue permits "for the discharge of dredged or fill material into the navigable waters at specified disposal sites": subparagraph (a);
- Specify the disposal sites for such permits: subparagraph (b);
- Deny or restrict the use of specified disposal sites if "the discharge of such materials into such area will have an unacceptable adverse effect on municipal water supplies and fishery areas": subparagraph (c);
- Specify type of and conditions for non-prohibited discharges: subparagraph (f);
- Provide for individual State or interstate compact administration of general permit programs: subparagraphs (g), (h), and (j);
- Withdraw approval of such State or interstate permit programs: subparagraph (i);
- Ensure public availability of permits and permit applications: subparagraph (o);
- Exempt certain Federal or State projects from regulation under this Section: subparagraph (r); and,
- Determine conditions and penalties for violation of permit conditions or limitations: subparagraph (s).
- Section 401 certification is required prior to final issuance of Section 404 permits from the U.S. Army Corps of Engineers.

The California SWRCB and RWQCBs enforce State of California statutes that are equivalent to or more stringent than the federal statutes. RWQCBs are responsible for establishing water quality

[25] State Water Resources Control Board, 2018. California 2018 Integrated Report. Available at: https://gispublic.waterboards.ca.gov/portal/apps/webappviewer/index.html?id=e2def63ccef54eedbee4ad726ab1552c

standards and objectives that protect the beneficial uses of various waters. The cities of Clayton, Concord, El Cerrito, Hercules, Lafayette, Martinez, Orinda, Pinole, Pittsburg, Pleasant Hill, Richmond, San Pablo, San Ramon, and Walnut Creek, the towns of Danville and Moraga, Contra Costa County, and the Contra Costa County Flood Control and Water Conservation District (the Contra Costa Permittees) have joined together to form the Contra Costa Clean Water Program. The Contra Costa Permittees are currently subject to National Pollutant Discharge Elimination System (NPDES) Permit No. CAS612008, issued by Order No. R2-2009-0074 on October 14, 2009, which pertains to stormwater runoff discharge from storm drains and watercourses within their jurisdictions.

Federal Emergency Management Agency

The Town is a participant in the National Flood Insurance Program (NFIP), a federal program administered by the Federal Emergency Management Agency (FEMA). Participants in the NFIP must satisfy certain mandated floodplain management criteria. The National Flood Insurance Act of 1968 has adopted as a desired level of protection, an expectation that developments should be protected from floodwater damage of the Intermediate Regional Flood (IRF). The IRF is defined as a flood that has an average frequency of occurrence on the order of once in 100 years, although such a flood may occur in any given year. Communities are occasionally audited by the Department of Water Resources to insure the proper implementation of FEMA floodplain management regulations. The Town adopted the Model Floodplain Management Ordinance within the town in order to maintain eligibility within the National Flood Insurance Program.

National Pollutant Discharge Elimination System (NPDES)

NPDES permits are required for discharges of pollutants to navigable waters of the United States, which includes any discharge to surface waters, including lakes, rivers, streams, bays, the ocean, dry stream beds, wetlands, and storm sewers that are tributary to any surface water body. NPDES permits are issued under the CWA, Title IV, Permits and Licenses, Section 402 (33 USC 466 et seq.)

The RWQCB issues these permits in lieu of direct issuance by the United States Environmental Protection Agency (USEPA), subject to review and approval by the USEPA Regional Administrator. The terms of these NPDES permits implement pertinent provisions of the CWA and its implementing regulations, including pre-treatment, sludge management, effluent limitations for specific industries, and anti- degradation. In general, the discharge of pollutants is to be eliminated or reduced as much as practicable so as to achieve the CWA's goal of "fishable and swimmable" navigable (surface) waters. Technically, all NPDES permits issued by the RWQCB are also Waste Discharge Requirements issued under the authority of the CWA.

These NPDES permits regulate discharges from publicly owned treatment works, industrial discharges, stormwater runoff, dewatering operations, and groundwater cleanup discharges. NPDES permits are issued for five years or less, and are therefore to be updated regularly. The rapid and dramatic population and urban growth in the Central Valley Region has caused a significant increase in NPDES permit applications for new waste discharges. To expedite the permit issuance process, the SWRCB has adopted several general NPDES permits, each of which regulates numerous discharges of similar types of wastes. The SWRCB has issued general permits for stormwater runoff from industrial and construction sites statewide. Stormwater discharges from industrial and

construction activities in the Central Valley Region can be covered under these general permits, which are administered jointly by the SWRCB and RWQCB.

STATE

California Water Code

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Division 7 of the California Water Code) (Porter-Cologne Act). The Porter-Cologne Act grants the SWRCB and each of the RWQCBs power to protect water quality, and is the primary vehicle for implementation of California's responsibilities under the Federal Clean Water Act. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a water quality control plan (Basin Plan) for its region the regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its state water policy. The Porter-Cologne Act also provides that a RWQCB may include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

The Water Code Section 13260 requires all dischargers of waste that may affect water quality in waters of the state to prepare and provide a water quality discharge report to the RWQCB. Section 13260a-c is as follows:

> (a) Each of the following persons shall file with the appropriate regional board a report of the discharge, containing the information that may be required by the regional board:
>
> > (1) A person discharging waste, or proposing to discharge waste, within any region that could affect the quality of the waters of the state, other than into a community sewer system.
> >
> > (2) A person who is a citizen, domiciliary, or political agency or entity of this state discharging waste, or proposing to discharge waste, outside the boundaries of the state in a manner that could affect the quality of the waters of the state within any region.
> >
> > (3) A person operating, or proposing to construct, an injection well.
>
> (b) No report of waste discharge need be filed pursuant to subdivision (a) if the requirement is waived pursuant to Section 13269.

(c) Each person subject to subdivision (a) shall file with the appropriate regional board a report of waste discharge relative to any material change or proposed change in the character, location, or volume of the discharge.

Department of Water Resources

The Department of Water Resources' (DWR) major responsibilities include preparing and updating the California Water Plan to guide development and management of the State's water resources, planning, designing, constructing, operating, and maintaining the State Water Resources Development System, protecting and restoring the Sacramento-San Joaquin Delta, regulating dams, providing flood protection, assisting in emergency management to safeguard life and property, educating the public, and serving local water needs by providing technical assistance. In addition, the DWR cooperates with local agencies on water resources investigations; supports watershed and river restoration programs; encourages water conservation; explores conjunctive use of ground and surface water; facilitates voluntary water transfers; and, when needed, operates a State drought water bank.

Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary

The watershed of the Bay-Delta Estuary provides drinking water to two-thirds of the State's population and water for a multitude of other urban uses, and it supplies some of the State's most productive agricultural areas, both inside and outside of the Estuary. The Bay-Delta Estuary itself is one of the largest ecosystems for fish and wildlife habitat and production in the United States.

The Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Basin Plan) includes a summary of beneficial water uses, water quality objectives needed to protect the identified beneficial uses, and actions. The Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the Federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality that must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions by the RWQCB and others that are necessary to achieve and maintain the water quality standards.

The RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's ground and surface water. Permits are issued under a number of programs and authorities. The terms and conditions of these discharge permits are enforced through a variety of technical, administrative, and legal means. Water quality problems in the region are listed in the Basin Plan, along with the causes, where they are known. For water bodies with quality below the levels necessary to allow all the beneficial uses of the water to be met, plans for improving water quality are included. The Basin Plan reflects, incorporates, and implements applicable portions of a number of national and statewide water quality plans and policies, including the California Water Code and the Clean Water Act.

State Water Resource Control Board Storm Water Strategy

The Storm Water Strategy is founded on the results of the Storm Water Strategic Initiative, which served to direct the SWRCB's role in storm water resources management. The Storm Water Strategy developed guiding principles to serve as the foundation of the storm water program; identified issues that support or inhibit the program from aligning with the guiding principles; and proposed

and prioritized projects that the Water Boards could implement to address those issues. The SWRCB staff created a strategy-based document called the Strategy to Optimize Management of Storm Water (STORMS). STORMS includes a program vision, missions, goals, objectives, projects, timelines, and consideration of the most effective integration of project outcomes into the SWRCB's Storm Water Program.

LOCAL

Existing San Anselmo General Plan

The following goals, policies, and recommendations pertain to stormwater management and flood control.

LAND USE ELEMENT

Objective 16: To protect the community from danger to life and property caused by flooding.

> **Policy 16.4:** To repair and improve the Town's storm drainage system to handle existing and projected runoff.

CONSERVATION ELEMENT

Goal 3. Establish policies and practical guidelines for the prevention of erosion, the stabilization of soils, and the protection of the watershed necessary to minimize excessive water runoff.

Guideline 4. Streams shall be maintained in or restored to their natural state. A flood channel maintaining the natural settings on San Anselmo Creek and Sleepy Hollow Creek shall be of adequate width and properly maintained to allow passage of flood waters and preservation of riparian vegetation and habitat. Removal of vegetation on the hillsides should be closely controlled in order to minimize erosion, siltation of watercourses, and runoff.

TOWN PARKS, RECREATION, AND PUBLIC FACILITIES ELEMENT

Recommendation 3. Storm Drainage and Flood Control The natural appearance and runoff capacity of stream channels should be protected, preserved, and enhanced by the development of small improvements (e.g., small earth-fill dams for storm water retention) and landscaping rather than a major flood-control project such as the concrete channel in lower Corte Madera Creek. The channel lines on both sides of San Anselmo Creek should be protected from encroachment by development.

San Francisco Bay Conservation and Development Commission (BCDC) San Francisco Bay Plan (Bay Plan)

The San Francisco Bay Conservation and Development Commission (BCDC) is a state planning and regulatory agency with regional authority over the San Francisco Bay (Bay), the Bay's shoreline band, and the Suisun Marsh. BCDC was created in 1965 and is the nation's oldest coastal zone agency.

BCDC's mission is to protect and enhance San Francisco Bay and to encourage the Bay's responsible and productive use for current and future generations. State law requires sponsors of projects that propose to fill or extract materials from the Bay to apply for a BCDC permit. In addition to minimizing

any fill required for an appropriate project and ensuring that the project is compatible with the conservation of Bay resources, BCDC is tasked with requiring maximum feasible public access within the Bay's 100-foot shoreline band. In addition, BCDC leads the San Francisco Bay Area's ongoing multi-agency regional effort to address the impacts of rising sea level on shoreline communities and assets.

The San Francisco Bay Plan (Bay Plan) was completed and adopted by the BCDC in 1968 and has been updated regularly with the most recent revisions approved by BCDC in 2019. Essential parts of the Bay Plan include policies to guide future uses of the Bay and Bay shoreline, and the maps that apply these policies to the present Bay and Bay shoreline. The Bay Plan addresses the following matters as specifically required by law:

1. The results of the Commission's detailed study of the Bay;
2. The comprehensive plan adopted by the Commission for the conservation of the water of San Francisco Bay and the development of its shoreline;
3. The Commission's recommendation of the appropriate agency to maintain and carry out the Bay Plan;
4. The Commission's estimate of the approximate amount of money that would be required to maintain and carry out the provisions of the Bay Area Plan;
5. Other information and recommendations the Commission deemed desirable.

The Bay Area Plan includes findings and policies related to hydrology/ water quality. The hydrology/ water quality section of the Bay Area Plan includes policies associated with the implementation of programs for controlling pollution, including stormwater management plans; Total Maximum Daily Load implementation plans; construction site stormwater runoff and erosion; sediment controls; establishing best management practices, such as site planning or structural controls; new technologies; project siting criteria; and operating methods.

Marin County Stormwater Pollution Prevention Program

The Marin County Stormwater Pollution Prevention Program (MCSTOPPP) is a joint effort of Marin's cities, towns, and unincorporated areas to prevent stormwater pollution, protect and enhance water quality in creeks and wetlands, preserve beneficial uses of local waterways, and comply with state and federal regulations. Each MCSTOPPP member agency implements a local stormwater pollution prevention program and funds the countywide MCSTOPPP, which provides for the coordination and consistency of approaches between the local stormwater programs. Each MCSTOPPP member documents their efforts in annual reports. The annual reports include information on illegal discharge detection and elimination, street and storm drain cleaning, municipal and creek maintenance, stormwater and creek protection controls for development projects, business inspections, and public outreach, education, and participation. While MCSTOPPP provides guidance for compliance with NPDES permitting, permit compliance is administered by the specific municipality in which the project is proposed.

Bay Area Stormwater Management Agencies Post Construction Manual

MCSTOPPP has approved the most recent version of the Bay Area Stormwater Management Agencies (BASMAA) Post Construction Manual as the applicable California Storm Water Quality Association Best Management Practices Handbook for projects within MCSTOPPP. The BASMAA Post Construction Manual helps development applicants prepare submittals that demonstrate how their project complies with the NPDES permit requirements. This manual is designed to facilitate the review of applications and promote integrated Low Impact Development (LID) designs. LID design aims to mimic pre-project site hydrology as well as protect water quality. Runoff from roofs and impervious paved areas is dispersed to landscaped areas or routed to bioretention facilities distributed throughout the site. Bioretention facilities infiltrate some runoff and feature underdrains to convey treated stormwater to storm drains.

Town of San Anselmo Municipal Code

Town Code Title 5, Chapter 8 Urban Runoff Pollution Prevention. The purpose of this chapter is to ensure the future health, safety and general welfare of the citizens of the Town of San Anselmo and to protect and enhance watercourses, fish and wildlife habitat by:

a) Minimizing discharges other than storm runoff to storm drains or watercourses;

b) Responding to the discharge of spills, preventing and controlling the discharge of spills to storm drains or watercourses, and prohibiting dumping or disposal of materials other than stormwater;

c) Reducing pollutants in stormwater discharges to the maximum extent practicable;

d) Requiring operators of construction sites, new or redeveloped land, and industrial and commercial facilities to install, implement, and maintain appropriate BMPs; and

e) Requiring development projects to maintain or reduce the volume, velocity, peak flow rate, and duration of runoff as compared to the pre-development stormwater runoff rates; and preventing stormwater pollution whenever possible, through stormwater management controls and ensuring that these management controls are properly maintained.

Town Code Title 7, Chapter 11 Protection of Flood Hazard Areas. This chapter promotes public health, safety, and general welfare and intends to minimize public and private losses due to flood conditions in specific areas by legally enforceable regulations applied uniformly throughout the community to all publicly and privately owned land within flood prone, mudslide (i.e. mudflow) or flood related erosion areas. These regulations are designed to:

a) Protect human life and health;

b) Minimize expenditure of public money for costly flood control projects;

c) Minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;

d) Minimize prolonged business interruptions;

e) Minimize damage to public facilities and utilities such as water and gas mains; electric, telephone and sewer lines; and streets and bridges located in areas of special flood hazard;

f) Help maintain a stable tax base by providing for the sound use and development of areas of special flood hazard so as to minimize future blighted areas caused by flood damage;

g) Ensure that potential buyers are notified that property is in an area of special flood hazard; and

h) Ensure that those who occupy the areas of special flood hazard assume responsibility for their actions.

Town Code Title 7, Chapter 12 Watercourses. This chapter establishes additional standards and regulations related to zoning, parks and recreation and the obstruction, diverting, etc., of watercourses within San Anselmo.

Town Code Title 7, Chapter 13 Water Wells. This purpose of this chapter is to protect groundwater, watercourses, and surface water by regulating the construction, placement, reconstruction and remodeling of water wells, water supply sources, test holes, and existing watercourses within San Anselmo. In particular, Section 7-13-17 declares it a nuisance and unlawful to emit anything into a public reservoir, storm drain pipe, or other watercourse which will pollute the purity and wholesomeness of any water or watercourse.

Town Code Title 9, Chapter 22 Water Efficient Landscape. The purpose of this chapter is to adopt by reference the Marin Water's water efficient landscape requirements. In particular, the Town references Marin Water Code Title 13 "Water Service Conditions and Water Conservation Measures", Chapter 13.02 "Water Conservation and Dry Year Water Use Reduction Program", and Section 13.02.021 "Water Conservation: Normal Year Water Conservation" Subsections (2) "Definitions" and (5) "Water Efficient Landscaping".

Town Code Section 10-2.205, Watercourses. This section requires the provision of storm drainage in subdivisions. In particular, the subdivider is required to dedicate a right-of-way for storm drainage purposes conforming with the lines of a natural watercourse which traverses the subdivision. With the approval of the Town Engineer, the subdivider may dedicate sufficient easements, or construct storm drainage, or both, to dispose of such surface and storm waters. The subdivider is also required to install culverts as needed.

3.15.12. IMPACTS AND MITIGATION MEASURES

METHODS OF ANALYSIS

This program-level analysis evaluates the potential impacts of implementing the San Anselmo General Plan 2045 on existing and planned utility systems, including stormwater management. The analysis relies on data from the Community Services and Facilities Existing Conditions Report (2025), the Marin County Stormwater Pollution Prevention Program (MCSTOPPP), and the Town of San Anselmo Capital Improvement Program (CIP). The assessment assumes buildout consistent with

General Plan land use designations (DEIR Chapter 2.0 Table 2.0-2) and evaluates policy direction, service infrastructure, and regulatory compliance.

GENERAL PLAN 2045 GOALS AND POLICIES

The following draft goals and policies from the General Plan 2045 are relevant to stormwater.

PARKS, RECREATION AND PUBLIC FACILITIES ELEMENT

Goal PR-C Provide high-quality public facilities and infrastructure that meet the needs of current and future residents, businesses, and visitors in the most efficient and cost-effective ways possible.

Policy PR-C.1: Ongoing Maintenance. Proactively maintain public facilities and infrastructure through ongoing preventative care, and ensure the timely repair, replacement, and upgrading of Town facilities, infrastructure, and equipment.

> **Action PR-C.1.a: Capital Improvement and Agency Coordination Program.** Maintain and update a multi-year Capital Improvement Plan for Town infrastructure and facilities, and coordinate with partner agencies to align projects, maximize resources, achieve economies of scale, and reduce construction impacts.
>
> **Action PR-C.1.b: Asset Management Program.** Develop a proactive Asset Management Program to identify needed facility and infrastructure maintenance, upgrade, and replacement timing and costs. Seek additional funding opportunities and strategies to avoid increased costs of deferred maintenance.

Policy PR-C.2: Sustainable Design and Operations. Design and operate public facilities and infrastructure to minimize non-renewable energy and resource consumption, improve environmental quality, and reduce greenhouse gas emissions.

Policy PR-C.7: Storm Drainage. Continue to monitor and pursue improvements to the storm drainage system, including programs to reduce flooding, improve water quality, remove debris, and respond to climate-related changes. Evaluate the potential for restoration of the natural hydrologic function of creeks and drainageways where possible.

Policy PR-C.11: Wastewater. Support efforts by the Ross Valley Sanitary District to maintain high quality wastewater collection and treatment facilities and implement sustainability programs.

SAFETY ELEMENT

Goal S-D Minimize the effects of natural flooding and potential inundation from dam failure.

Policy S-D.1: Development within Floodplains. Limit development within floodplains to minimize risks to life and property and satisfy Federal Emergency Management Agency requirements for residents and businesses.

Action S-D.1.a: Flood Insurance. Continue to participate in the National Flood Insurance Program and the Community Rating System to reduce flood risk and improve flood insurance affordability.

Action S-D.1.b: Floodplain Regulations, Enforcement, and Updates. Continue to enforce and update floodplain, drainage, and development regulations to maintain consistency with State and federal requirements.

Action S-D.1.c: Stream Bank Protection. Develop an approach and identify locations for bank protection strategies that should not be limited to:

- An assessment of banks to inventory areas that appear prone to failure;
- Bank stabilization, including installation of rip rap or whatever regulatory agencies allow;
- Stream bed depth management using dredging; and
- Removal of out-of-date coffer dams in rivers and tributary streams.

Policy S-D.2: Drainage Infrastructure. Support modifications and updates to public infrastructure to reduce flooding.

Action S-D.2.a: Flood Infrastructure Evaluation, Funding, and Implementation Program. Evaluate and map waterways and existing flood protection infrastructure to identify, prioritize, and design needed flood control and storm drainage improvements, and pursue funding to construct projects that reduce flood risks and protect vulnerable properties and reduce impacts on affected residents and businesses.

Action S-D.2.b: Flood Management. Identify flood management solutions (i.e., property acquisitions, detention and retention basins, channel widening, acquisitions, relocations, and environmental mitigations) to reduce flood impacts within the town.

Action S-D.2.c: Nature-based Solutions. Promote nature-based methods and best management practices (e.g., bioswales, natural ground cover) through the Town's urban pollution runoff stormwater program.

Policy S-D.3: Best Stormwater Management Practices. Consider best practices regarding natural waterways and constructed stormwater conveyance structures when reviewing development applications, plans, and programs.

Action S-D.3.a: Hydrologic Analysis. Continue to improve existing hydrologic analysis of runoff and drainage systems to predict areas of insufficient capacity in the storm drain and natural creek system.

Action S-D.3.b: Impervious Surfaces. Update existing guidelines and regulations that limit the use of impervious surfaces and/or require the use of permeable surfaces, implement

other regulations to effectively channel and minimize site runoff, and allow water to percolate, increasing groundwater recharge.

Action S-D.3.c: Hydraulic Models. Update hydraulic models as needed in response to major developments in the watershed or major changes to land uses within cities or counties.

Action S-D.3.d: Flood Insurance Map Updates. As new flood-control projects are completed, request revisions to flood-insurance rate maps to reflect flood risks as accurately as possible.

Policy S-D.4: Coordination on Flood Management and Mitigation. Coordinate with neighboring jurisdictions, stakeholders, and resource agencies on flood mitigation and management projects.

Action S-D.4.a: Interagency Flood Mitigation Coordination Program. Collaborate annually with flood control districts, utilities, and neighboring jurisdictions to assess mitigation projects, infrastructure needs, and capital planning.

Action S-D.4.b: Water Efficient Landscape and Impervious Surface Management Program. Promote drought-tolerant and water-efficient landscape design, incorporate xeriscape practices and permeable surfaces in Town projects where feasible, and adopt updates to the Marin Municipal Water District's Water Efficient Landscape Ordinance to reduce water demand, enhance conservation, and support groundwater recharge.

Policy S-D.5: Preparation for Potential Dam Inundation. Ensure Town staff and residents are informed and prepared for potential dam inundation events through accessible communication methods.

Action S-D.5.a: Inundation Map Updates. Encourage Marin Municipal Water District to update inundation mapping with depth information.

Action S-D.5.b: Flood Evacuation Preparedness. Review the updated mapped inundation areas and coordinate with Marin Municipal Water District on procedures for emergency evacuations.

Action S-D.5.c: Property Owner Information. Provide dam inundation information to potentially affected property owners whenever new or updated information becomes available in clear and accessible formats.

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on the environment associated with Utilities if it would:

- Require or result in the relocation or construction of new or expanded storm water drainage facilities, the construction or relocation of which could cause significant environmental effects.

IMPACTS AND MITIGATION MEASURES

Impact 3.15-5: General Plan implementation may require or result in the relocation or construction of new or expanded storm water drainage facilities, the construction or relocation of which could cause significant environmental effects (Less than Significant)

The Town of San Anselmo is located within the Ross Valley watershed, where San Anselmo Creek and its tributaries convey stormwater flows through a mix of natural channels and underground infrastructure. The Town's storm drain network consists of culverts, inlets, and conveyance pipes owned and maintained by the Public Works Department. Flooding periodically occurs along the valley floor where limited channel capacity and steep upstream terrain combine to concentrate runoff.

The Town participates in the Marin County Stormwater Pollution Prevention Program (MCSTOPPP), which implements the Municipal Regional Stormwater Permit (Order R2-2022-0018) under the Clean Water Act and the California Porter-Cologne Water Quality Control Act. MCSTOPPP establishes requirements for Low Impact Development (LID), green infrastructure, and pollutant reduction, ensuring that new development controls peak runoff and treats stormwater before discharge.

The Town's Storm Drain Capital Improvement Program (CIP) includes planned replacement and enlargement of aging culverts, storm drain mains, and debris basins to increase system capacity and flood protection. These programs are coordinated with the Marin County Flood Control and Water Conservation District and MCSTOPPP watershed management initiatives.

Buildout of the General Plan would modestly increase impervious surfaces, resulting in additional runoff requiring conveyance and treatment. Consistent with Goal S-D (Minimize the effects of natural flooding and potential inundation from dam failure), the Town maintains a robust framework of flood management and stormwater policies that guide development review, facility design, and inter-agency coordination. Floodplain Management Policy S-D.1 limits development within floodplains to protect life and property, and Actions S-D.1.a–c require continued NFIP participation and maintenance of floodplain regulations consistent with State and federal standards. Action S-D.1.c supports stream-bank stabilization, dredging, and removal of obsolete structures to restore conveyance.

Drainage Infrastructure: Policy S-D.2 and related actions promote mapping of waterways, securing funding for drainage projects (S-D.2.b), and identifying property-level flood management solutions (S-D.2.c). Best Management Practices included under Policy S-D.3 calls for integrating hydrologic and hydraulic analysis into development review (S-D.3.a–c), limiting impervious surfaces (S-D.3.b), and promoting permeable materials and LID techniques consistent with MCSTOPPP requirements.

Policy S-D.4 and Actions S-D.4.a–d ensure collaboration with neighboring jurisdictions and flood control agencies on mitigation projects and watershed-scale improvements.

Together with Policy PR-C.7 (storm drainage monitoring and improvements) and Action PR-C.1.a (CIP maintenance planning), these policies establish a comprehensive adaptive management framework that minimizes flood risk, enhances system capacity.

Implementation of the General Plan, in conjunction with the above policies, actions, and regulatory programs, would ensure that stormwater drainage improvements are designed to reduce flood hazards, protect water quality, and avoid significant environmental effects.

No development or improvements are proposed or would be approved by the General Plan's adoption. Future drainage improvements—such as culvert replacements, new storm drain segments, or creek bank stabilization—would occur largely within existing public rights-of-way or previously disturbed corridors. Potential short-term impacts (construction noise, ground disturbance, and sedimentation) would be temporary and addressed through project-level CEQA review and compliance with Town grading and erosion-control ordinances, and stormwater requirements. All new development would be required to incorporate LID features, pervious surfaces, and on-site detention to maintain post-development runoff rates at or below pre-project levels, consistent with the Municipal Regional NPDES and stormwater requirements listed under Policy S-D.3 actions Action S-D.3.a through d.

The specific impacts of providing new and expanded drainage facilities cannot be determined at this time, as the General Plan does not propose or approve any specific development project nor does it designate specific sites for new or expanded public facilities. Stormwater drainage and conveyance facilities would be evaluated at the project-level in association with subsequent development projects. However, the facilities would be primarily provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects allowed under the General Plan.

As future development and infrastructure projects are considered by the Town, each project will be evaluated for conformance with the General Plan, Municipal Code, and other applicable regulations. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. As such, this is a **less-than-significant** impact.

3.15.13. SOLID WASTE

KEY TERMS

Class I landfill: A landfill that accepts for disposal 20 tons or more of municipal solid waste daily (based on an annual average); or one that does not qualify as a Class II or Class III municipal solid waste landfill.

Class II landfill: A landfill that (1) accepts less than 20 tons daily of municipal solid waste (based on an annual average); (2) is located on a site where there is no evidence of groundwater pollution caused or contributed by the landfill; (3) is not connected by road to a Class I municipal solid waste landfill, or, if connected by road, is located more than 50 miles from a Class I municipal solid waste landfill; and (4) serves a community that experiences (for at least three months each year) an interruption in access to surface transportation, preventing access to a Class I landfill, or a community with no practicable waste management alternative.

Class III landfill: A landfill that is not connected by road to a Class I landfill or a landfill that is located at least 50 miles from a Class I landfill. Class III landfills can accept no more than an average of one ton daily of ash from incinerated municipal solid waste or less than five tons daily of municipal solid waste.

Transfer station: A facility for the temporary deposition of some wastes. Transfer stations are often used as places where local waste collection vehicles will deposit their waste cargo prior to loading into larger vehicles. These larger vehicles will transport the waste to the end point of disposal or treatment.

Waste Management Plan: A Waste Management Plan (WMP) is a completed WMP form, approved by the City for the purpose of compliance with Chapter 8.40 of the Brentwood Municipal Code, submitted by the applicant for any covered project. Prior to project start, the WMP shall identify the types of construction and demolition (C&D) debris materials that will be generated for disposal and recycling. A completed WMP contains actual weight or volume of the material disposed recycled receipts.

3.15.14. ENVIRONMENTAL SETTING

The Town of San Anselmo is a member agency of Zero Waste Marin. As the regional agency, Zero Waste Marin reports diversion progress to CalRecycle on a countywide basis.

WASTE COLLECTION SERVICES

San Anselmo is served by the Marin Sanitary Service which provides residential and commercial garbage, recycling, and yard waste collection services under a Town franchise agreement. Marin Sanitary Service provides weekly garbage, recycling, and compostables (food scrap, yard waste, and food-soiled paper) collection for residential customers (defined as households of less than four units) in San Anselmo, San Rafael, Ross, Kentfield, Kent Woodlands, Fairfax, Greenbrae, Larkspur, and other unincorporated areas of Central Marin County. Marin Sanitary Service currently provides

service to more than 30,000 residential accounts, almost one third of the population of Marin County.[26]

MARIN HAZARDOUS AND SOLID WASTE JOINT POWERS AUTHORITY (JPA)

Zero Waste Marin is the informal name for the Marin Hazardous and Solid Waste Joint Powers Authority (JPA), which is comprised of representatives from Marin's 11 cities and towns and the County of Marin. Their mission is to protect natural resources by promoting source reduction of waste through reuse, repair, and more mindful purchasing. Zero Waste Marin reduces disposal in landfills and promotes recycling and the proper handling of household hazardous wastes. Zero Waste Marin hauls waste but does not own or operate any waste facilities. The Marin County Department of Public Works Waste Management Division administers Zero Waste Marin.

WASTE DISPOSAL FACILITIES

The CalRecycle Solid Waste Information System (SWIS) lists the following active solid waste disposal and transfer facilities in Marin County:

- Redwood Landfill (solid waste landfill);
- Marin Sanitary Service Transfer Station (large volume transfer/processing facility);
- Marin Sanitary Service (inert debris processing operation);
- Redwood Recycling Center (large volume transfer/processing facility);
- Bolinas-Stinson Resource Recovery Project (green material composting operation);
- West Marin Compost (agricultural material composting operation);
- Central Marin Sanitation Agency (limited volume transfer operation);
- West Marin Compost Project (green material composting operation); and
- WM Earthcare of Marin (composting facility).

In 2023, Zero Waste Marin disposed of 223,271 tons of solid waste to 21 different waste disposal facilities all over California.[27] Currently, the Redwood Landfill in Marin County and the Potrero Hills Landfill in Solano County accept the most solid waste generated from the Zero Waste Marin area. The following provides an overview of the Redwood Landfill and Potrero Hills Landfill, as well as a breakdown of the amount of solid waste disposed at the other landfills in California from Zero Waste Marin communities in 2023.

[26] Marin Sanitary Service. *Residential Waste Management Services*. https://marinsanitaryservice.com/residential/, Accessed August 13, 2024.

[27] Cal Recycle Jurisdiction Disposal Tons by Facility. Available At: https://www2.calrecycle.ca.gov/RecyclingDisposalReporting/

Redwood Landfill

In 2023, the Redwood Landfill accepted approximately 53 percent (or 118,196 tons) of the solid waste generated in the Zero Waste Marin service area. The landfill is operated by Waste Management and is located on a 420-acre site at 8950 Redwood Highway north of Novato and east of US-101. Approximately 220 acres are dedicated to landfill operations, and the remaining 200 acres support composting, recycling, and reuse services as well as open space and a freshwater lagoon for migratory waterfowl. Operated since 1958, the plant received its first Solid Waste Facility Permit from the State upon creation of the CIWMB in 1978. A renewable energy plant was constructed in 2017 that converts landfill gas to clean, renewable electricity for use by Marin Clean Energy customers. Waste Management also operates the largest composting facility in Marin County and offers recycled compost and mulch as WM EarthCare products. The landfill is licensed as a Class III nonhazardous disposal facility. It has a maximum permitted throughput of 2,300 tons/day and a remaining capacity of 26 million tons. The Redwood Landfill is designed to continue accepting waste until maximum permitted topographic elevations are achieved, with the site projected to remain open until 2036 based on its most recent Status Impact Report. Any change in the projected closure date will be addressed in future amendments to the joint technical document addressing facility operations and closure.[28]

Potrero Hills Landfill

In 2019, the Potrero Hills Landfill accepted approximately 42 percent (or 93,172 tons) of the solid waste generated in the Zero Waste Marin service area. The landfill is operated by Waste Connections Company and is located on a 526-acre site at 3675 Potrero Hills Lane, a few miles south of Suisun City in the hills of Suisun Marsh in Solano County. A compost facility and a landfill-gas-to-energy plant is also operated at this site. The landfill has a maximum permitted throughput of 4,330 tons/day and a remaining capacity of 13,872,000 tons. The Potrero Hills Landfill is designed to continue accepting waste until maximum permitted topographic elevations are achieved, with the site projected to remain open until 2047 based on its most recent Status Impact Report.[29] Any change in the projected closure date will be addressed in future amendments to the joint technical document addressing facility operations and closure.

Other Landfills

Table 3-15-12 identifies the landfills in California that accepted waste from the Zero Waste Marin service area in 2023 (latest year in CalRecycle records), in decreasing tonnage amounts.

[28] CEC Civil & Environmental Consultants, Inc. 2023. Status Impact Report Redwood Landfill SWFP 21-AA-0001. Revised February 2023.

[29] CEC Civil & Environmental Consultants, Inc. 2023. Status Impact Report Portrero Hills Landfill Solid Waste Facilities Permit No. 48-AA-0075. Revised March 2023.

TABLE 3.15-12: LANDFILLS AND FACILITIES ACCEPTING MARIN COUNTY WASTE – 2023

DESTINATION FACILITY	*LOCATION*	*SOLID WASTE ACCEPTED (TONS)*
Redwood Landfill	Novato	118,196
Potrero Hills Landfill, Inc.	Suisun City	93,172
Keller Canyon Landfill	Pittsburg	9,419
Altamont Landfill & Resource Recovery	Livermore	600
Recology Hay Road	Vacaville	910
Chiquita Canyon, Inc.	Castaic	479
Monterey Regional Waste Management District	Marina	117
Fink Road Landfill	Crows Landing	80
Sunshine Canyon Landfill	Sylmar	98
Central Transfer Station	Petaluma	72
Ox Mountain Sanitary Landfill	Half Moon Bay	57
El Sobrante Landfill	Corona	17
Vasco Road Landfill	Livermore	16
Billy Wright Landfill	Merced	14
Recology Ostrom Road	Wheatland	12
Zanker Material Processing Facility	San Jose	4
Foothill Sanitary Landfill	Linden	3
Guadalupe Landfill	San Jose	3
County of Yolo Solid Waste Landfill	Woodland	1
North County Recycling Center & Sanitary Landfill	Lodi	1
Kirby Canyon Recycling & Disposal Facility	Morgan Hill	1
TOTAL		223,271

SOURCE: CALRECYCLE RECYCLING AND DISPOSAL REPORTING, 2. JURISDICTION DISPOSAL AND BENEFICIAL REUSE BY DESTINATION (2023)

HAZARDOUS WASTE DISPOSAL

The Marin Household Hazardous Waste Facility located at 565 Jacoby Street in San Rafael is open Tuesday to Saturday for residential drop-off and Tuesday and Wednesday by appointment only for commercial drop-off. The facility is available to residents of Marin County communities except for residents of the City of Novato, which has its own facility. Proof of residency is required to use this facility. **Table 3.15-13** lists examples of hazardous waste accepted. Approximately 61 percent of the hazardous waste material collected is recycled, 26 percent is fuel incinerated, eight percent is treated through "other" methods, three percent is reused, and two percent is landfilled.[30]

[30] Marin Household Hazardous Waste Facility, 2024. About the Marin HHW Facility. Available at: https://marinhhw.com/about-marin-hhw/

TABLE 3-15-13: HAZARDOUS WASTE ACCEPTED

HOME & GARDEN PRODUCTS	*AUTOMOTIVE CARE PRODUCTS*	*PAINT & PAINT RELATED PRODUCTS*	*PERSONAL CARE PRODUCTS*	*MISC. PRODUCTS*
Liquid cooking oils Detergents Ammonia and tile cleaners Tub cleaners Bleach-base cleaners Window cleaner Over cleaners Polishes Air fresheners Fertilizers Herbicides Fungicides Pesticides Insecticides Rodenticide	Motor oil Oil filters Gasoline Diesel Antifreeze Brake fluid Transmission fluid Car batteries Car waxes and polishes	Latex paint Oil based paint Aerosol paint cans Solvents Adhesives Paint removers Wood preservatives Wood finishes Roofing tar Putty, caulk, and glues	Hypodermic, intravenous and pen needles Beauty products in aerosol cans Hair color kits Hair sprays Nail polishes Nail removers Perfumes	Roof shingles Floor tiles Ceiling tiles Siding and insulation Light bulbs Household batteries Electronic products Mercury-containing devices Pool chemicals Photo chemicals Road flares Fire extinguishers Propane and butane gas cylinders CO_2 cylinders

SOURCE: MARIN HOUSEHOLD HAZARDOUS WASTE FACILITY RESIDENTIAL AND COMMERCIAL CUSTOMER GUIDELINES

The following materials are not accepted at the Marin Household Hazardous Waste Facility:

- Appliances (e.g., toasters, blenders, air conditioners, refrigerators, etc.);
- Business equipment (e.g., large printers, x-ray machines);
- Marine flares;
- Medication;
- Hair products (e.g., hair dryers, flat irons, etc.);
- Tapes and CDs;
- Explosives or Ammunition;
- E-cigarettes;
- Toys of any kind; and
- Sharps (i.e., needles and syringes) from businesses.

SOLID WASTE GENERATION RATES AND VOLUMES

CalRecycle tracks and monitors solid waste generation rates on a per capita basis. Per capita solid waste generation rates and total annual solid waste disposal volumes for Zero Waste Marin between 2018 and 2022 are shown in **Table 3.15-14**.

TABLE 3.15-14: ZERO WASTE MARIN SOLID WASTE GENERATION RATES

YEAR	POPULATION		EMPLOYMENT		TOTAL DISPOSAL TONNAGE (TONS/YEAR)
	WASTE GENERATION RATE (LBS/PERSON/DAY)	REPORTING YEAR POPULATION	WASTE GENERATION RATE (LBS/EMPLOYEE/DAY)	REPORTING YEAR EMPLOYMENT	
2018	5.20	262,803	11.80	115,777	249,162.04
2019	5.00	262,879	11.40	115,700	241,275.81
2020	4.80	260,388	11.30	111,502	229,946.28
2021	4.80	259,512	12.10	103,202	226,986.07
2022	4.80	255,470	11.30	107,916	221,796.46

SOURCE: CAL RECYCLE. ACCESSED: AUGUST 2024

From 2018 to 2022, the per capita waste generation rate and per employee waste generation rate both decreased from 5.2 to 4.8 lbs/person/day and 11.8 to 11.3 lbs/employee/day, respectively. The total annual disposal tonnage in the Zero Waste Marin service area decreased by 27,365.58 tons over the 2018 to 2022 time span. Additionally, the total annual disposal tonnage in the Zero Waste Marin service area decreased by 5,190.0 tons in 2022. With the passage of SB 1016, the per capita disposal rate is used to determine the diversion progress of a jurisdiction and not the jurisdictional diversion rates. Therefore, a population increase resulting in the generation of more overall waste does not affect the jurisdiction's ability to meet its waste goals. The Zero Waste Marin's waste disposal rate targets are shown in **Table 3.15-15**.

TABLE 3.15-15: ZERO WASTE MARIN WASTE DISPOSAL RATE TARGETS (POUNDS/DAY)

YEAR	POPULATION		EMPLOYMENT	
	TARGET	ACTUAL	TARGET	ACTUAL
2018	7.6	5.2	17.3	11.8
2019	7.6	5.0	17.3	11.4
2020	7.6	4.8	17.3	11.3
2021	7.6	4.8	17.3	12.1
2022	7.6	4.7	17.3	11.2

SOURCE: CAL RECYCLE. ACCESSED: AUGUST 2024

In accordance with AB 939, which required municipalities to aggressively pursue municipal solid waste source reduction and recycling, Zero Waste Marin continues to meet and exceed all AB 939 goals. However as described in the regulatory setting, the laws that succeeded AB 939 have added additional diversion goals and mandates on local agencies.

In 2022, Zero Waste Marin achieved 4.7 PPD for population and 11.2 for employment. Zero Waste Marin provides grants to its member agencies to develop and implement programs that work toward the zero-waste goal. The various solid waste management actions adopted by Zero Waste Marin include, but are not limited to, recycling and yard waste programs for residents and businesses, public education and public outreach awareness events, and school recycling and composting.

In 2009, Zero Waste Marin considered a goal to increase the diversion of materials from the landfill to meet an 8 percent diversion goal by 2012 and 94 percent diversion by 2025, which would greatly reduce the need for landfill disposal. The disposal reduction associated with implementing the strategies described in the plan was estimated at 180,000 tons, and the theoretical achievement of 94 percent diversion. As described in Zero Waste's most recent feasibility study (July 2021), Zero Waste Marin did not meet its 80 percent diversion by 2012 goal and will not meet its 2025 goal of 94 percent diversion. Zero Waste Marin's diversion is approximately 67 percent, which compares favorably to other agencies throughout the state.

3.15.15. REGULATORY SETTING – SOLID WASTE

FEDERAL

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) was enacted in 1976 to address the huge volumes of municipal and industrial solid waste generated nationwide. After several amendments, the current Act governs the management of solid and hazardous waste and underground storage tanks (USTs). RCRA was an amendment to the Solid Waste Disposal Act of 1965. RCRA has been amended several times, most significantly by the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA is a combination of the first solid waste statutes and all subsequent amendments. RCRA authorizes the Environmental Protection Agency (EPA) to regulate waste management activities. RCRA authorizes states to develop and enforce their own waste management programs, in lieu of the federal program, if a state's waste management program is substantially equivalent to, consistent with, and no less stringent than the federal program.

STATE

California Integrated Waste Management Act (AB 939 and SB 1322)

The California Integrated Waste Management Act of 1989 (AB 939 and SB 1322) requires every city and county in the state to prepare a Source Reduction and Recycling Element to its Solid Waste Management Plan that identifies how each jurisdiction will meet the mandatory state waste diversion goals of 25% by 1995 and 50% by 2000. The purpose of AB 939 and SB 1322 is to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible." The term "integrated waste management" refers to the use of a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the least adverse impact on human health and the environment. The Act has established a waste management hierarchy, as follows: Source Reduction; Recycling; Composting; Transformation; and Disposal.

AB 341 (75 Percent Solid Waste Diversion)

AB 341 requires CalRecycle to issue a report to the Legislature that includes strategies and recommendations that would enable the state to divert 75 percent of the solid waste generated in the state from disposal by January 1, 2020, requires businesses that meet specified thresholds in the

bill to arrange for recycling services by January 1, 2012, and also streamlines various regulatory processes.

SB 1374 (Construction and Demolition Waste Materials Diversion)

Senate Bill 1374 (SB 1374), Construction and Demolition Waste Materials Diversion Requirements, requires that jurisdictions summarize their progress realized in diverting construction and demolition waste from the waste stream in their annual AB 939 reports. SB 1374 required the CIWMB to adopt a model construction and demolition ordinance for voluntary implementation by local jurisdictions.

AB 2176 (Montanez, Chapter 879, Statues of 2004)

This law requires the largest venue facilities and events (as defined) in each city and county to plan and implement solid waste diversion programs, and annually report the progress of those upon the request of their local government. In turn, local jurisdictions must report to the CIWMB waste diversion information for the top 10 percent of venues and events by waste generation.

A large event is defined as:

1. *Serves an average of more than 2,000 individuals per day of operation (both people attending the event and those working at it—including volunteers—are included in this number); and*
2. *Charges an admission price or is run by a local agency.*

The bill specifically includes public, nonprofit, or privately owned parks, parking lots, golf courses, street systems, or other open space when being used for an event, including, but not limited to, a sporting event or a flea market in addition to events that meet both of the above.

A large venue is defined as:

> *A permanent facility that annually seats or serves an average of more than 2,000 individuals within the grounds of the facility per day of operation (both people attending the event and those working at it—including volunteers too—are included in this number).*

Venues include, but are not limited to airports, amphitheaters, amusement parks, aquariums, arenas, conference or civic centers, fairgrounds, museums, halls, horse tracks, performing arts centers, racetracks, stadiums, theaters, zoos, and other public attraction facilities.

California Integrated Waste Management Board Model Ordinance

Subsequent to the Integrated Waste Management Act, additional legislation was passed to assist local jurisdictions in accomplishing the goals of AB 939. The California Solid Waste Re-use and Recycling Access Act of 1991 (§42900-42911 of the Public Resources Code) directs the California Integrated Waste Management Board (CIWMB) to draft a "model ordinance" relating to adequate areas for collecting and loading recyclable materials in development projects. The model ordinance requires that any new development project, for which an application is submitted on or after September 1, 1994, include "adequate, accessible, and convenient areas for collecting and loading

recyclable materials." For subdivisions of single family detached homes, recycling areas are required to serve only the needs of the homes within that subdivision.

California Green Building Standards Code (CALGreen)

CALGreen requires the diversion of at least 50 percent of the construction waste generated during most new construction projects (CALGreen Sections 4.408 and 5.408) and some additions and alterations to nonresidential building projects.

CALGreen became mandatory on January 1, 2011. The 2012 Supplement became effective on July 1, 2012, the 2013 CALGreen became effective on January 1, 2014, and the 2016 CALGreen became effective on January 1, 2017.

As of January 1, 2017, in all jurisdictions including those without a construction and debris ordinance requiring the diversion of 65 percent of construction waste, the owners/builder of construction projects within the covered occupancies are required to divert 65 percent of the construction waste materials generated during the project. Additionally, CALGreen allows a disposal reduction option that can be met when the project's disposal rate is less than 2.0 pounds per square foot for non-residential and high rise residential, or less than 3.4 pounds per square foot for low-rise residential.

Assembly Bill 1826 Mandatory Commercial Organics Recycling

In October 2014 Governor Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units (please note, however, that multi-family dwellings are not required to have a food waste diversion program). Organic waste (also referred to as organics) means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. This law phases in the mandatory recycling of commercial organics over time, while also offering an exemption process for rural counties. In particular, the minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply.

Starting on January 1, 2019, businesses that generate 4 cubic yards or more of commercial solid waste per week shall arrange for organic waste recycling services. By Summer/Fall 2021, if CalRecycle determines that the statewide disposal of organic waste in 2020 has not been reduced by 50 percent of the level of disposal during 2014, the organic recycling requirements on businesses will expand to cover businesses that generate 2 cubic yards or more of commercial solid waste per week. Additionally, certain exemptions may no longer be available if this target is not met.

California Mandatory Commercial Recycling Law (AB 341)

Assembly Bill (AB) 341 directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. CalRecycle initiated formal rulemaking with a 45-day comment period beginning Oct. 28, 2011. The final regulation was approved by the Office of Administrative Law on

May 7, 2012. The purpose of AB 341 is to reduce GHG emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California.

Beginning on July 1, 2012, businesses have been required to recycle, and each jurisdiction has implemented programs that include education, outreach, and monitoring. Jurisdictions were required to start reporting on their 2012 Electronic Annual Report (due August 1, 2013) on their initial education, outreach, and monitoring efforts, and, if applicable, on any enforcement activities or exemptions implemented by the jurisdiction.

In addition to Mandatory Commercial Recycling, AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020. This is not written as a 75 percent diversion mandate for each jurisdiction. The 50 percent disposal reduction mandate still stands for cities, counties, and state agencies (including community colleges) under AB 939. CalRecycle continues to evaluate program implementation as it has in the past through the Annual Report review process for entities subject to either AB 939.

Senate Bill 1383 Short-Lived Climate Pollutants: Organic Waste Methane Emissions Reductions

In September 2016, Governor Brown signed SB 1383, establishing methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants (SLCP) in various sectors of California's economy. The bill codifies the California Air Resources Board's Short-Lived Climate Pollutant Reduction Strategy, established pursuant to SB 605, in order to achieve reductions in the statewide emissions of short-lived climate pollutants. Actions to reduce short-lived climate pollutants are essential to address the many impacts of climate change on human health, especially in California's most at-risk communities, and on the environment.

As it pertains to solid waste, SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

LOCAL

Existing San Anselmo General Plan

The following goals, policies, and recommendations pertain to solid waste management.

CONSERVATION ELEMENT

Recommendation 10. Projects shall not overburden the water supply, fire protection, waste disposal, schools, traffic and circulation, or other services and facilities, or adversely affect the financial or social environment of the community.

Recommendation 11. Water supply, flood control, waste water and solid waste disposal, soil conservation, and open space preservation shall be coordinated to create the greatest public benefit and the least degree of environmental damage.

Marin Hazardous and Solid Waste Joint Powers Authority (Zero Waste Marin)

In response to the California Integrated Waste Management Act, Marin County's public agencies formed the Marin Hazardous and Solid Waste Joint Powers Authority, also known as Zero Waste Marin. Zero Waste Marin was formed in 1996 and is comprised of the cities and towns of Belvedere, Corte Madera, Fairfax, Larkspur, Mill Valley, Novato, Ross, Tiburon, San Rafael, Sausalito, and San Anselmo, and the County of Marin. The goal of Zero Waste Marin is to help residents and businesses in Marin County meet the County's goal of 94 percent diversion from landfills by 2025 by reducing and recycling their solid waste and safely disposing of hazardous wastes. Zero Waste Marin ensures the County's compliance with State recycling mandates and provides information on household hazardous waste collection, recycling, composting, and waste disposal. The Marin County Department of Public Works/Waste Management administers Zero Waste Marin, and the AB 939 Local Task Force provides citizen and industry review.

Zero Waste Marin Solid Waste Reduction Programs

There are diverse range of Zero Waste Marin programs that are aimed at reducing solid waste within the Planning Area. The Residential Household Hazardous Waste Program provides instructions and educational information for proper household hazardous waste disposal. The Business Hazardous Waste Program provides instructions and hazardous waste drop-off locations for businesses within the Marin County area. The Zero Waste School Program provides zero waste training, indoor and outdoor recycling and compost containers, custodial carts, stickers and signage, and Green Team incentives, all at no charge to the school enrolled in their program.

Marin Countywide Integrated Waste Management Plan

AB 935 requires each county to prepare and adopt a Countywide Integrated Waste Management Plan (CIWMP). In April 1998, Zero Waste Marin, private waste haulers, and facility operators developed the Marin CIWMP, which implements recycling programs necessary to meet the State's 25 percent and 50 percent recycling mandates. Waste reduction and disposal facilities in the county that require solid waste facility permits must conform to policies and siting criteria in the CIWMP. The Marin CIWMP includes, by reference, source reduction and recycling elements, household hazardous waste elements, and non-disposal facility elements as well as a plan that describes countywide diversion programs and landfill disposal needs. The elements must be reviewed every five years and revised if necessary. The latest five-year review report for the Marin CIWMP was submitted by Zero Waste Marin in March 2018.

In addition, each city, county, or regional agency must prepare an annual report for submittal to CalRecycle that summarizes its progress in reducing solid waste as required by Public Resources Code Section 41821. Once every two or four years (depending on the compliance schedule),

CalRecycle conducts its own jurisdictional review of the annual reports to determine if the jurisdiction has met the goals of AB 935.

Town of San Anselmo Municipal Code

Town Code Title 5, Chapter 3 Solid Waste. This chapter establishes protocols for the proper collection and disposal of solid waste.

Town Code Title 5, Chapter 10 Reusable Foodware Regulations. This chapter establishes local requirements for reusable foodware with the purpose of maximizing the operating life of landfills, reducing litter, and lessening the economic and environmental costs of managing waste. The regulations specify that all Food Vendors, as defined in the Town Code, must provide separate receptables for solid waste, recyclables, and organics.

Town Code Title 9, Chapter 20 Construction and Demolition Materials Recovery. This chapter regulates the collection, recycling, and disposal of waste generated from construction, demolition, and renovation projects in San Anselmo in accordance with AB 939 and SB 1016.

Town Code Title 10, Chapter 8 Collecting and Loading Recyclable Materials in Development Projects. This chapter requires cities and counties to divert 50 percent of all solid waste by January 1, 2000 through source reduction, recycling, and composting activities. This diversion requires the participation of the residential, commercial, industrial, and public sectors.

3.15.16. IMPACTS AND MITIGATION MEASURES

METHODS OF ANALYSIS

This program-level analysis evaluates the adequacy of existing and planned solid-waste infrastructure to accommodate growth anticipated under the General Plan 2045. The evaluation considers regional and local planning documents, and State-mandated infrastructure assessments to determine whether the projected increase in population, employment, and development intensity could exceed available capacity or require new facilities that may cause significant environmental impacts.

The analysis relies on data and projections contained in the most recent planning and technical documents prepared by relevant service providers and guidelines, and the Zero Waste Marin Countywide Integrated Waste Management Plan. For solid waste, the analysis considers projected increases in population and development at General Plan buildout (see Table 2.0-4) and applies generation rates for residential and nonresidential uses consistent with CalRecycle's Estimated Solid Waste Generation Rates (2023) and local franchise data from Marin Sanitary Service. The evaluation accounts for the Town's participation in Zero Waste Marin, compliance with State diversion mandates under AB 939, AB 341, AB 1826, and SB 1383, and the operational capacity and permitted life of the Redwood Landfill, which serves the Town and surrounding jurisdictions.

The Town's adopted and General Plan 2045 policies and actions related to utilities and resource conservation were reviewed to determine how they support ongoing compliance with State and regional service standards and minimize the need for new infrastructure. Because this is a program-

level EIR, the analysis is generally qualitative and based on known capacity thresholds, planning assumptions. Subsequent project-level CEQA reviews will provide quantitative analysis and mitigation for individual developments, as appropriate.

GENERAL PLAN 2045 GOALS AND POLICIES

The following draft goals and policies from the General Plan 2045 are relevant to solid waste.

SUSTAINABILITY, CLIMATE CHANGE, AND RESILIENCY ELEMENT

Goal SU-B: Create a sustainable community that ensures residents may meet their own needs without compromising the needs of future generations.

Policy SU-B.1: Waste Diversion Targets. Strive to meet or exceed waste diversion and food recovery targets set by the State.

> **Action SU-B.1.a: Waste Reduction Programs.** Partner with Marin Sanitary Services and Zero Waste Marin to support implementation of commercial and organic waste diversion programs to meet SB 1383 requirements. Provide technical assistance and educational resources to business owners to help them understand and comply with State waste diversion and food recovery mandates.
>
> **Action SU-B.1.b: Business Waste Management Plans**. Require that businesses prepare and implement waste management plans to maximize recycling and food recovery and minimize disposal of organic waste where appropriate as a condition of approval of use permits.

Policy SU-B.2: Plastic Waste Reduction. Seek to reduce plastic waste pollution through legislation, education, and promoting alternatives.

> **Action SU-B.2.a: Single-Use Plastic Reduction.** Prohibit the sale of single-use plastic beverage bottles and explore opportunities to phase out use of all single-use plastics in Town buildings and at Town events. Provide more water refill stations in public places.
>
> **Action SU-B.2.b: Extended Producer Responsibility Legislation.** Support legislation that puts significant responsibility on manufacturers for the end-of-life management of their products and packaging to encourage design of more sustainable packaging and repairable or reusable products.

Policy SU-B.3: Municipal Waste Reduction. Maximize recycling, composting, reuse, waste reduction, and food recovery within municipal operations and at public parks and facilities.

> **Action SU-B.3.a: Recycling Facilities.** Provide sufficient recycling and composting bins for public and staff use. In public projects, design facilities and refuse storage areas to facilitate recycling.

Action SU-B.3.b: Environmentally Preferable Purchasing. Continue to give preference to purchasing products that are reusable, recyclable, made from recycled materials, and minimize packaging. Explore opportunities to expand the Town's purchasing policy to include consideration of lifecycle emissions and low carbon alternatives.

Policy SU-B.4: Local Food System. Support efforts to reduce greenhouse gas emissions from food production, transportation, and waste, and encourage practices that strengthen the sustainability and resilience of the local food system.

Action SU-B.4.a: Local Sourcing. Encourage businesses to source their products from local farms to reduce carbon emissions generated from food and material production and transportation.

Action SU-B.4.b: Regional Agriculture. Advocate for and support regional efforts to promote regenerative and climate-smart agricultural practices that enhance soil health, sequester carbon, and contribute to a sustainable local food system.

Policy SU-B.5: Sustainable Land Uses. Promote environmental sustainability and resilience through thoughtful land use planning and development review that addresses climate change, reduces carbon footprints, and manages resources responsibly.

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on the environment associated with Utilities if it would:

- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; and/or
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

IMPACTS AND MITIGATION MEASURES

Impact 3.15-6: General Plan implementation would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, and would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals (Less than Significant)

Solid-waste collection, recycling, and composting services in San Anselmo are provided by Marin Sanitary Service (MSS) under an exclusive franchise agreement with the Town. MSS collects refuse, recyclables, and organics, and transports materials to the Redwood Landfill in Novato, a Class III

facility owned and operated by Waste Management, Inc. The landfill has an estimated remaining capacity of approximately 20–26 million cubic yards and a permitted closure date beyond 2036.

The Town participates in Zero Waste Marin, a countywide joint-powers agency responsible for implementing the Integrated Waste Management Act of 1989 (AB 939), which first established the statewide 50 percent diversion goal. More recent State laws—AB 341 (Mandatory Commercial Recycling), AB 1826 (Mandatory Organics Recycling), and SB 1383 (Short-Lived Climate Pollutants: Organic Waste Methane Emissions Reductions)—require local jurisdictions to reduce landfill disposal of recyclables and organic materials and to recover edible food for human consumption. In addition, AB 1276 (2021) restricts single-use plastics and disposable food ware, and the CALGreen Building Code (Part 11, Title 24 CCR) mandates construction-and-demolition waste diversion of at least 65 percent.

At General Plan buildout (see Table 2.0-4), approximately 5,356 additional residents and 752,133 square feet of non-residential space would be accommodated. Assuming an average generation rate of six pounds of solid waste per resident per day, the Town's growth would result in roughly 16 tons per day (about 5,800 tons per year) of new waste—well within existing and permitted landfill capacity of the Redwood Landfill's permitted daily throughput (3,500 tons per day). However with a potential closure date prior to the buildout of the General Plan (2045). In 2019, the Potrero Hills Landfill accepted approximately 42 percent (or 93,172 tons) of the solid waste generated in the Zero Waste Marin service area. The landfill is operated by Waste Connections Company and is located on a 526-acre site at 3675 Potrero Hills Lane, a few miles south of Suisun City in the hills of Suisun Marsh in Solano County. A compost facility and a landfill-gas-to-energy plant is also operated at this site. The landfill has a maximum permitted throughput of 4,330 tons/day and a remaining capacity of 13,872,000 tons. The Potrero Hills Landfill is designed to continue accepting waste until maximum permitted topographic elevations are achieved, with the site projected to remain open until 2047 based on its most recent Status Impact Report. Any change in the projected closure date will be addressed in future amendments to the joint technical document addressing facility operations and closure. Additionally, as shown preciously in Table 3.15-12 many other area landfills also currently accepted waste from the Zero Waste Marin's service area.

The General Plan 2045 strengthens solid-waste management through a comprehensive suite of new sustainability policies that reduce waste generation at the source, and expand diversion. Under Policy SU-B.1 (Waste Diversion Targets), the Town will strive to meet or exceed State waste-diversion and food-recovery goals. Action SU-B.1.a directs the Town to partner with Marin Sanitary Service and Zero Waste Marin to implement commercial and organic-waste diversion programs that satisfy SB 1383 mandates. Through this action, the Town will also provide educational outreach and technical assistance to help business owners understand and comply with State food-recovery and waste-reduction requirements. In addition, Action SU-B.1.b requires that businesses prepare and implement waste-management plans that maximize recycling and food recovery as a condition of approval for new or expanded uses. These actions directly reduce the amount of solid waste generated within the community and ensure that commercial activities contribute to meeting statewide diversion targets. Policy SU-B.2 (Plastic Waste Reduction) commits the Town to reducing plastic pollution through both legislative initiatives and public education. To advance this goal,

Action SU-B.2.a prohibits the sale of single-use plastic beverage bottles, encourages the installation of water refill stations in public places, and explores opportunities to phase out single-use plastics in Town buildings and at public events. Furthermore, Action SU-B.2.b supports extended-producer-responsibility legislation that shifts end-of-life product management costs to manufacturers, encouraging the design of repairable, reusable, or recyclable products and packaging. These actions minimize upstream waste generation and reduce the long-term volume of non-biodegradable materials entering the waste stream.

The General Plan also addresses waste reduction in municipal operations. Policy SU-B.3 (Municipal Waste Reduction) directs the Town to maximize recycling, composting, reuse, and food recovery at Town facilities and parks. Action SU-B.3.a requires that all public projects include sufficient recycling and composting bins for both public and staff use, and that refuse-storage areas be designed to facilitate waste separation. Action SU-B.3.b continues and expands the Town's environmentally preferable purchasing policy, prioritizing products that are reusable, recyclable, and made from recycled materials while minimizing packaging and considering lifecycle greenhouse-gas emissions. Implementation of these measures will reduce waste generation associated with public operations and construction.

Finally, Policy SU-B.4 (Local Food System) links waste reduction to climate action by encouraging sustainable food production and distribution. Action SU-B.4.a directs the Town to encourage businesses to source food and materials locally to reduce emissions from transportation and minimize packaging waste. Action SU-B.4.b supports regional efforts promoting regenerative and climate-smart agricultural practices that enhance soil health, sequester carbon, and reduce organic waste generation.

These solid-waste policies operate in conjunction with *Policy PR-C.2* (Sustainable Design and Operations) and *Policy PR-A.3.b* (Sustainable Park Operations and Design), which require the Town to integrate waste-reduction principles and recycling infrastructure into the design and operation of all public facilities. Together, they ensure that both municipal and private development projects contribute to regional zero-waste objectives and State regulatory compliance.

Future improvements to local waste-handling infrastructure—such as upgrades to recycling facilities or installation of additional public collection bins—would occur within developed areas. Any temporary effects from construction (noise, air emissions, or traffic) would be minor and evaluated through project-level CEQA review. No new landfill or major disposal facility expansion are proposed at this time or would be anticipated.

Implementation of the San Anselmo General Plan 2045 would continue to comply with State and local solid-waste regulations, including SB 1383 organics-diversion and food-recovery mandates, and would not exceed available landfill capacity. Through proactive implementation of Policies SU-B.1 through SU-B.4, the Town will expand recycling, composting, and source-reduction programs. These measures substantially reduce solid-waste generation and ensure long-term consistency with Marin County's Zero Waste goals. Therefore, this impact would be **less than significant**.

Impact 3.15-7: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts to utilities and service systems. (Less than Significant)

Cumulative development across Marin County—including the cities and towns of Fairfax, Larkspur, Corte Madera, San Rafael, Ross, and unincorporated areas—will incrementally increase demand for water supply, wastewater treatment, stormwater management, and solid waste disposal services through 2045. Growth projections used in regional infrastructure planning documents, including Plan Bay Area 2050+ and the Marin Countywide Plan (2020), encompass the modest level of additional population and employment growth expected within San Anselmo under the General Plan 2045. The cumulative analysis therefore considers the incremental contribution of San Anselmo's General Plan to regional utility systems and infrastructure networks.

CUMULATIVE WATER SUPPLY

Marin Water's 2020 Urban Water Management Plan (UWMP, updated 2024) includes demand projections for all ten municipalities within its service area based on ABAG's regional growth forecasts. The UWMP demonstrates that even under single-dry and multiple-dry-year conditions, water supplies remain sufficient to meet regional demand through 2045, accounting for local climate variability, drought contingency planning, and conservation measures.

The Town's *Policy PR-C.8* requires continued coordination with Marin Water to ensure reliability and conservation, while *Policy PR-C.2* and *Action PR-C.9.a* promote energy-efficient and renewable backup systems at critical water facilities. Because cumulative water-supply planning accounts for projected future growth and these documents are periodically updated to include future population and growth and drought contingency strategies, San Anselmo's contribution to cumulative water-supply impacts would not be cumulatively considerable. Cumulative water supply impacts would be **less than significant**.

CUMULATIVE WASTEWATER

The Ross Valley Sanitary District (RVSD) and Central Marin Sanitation Agency (CMSA) operate an integrated wastewater collection and treatment system serving San Anselmo, Fairfax, Larkspur, and portions of unincorporated Marin County. CMSA's *Ten-Year Capital Improvement Plan (2022)* identifies ongoing plant rehabilitation and capacity projects designed to maintain treatment efficiency and accommodate projected regional growth.

As development occurs in San Anselmo and the surrounding areas being served by conveyance and treatment infrastructure by RVSD and CMSA there will be an increased need for water treatment and wastewater services. To ensure capacity impacts are not considered cumulative significant and to ensure the ability to maintain and handle peak discharge flow while meeting State Regional Water Quality Control Board Standards as established in the current NPDES Permit, the timing of infrastructure and improvements would need to coincide with development levels and capacity needs. As described previously, the specific impacts of providing new and expanded facilities cannot be determined at this time, as the General Plan does not propose or approve development nor does it designate specific sites for new or expanded public facilities. RVSD's Sewer System Management Plan (2023) and CMSA's Ten-Year Capital Improvement Program include system upgrades and

reduction blending projects to maintain capacity and treatment efficiency. General plan Policy PR-C.11 directs continued coordination with RVSD to maintain high-quality wastewater facilities, and Policy PR-C.1 calls for proactive facility maintenance through the Town's CIP. As described above, the Town must coordinate with service providers and must also periodically review and update their applicable master plans, and as growth continues to occur within the Planning Area. Given that the General Plan 2045 does not approve development projects and does not propose capacity improvement projects the general plan is projected wastewater generation volumes associated with General Plan buildout in conjunction with other regional development is not anticipated to exceed the capacity of the wastewater treatment provider. these impacts are considered less than cumulatively considerable, and cumulative wastewater impacts would be **less than significant**.

CUMULATIVE STORMWATER AND FLOOD CONTROL

Cumulative development throughout Marin County will increase impervious surfaces and the need for improved drainage, particularly in the Ross Valley watershed, which includes San Anselmo, Fairfax, and unincorporated areas. Regional flood management planning is coordinated through the Marin County Flood Control and Water Conservation District (Zone 9), which implements projects such as the San Anselmo Flood Risk Reduction Project and creek restoration efforts designed to reduce flooding and enhance habitat.

San Anselmo's contribution to regional runoff is limited due to its small geographic area and predominantly built-out character. The Town's Safety Element Goal S-D and associated policies—*S-D.1 through S-D.5*—commit to minimizing flood risks through floodplain development limits, maintenance of participation in the National Flood Insurance Program (NFIP), and the use of nature-based and hydrologic solutions to manage runoff (*Actions S-D.2.d and S-D.3.b*). In addition, *Policy PR-C.7* directs the Town to monitor and pursue improvements to the storm drainage system, while *Action PR-C.1.a* ensures ongoing maintenance and prioritization of drainage projects in the Town's Capital Improvement Plan.

Because the Town's development is primarily infill and would be required to incorporate Low Impact Development (LID) practices under the Marin County Stormwater Pollution Prevention Program (MCSTOPPP), its incremental contribution to cumulative hydrologic impacts would not be considerable. Moreover, regional coordination through *Policies S-D.4.a through S-D.4.d* ensures collaborative flood management across jurisdictions. As such these Cumulative Stormwater Impact would be **less than significant.**

CUMULATIVE SOLID WASTE

Countywide, solid-waste management is coordinated through Zero Waste Marin, which has established diversion programs and landfill capacity planning for all participating jurisdictions. The Redwood Landfill in Novato, which serves all of Marin County, has sufficient capacity to at least 2036 and operates under a Solid Waste Facility Permit issued by CalRecycle and the Regional Water Quality Control Board. With a potential closure date prior to the buildout of the General Plan (2045). The Potrero Hills Landfill also accepts solid waste generated in the Zero Waste Marin service area. The Potrero Hills Landfill is designed to continue accepting waste until maximum permitted topographic elevations are achieved, with the site projected to remain open until 2047 based on its

most recent Status Impact Report. Any change in the projected closure date will be addressed in future amendments to the joint technical document addressing facility operations and closure. Additionally, as shown preciously in Table 3.15-12 other area landfills also currently accepted waste from the Zero Waste Marin service area.

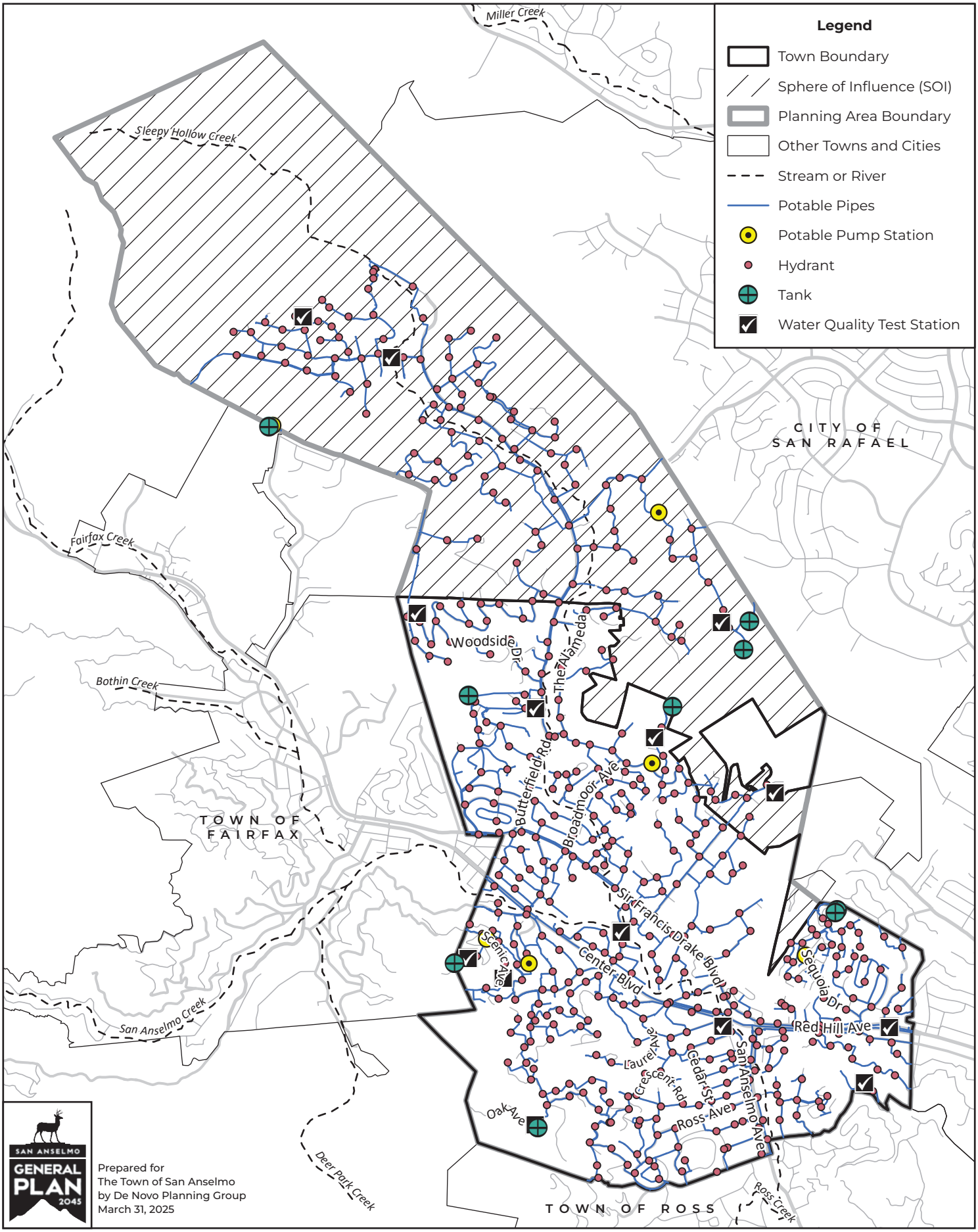
San Anselmo's modest population increase would generate only a small fraction of countywide waste volumes and would not, by itself, necessitate new landfill facilities. The Town's General Plan includes robust waste-reduction measures that extend well beyond state minimums. For instance, *Policy SU-B.1 (Waste Diversion Targets)* requires the Town to meet or exceed state waste-diversion and food-recovery goals, while *Action SU-B.1.a* directs partnership with MSS and Zero Waste Marin to implement commercial and organic waste diversion programs in compliance with SB 1383. Additionally, *Action SU-B.1.b* requires business waste-management plans to ensure recycling and food recovery are integral to commercial operations.

Collectively, these measures ensure that San Anselmo's contribution to regional waste generation remains minimal and consistent with Zero Waste Marin's diversion targets. as such Cumulative Impact related to solid waste would be less than cumulatively considerable and are considered **less than significant.**

CUMULATIVE CONCLUSION

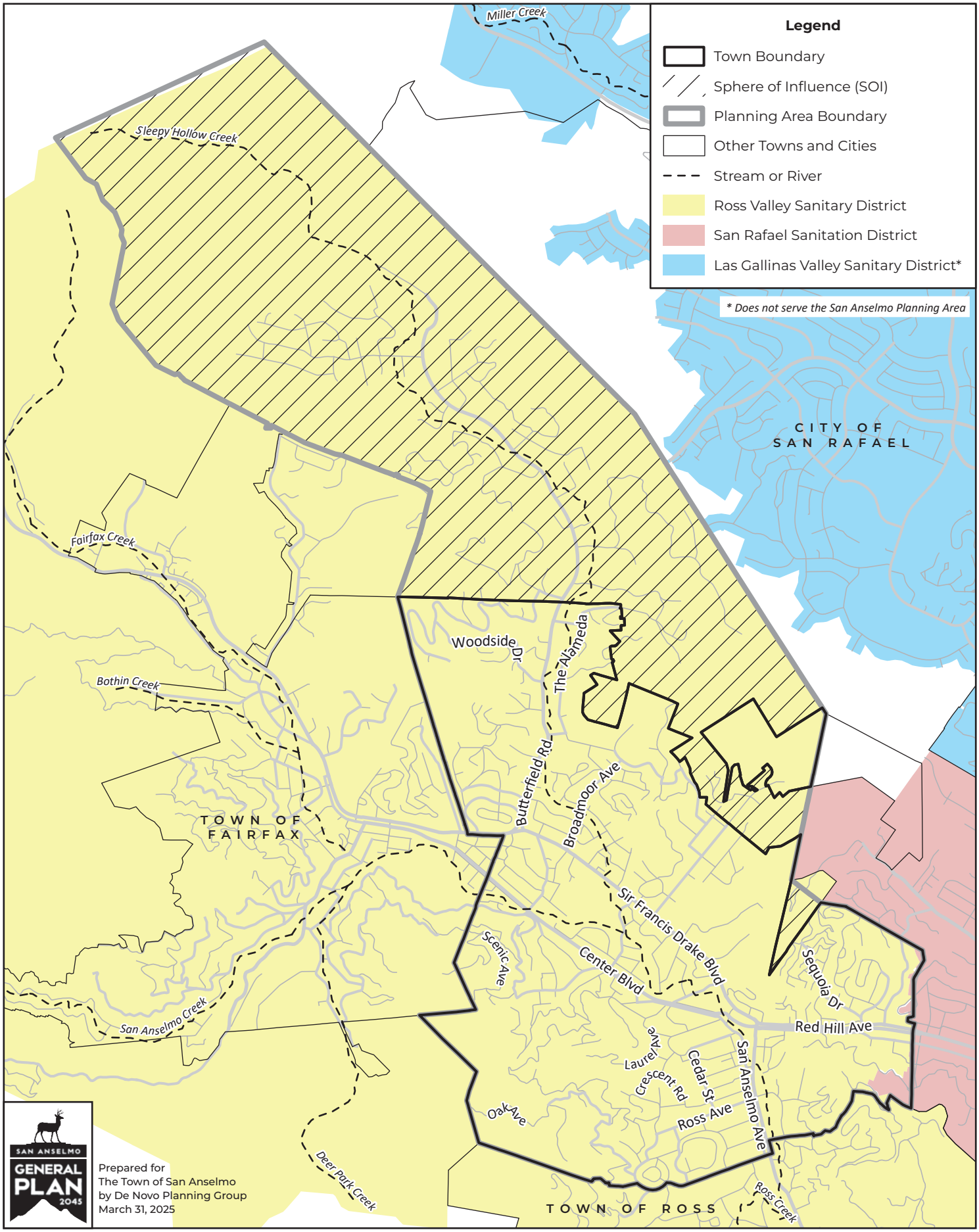
As described through this chapter, regional service providers responsible for water, wastewater, stormwater, solid waste, have incorporated growth for their respective service areas through their long range planning documents such as Master Plans and improvement plans. Although the development capacity under the General Plan 2045 buildout reflects the Town's long-term buildout potential, this growth would occur gradually over several decades as individual projects are proposed, reviewed, and approved. Implementation of new housing units, nonresidential development, and supporting infrastructure will depend on market conditions, available funding, and local and regional planning priorities. As such, utility demand and infrastructure needs will evolve incrementally rather than all at once. The Town and its service providers—Marin Water, Ross Valley Sanitary District, Central Marin Sanitation Agency, and Marin Sanitary Service—will continue to periodically update their master plans, Urban Water Management Plans, and Capital Improvement Programs to reflect actual development trends and regulatory requirements. Each future development project will undergo site-specific review under CEQA and local permitting processes to verify the adequacy of utility and service systems at the time of project approval. Implementation of the San Anselmo General Plan 2045 would not result in substantial new demands beyond these forecasts, nor would it induce regional population growth inconsistent with adopted land-use plans.

The Town's policies described throughout this chapter ensure that public infrastructure and private development projects maintain coordination with service providers, integrate sustainability practices, and comply with state and federal regulations. Through these policies, the Town contributes to region-wide resource efficiency, climate resilience, and waste objectives. Therefore, cumulative impacts to utilities and service systems would be **less than significant**.



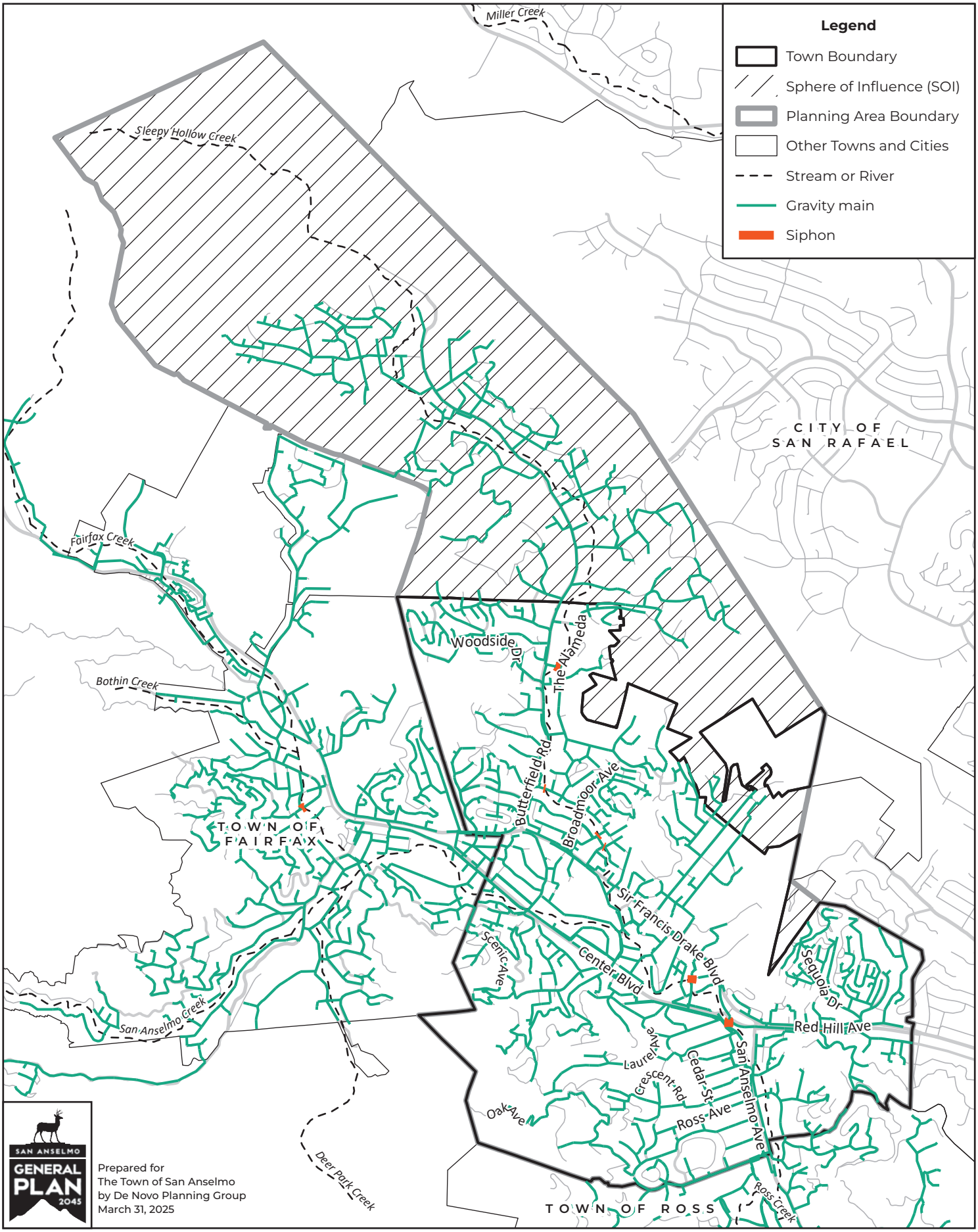
Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: Marin Municipal Water District.

Figure 3.15-1.
MARIN WATER FACILITIES MAP



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: Marin County GIS.

Figure 3.15-2.
WASTEWATER SERVICE PROVIDERS MAP



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Sources: MarinMap/Ross Valley Sanitation District

Figure 3.15-3.
WASTEWATER INFRASTRUCTURE AND FACILITIES

This section provides a background discussion of the hazards associated with wildfires in the Town of San Anselmo. The discussion of fire suppression resources is located within Section 3.13, Public Services and Recreation, of this report.

No comments were received during the NOP comment period regarding this environmental topic (Appendix A).

3.16.1. ENVIRONMENTAL SETTING

FIRE HAZARD SEVERITY ZONES

The state has charged the California Department of Forestry and Fire Protection (CAL FIRE) with the identification of Fire Hazard Severity Zones (FHSZ) within State Responsibility Areas (SRAs). In addition, CAL FIRE must classify Very High Fire Hazard Severity Zones (VHFHSZs) identified within any Local Responsibility Areas (LRAs). The FHSZ maps are used by the State Fire Marshall as a basis for the adoption of applicable building code standards. **Figure 3.16-1** illustrates the FHSZs and Responsibility Areas.

As shown in Figure 3.16-1, all lands within the San Anselmo Town Boundary are located within a Local Responsibility Area and have Low and Moderate hazard areas mapped by CAL FIRE. The Sphere of Influence (included within the county of Marin) is located in an SRA and includes small areas of high fire hazard areas, although all areas adjacent to the Town Limits include only areas of Moderate Fire Hazard Severity Zones mapped by CAL FIRE SRA maps.

FIRE THREAT AREAS

CAL FIRE's Fire Threat Model identifies fire threats using fuel rank, which is a ranking system developed by CAL FIRE to identify areas in the California Fire Plan where large catastrophic fires are most likely. Fuel rank incorporates multiple wildfire factors: surface rank, ladder index, and crown index. These factors are described below:

- **Surface Rank:** The surface ranking system, developed by CAL FIRE, reflects the quantity and burn characteristics of the fuels and the topography in a given area. Surface rank is organized into three categories and created through a combination of fuel models and slope data, as described below:
    - **Fuel Model**: A fuel model categorizes fuels based on burn characteristics. The U.S. Forest Service has developed a series of fuel models to help predict fire behavior.
    - **Slope**: Slope is an important contributor to fire hazard levels. Slopes are categorized into six ranges: 0-10 percent, 11-25 percent, 26-40 percent, 41-55 percent, 56-75 percent, and >75 percent.
- **Ladder Index**: The ladder index is the distance from the ground to the lowest leafy vegetation for tree and plant species.
- **Crown Index**: The crown index reflects the quantity of leafy vegetation present within individual specimens of a given species.

The combination of surface rank, ladder index, and crown index generate a comprehensive fuel rank that characterizes fire probability and behaviors. This fuel rank is categorized as medium, high, or

very high. The fuel rank data is used to delineate fire threat, which is divided into five classes ranging from low to extreme in the Fire Threat Model. As a result, the Fire Threat Model displays discrete regions, which reflect fire probability and predicted fire behavior.

As shown in **Figure 3.16-2**, the Planning Area primarily contains areas with "moderate" and "high" fire threats. The "low" fire threat level and two highest fire threat levels, "very high" and "extreme", are not mapped within or adjacent to the Planning Area. "High" fire threats are located in the northern and eastern portions of the Planning Area, where there tends to be a greater amount of combustible vegetation and steeper slopes. "Moderate" fire threats are located in the hillside areas of the Planning Area.

3.16.2. REGULATORY SETTING

FEDERAL

FY 2001 Appropriations Act

Title IV of the Appropriations Act required the identification of "Urban Wildland Interface Communities in the Vicinity of Federal Lands that are at High Risk from Wildfire" by the U.S. Departments of the Interior and Agriculture.

Disaster Mitigation Act (2000)

Section 104 of the Disaster Mitigation Act of 2000 (Public Law 106-390) enacted Section 322, Mitigation Planning of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, which created incentives for state and local entities to coordinate hazard mitigation planning and implementation efforts and is an important source of funding for fuels mitigation efforts through hazard mitigation grants.

National Incident Management System (NIMS)

NIMS is administered through the Marin Operational Area Emergency Operations Plan provides a systematic, proactive approach to guide government agencies, nongovernmental organizations, and the private sector to work together to prevent, respond to, recover from, and mitigate the effects of incidents, regardless of cause, size, location, or complexity, in order to reduce the loss of life and property and harm to the environment. NIMS improves the ability to prepare for and respond to potential incidents and hazard scenarios.

National Fire Plan (NFP) 2000

The summer of 2000 marked a historic milestone in wildland fire records for the United States. Dry conditions across the western United States led to destructive wildfire events on an estimated 7.2 million acres, nearly double the 10-year average. Costs in damages including fire suppression activities were approximately 2.1 billion dollars. Congressional direction called for substantial new appropriations for wildland fire management. This resulted in action plans, interagency strategies, and the Western Governor's Association's "A Collaborative Approach for Reducing Wildland Fire Risks to Communities and the Environment – A 10-Year Comprehensive Strategy - Implementation

Plan", which collectively became known as the National Fire Plan. This plan places a priority on collaborative work within communities to reduce their risk from large-scale wildfires.

Healthy Forest Initiative 2002/Healthy Forest Restoration Act 2003

In August 2002, the Healthy Forests Initiative (HFI) was launched with the intent to reduce the severe wildfires risks that threaten people, communities, and the environment. Congress then passed the Healthy Forests Restoration Act (HFRA) on December 3, 2003, to provide the additional administrative tools needed to implement the HFI. The HFRA strengthened efforts to restore healthy forest conditions near communities by authorizing measures such as expedited environmental assessments for hazardous fuels projects on federal land. This HFRA emphasized the need for federal agencies to work collaboratively with communities in developing hazardous fuel reduction projects and places priority on fuel treatments identified by communities themselves in their Community Wildfire Protection Plans.

Department of the Interior Department Manual Part 620

Wildland Fire Management, Part 620 of the Department of the Interior Departmental Manual, pertains to wildland fire management policies, with the goal of providing an integrated approach to wildland fire management. The guiding principles of the plan emphasize the need for public health and safety considerations, risk management protocols, inter-agency collaboration, and economic feasibility of wildfire management practices, as well as the ecological role of wildfires.

STATE

California Strategic Fire Plan

This statewide plan is a strategic document, which guides fire policy for much of California. The plan is aimed at reducing wildfire risk through pre-fire mitigation efforts tailored to local areas through assessments of fuels, hazards, and risks.

California State Multi-Hazard Mitigation Plan

The purpose of the State Multi-Hazard Mitigation Plan (SHMP) is to significantly reduce deaths, injuries, and other losses attributed to natural- and human-caused hazards in California. The SHMP provides guidance for hazard mitigation activities emphasizing partnerships among local, state, and federal agencies as well as the private sector.

California Government Code Section 65302

This section, which establishes standards for developing and updating General Plans, includes fire hazard assessment and Safety Element content requirements. This section describes that a Safety Element shall include protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence; liquefaction; and other seismic hazards, identified pursuant to Chapter 7.8 (commencing with Section 2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body;

flooding; and wildland and urban fires. The Safety Element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, military installations, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.

The Safety Element is also required to:

- Identify information regarding flood hazards;
- Establish a set of comprehensive goals, policies, and objectives for the protection of the community from the unreasonable risks of flooding;
- Establish a set of feasible implementation measures designed to carry out the applicable goals, policies, and objectives;
- Be reviewed and updated as necessary to address the risk of fire for land classified as state responsibility areas and land classified as very high fire hazard severity zones;

Be reviewed and updated as necessary to address climate adaptation and resiliency strategies applicable to the city or county.

California Public Resource Code

The State's Fire Safe Regulations are set forth in Public Resources Code Section 4290, which include the establishment of SRAs. An SRA is the area where the State of California is financially responsible for the prevention and suppression of wildfires. An SRA does not include lands within Town boundaries or in federal ownership. Areas in federal ownership are under Federal Responsibility Areas (FRA), and areas within city/town boundaries are included in LRAs.

Public Resources Code Section 4291 sets forth defensible space requirements, which are applicable to anyone that …owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered with flammable material (Section 4291(a)). These requirements include:

- Maintenance of defensible space of 100 feet from each side and from the front and rear of the structure, not beyond the property line except as required by state law, local ordinance, rule, or regulation;
- An insurance company that insures an occupied dwelling or occupied structure may require a greater distance than that required under paragraph (1) if a fire expert, designated by the director, provides findings that the clearing is necessary to significantly reduce the risk of transmission of flame or heat sufficient to ignite the structure, and there is no other feasible mitigation measure possible to reduce the risk of ignition or spread of wildfire to the structure.
- Removal of the portion of a tree that extends within 10 feet of the outlet of a chimney or stovepipe;
- Maintenance of a tree, shrub, or other plant adjacent to or overhanging a building free of dead or dying wood;
- Maintenance of the roof of a structure free of leaves, needles, or other vegetative materials;

- Prior to constructing a new building or structure or rebuilding a building or structure damaged by a fire in an area subject to this section, the construction or rebuilding of which requires a building permit, the owner shall obtain a certification from the local building official that the dwelling or structure, as proposed to be built, complies with all applicable state and local building standards.

Assembly Bill 337

Per AB 337 (1992), local fire prevention authorities and the California Department of Forestry and Fire Protection (CALFIRE) are required to identify "Very High Fire Hazard Severity Zones (VHFHSZ) in Local Responsibility Areas (LRA). Standards related to brush clearance and the use of fire-resistant materials in fire hazard severity zones are also established.

Assembly Bill 38

AB 38 (2021) mandates that sellers of residential real property located in high or very high fire hazard severity zones provide explicit disclosures to buyers regarding the property's compliance with local and state defensible space laws. To facilitate this consumer transparency, the statute requires sellers to provide documentation—such as a recent inspection report from a local fire agency or CAL FIRE—proving that the property meets vegetation clearance standards. If a property is not in compliance at the time of the sale, the law permits the buyer and seller to enter into a formal agreement stating that the buyer will accept responsibility for curing the defensible space deficiencies within a specified timeframe after closing escrow.

Assembly Bill 3074

AB 3074 (2020) expands California's existing 100-foot defensible space framework by establishing a strict, new "Ember-Resistant Zone" (Zone 0) that encompasses the first 5 feet of ground immediately surrounding any structure. This regulation requires the total removal of organic materials, bark mulch, wood piles, and combustible vegetation within this critical perimeter to prevent wind-blown firebrands from igniting the building's exterior. This requirement applies to all properties located within High and Very High Fire Hazard Severity Zones, making it directly relevant to wildland-urban interface (WUI) development and property management in hillside neighborhoods like San Anselmo.

Assembly Bill 2238

AB 2238 (2022) strengthens municipal land-use planning by requiring local jurisdictions to update the Safety Elements of their General Plans to incorporate advanced fire hazard assessments. Municipalities must utilize the most up-to-date CAL FIRE Fire Hazard Severity Zone maps, localized risk assessment metrics, and historical wildfire data to guide their future housing and infrastructure approvals. This statute directly influences the legal adequacy of the Town of San Anselmo's local Safety Element analysis, forcing local planners to align zoning and development maps with modern climate and wildfire projections.

Senate Bill 63

SB 63 (2021) expands California's wildland fire prevention infrastructure by directing CAL FIRE to develop and implement a comprehensive, five-year statewide strategy focused on forest health and large-scale fuel reduction programs. The statute enhances regional fire safety by identifying priority areas for clearing hazardous vegetation, expanding the state's prescribed burn programs, and easing regulatory hurdles for community fire-break projects. Additionally, the law provides financial backing for local agencies to expand their wildfire prevention workforces and increases technical support for property owners striving to meet state clearing mandates.

California Fire Code

The California Fire Code establishes standards related to the design, construction, and maintenance of buildings. The standards set forth in the California Fire Code range from designing for access by firefighters and equipment and minimum requirements for automatic sprinklers and fire hydrants to the appropriate storage and use of combustible materials.

California Building Code Chapter 7A

Chapter 7A of the CBC establishes strict, mandatory construction standards for new buildings, major additions, and alterations located within designated Wildland-Urban Interface (WUI) areas. This regulatory framework mitigates structural vulnerability by requiring the use of ignition-resistant and noncombustible materials for high-risk exterior components, including walls, roofs, decks, and eaves. Furthermore, Chapter 7A enforces specialized design specifications for attic and under-floor vents, mandating ember-resistant mesh screens to prevent wind-driven firebrands from penetrating the building envelope and destroying the home from the inside out.

California Code of Regulations Title 8

In accordance with California Code of Regulations Title 8, Sections 1270 and 6773 (*Fire Prevention* and *Fire Protection and Fire Equipment*), the Occupational Safety and Health Administration (Cal OSHA) establishes fire suppression service standards. The standards range from fire hose size requirements to the design of emergency access roads.

California Code of Regulations Title 14 (Natural Resources)

Division 1.5 (Department of Forestry and Fire Protection), Title 14 of the CCR establishes a variety of wildfire preparedness, prevention, and response regulations.

California Code of Regulations Title 19 (Public Safety)

Title 19 of the CCR establishes a variety of emergency fire response, fire prevention, and construction and construction materials standards.

California Code of Regulations Title 24 (CA Building Standards Code)

The California Fire Code is set forth in Part 9 of the Building Standards Code. The California Fire Code, which is pre-assembled with the International Fire Code by the International Code Council, contains fire-safety building standards referenced in other parts of Title 24.

California Health and Safety Code and UBC Section 13000 et seq.

State fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code, which is divided into "Fires and Fire Protection" and "Buildings Used by the Public." The regulations provide for the enforcement of the California Fire Code and mandate the abatement of fire hazards. The Health and Safety Code establishes broadly applicable regulations, such as standards for buildings and fire protection devices, in addition to regulations for specific land uses, like as childcare facilities and high-rise structures.

California Public Utilities Code Section 8367 et seq.

State regulations relating to wildfire mitigation are set forth in Section 8387 of the California Public Utilities Code. The regulations provide that each local publicly owned electric utility and electrical cooperative shall construct, maintain, and operate its electrical lines and equipment in a manner that will minimize the risk of wildfire posed by those electrical lines and equipment. The local publicly owned electric utility or electrical cooperative is also required to prepare a wildfire mitigation plan.

LOCAL

Marin County Community Wildfire Protection Plan (CWPP)

The Marin County Community Wildfire Protection Plan (CWPP) serves as a comprehensive, data-driven framework that utilizes granular geographic information system (GIS) mapping and fire behavior modeling to systematically address wildfire risk across the county's wildland-urban interface (WUI). Developed collaboratively by the Marin Wildfire Prevention Authority (MWPA), local fire departments, and land management agencies, the plan establishes clear countywide priorities for vegetation management, public evacuation routing, structural home hardening, and emergency alerting. Rather than treating wildfire risk uniformly, the CWPP breaks the county down into distinct neighborhood-level evacuation zones. This structural approach allows regional stakeholders to dynamically track mitigation progress and strategically deploy tax funding where it will most effectively lower structural ignitability and protect civilian lives.

For the Town of San Anselmo, the CWPP directly dictates specialized, actionable hazard reduction strategies tailored to its local geography:

- **The San Rafael-San Anselmo Fuel Reduction Zone**: The CWPP heavily prioritizes a massive, multi-agency initiative known as the San Rafael-San Anselmo Fuel Reduction Zone Project (formerly the Ridgewood Shaded Fuel Break). This joint effort involves the Ross Valley Fire Department, the Town of San Anselmo, and Marin County Parks to actively thin out dense stands of highly volatile, non-native invasive eucalyptus trees. By removing these hazardous fuels along the critical ridgeline dividing San Anselmo from San Rafael, the project creates a strategic fuel break designed to drop intense canopy fires back down to the ground before they can advance into central Marin communities.

- **Sorich Ranch and San Francisco Boulevard WUI Initiatives**: Because the steep, densely vegetated hills of the Sorich Ranch and San Francisco Boulevard neighborhoods present high ember-ignition risks, they are designated as priority assessment zones under the plan's umbrella. Local fire departments use the CWPP's framework to conduct targeted, street-by-street parcel evaluations. These inspections provide property owners with detailed wildfire risk reports outlining mandatory vegetation clearing and home-hardening actions necessary to prevent home-to-home fire transmission.

- **Evacuation Routes and Defensible Space Enforcements**: The CWPP's neighborhood-level mapping guides the Ross Valley Fire Department in optimizing the narrow, winding escape routes leading down from San Anselmo's hillsides. By combining these evacuation safety metrics with strict local defensible space ordinances, the plan ensures that roadside brush is heavily cleared, maintaining visible and passable corridors for both fleeing residents and arriving emergency apparatuses during a crisis.

Existing Town of San Anselmo General Plan

The current Town of San Anselmo General Plan identifies the following goals, policies, and actions related to fire:

Conservation Element

Policy 7: Construction shall be located and designed to avoid or minimize the hazards from earthquake, erosion, landslides, floods, fire, and accidents.

Policy 10: Projects shall not overburden the water supply, fire protection, waste disposal, schools, traffic and circulation, or other services and facilities, or adversely affect the financial or social environment of the community.

Policy N1: Fire Hazard: In areas which lack sufficient water pressure, and/or access for fire-fighting equipment, or areas which have a concentration of inflammable materials the development review process should require proper remedial measures as a condition of approval.

Land Use Element

Policy 13.1: To encourage the Fire District to require sprinkler systems in new residential buildings which the Water District cannot supply with the ISO recommended fire flow.

Policy 14.1: To prohibit on street parking on public and private roadways which, due to their width or circuitous routing, create problems for fire equipment access.

Policy 14.2: To prohibit the use of combustible roofing materials in residential areas that have a high wildfire potential (e.g., hillside and ridge areas).

Open Space Element

Policy 4.9: Access to fire roads will be provided to bicycles under conditions similar to those imposed by Marin Municipal Water District.

Public Facilities Element

Policy 12.1: To work with the special districts that provide water, sewer, and fire protection services in order to maintain and improve upon the present level of service.

Policy 12.2: To require all new development within the Town to be served by the public fire protection system and, where feasible, the public water and sewer system.

Policy 13.1: To encourage the Fire District to require sprinkler systems in new residential buildings which the Water District cannot supply with the ISO recommended fire flow.

Policy 14.1: To prohibit on street parking on public and private roadways which, due to their width or circuitous routing, create problems for fire equipment access.

Policy 14.2: To prohibit the use of combustible roofing materials in residential areas that have a high wildfire potential (e.g., hillside and ridge areas).

Safety Element

Goal S-5: Prepare and ready the community to respond to fire hazards.

Policy S-5.1: Ensure fuel modification activities and vegetation management techniques along creeks and steep slopes do not contribute to landslide and erosion hazards.

> **Action S-5.1a:** Require that vegetation management in fire-sensitive areas include thinning or replanting of vegetation with less flammable materials.
>
> **Action S-5.1b:** Prioritize the removal of non-native species.
>
> **Action S-5.1c:** Identify structural mitigations rather than vegetation management in the most sensitive areas.
>
> **Action S-5.1d:** Prepare a Biodiversity, Fire, and Fuels Integrated Plan (BFFIP) that describes actions necessary to minimize fire hazards and maximize ecological health in Town open space areas in compliance with the Marin County Community Wildfire Protection Plan.

Policy S-5.2: Encourage the formation of a community- and neighborhood-based approach to wildfire education and action through local Fire Safe Councils and the Fire Wise Program.

> **Action S-5.2a:** Engage with homeowners in the Wildland Urban Interface to prepare a wildfire action plan.

Policy S-5.3: Encourage the Fire Department to increase local patrolling during periods of high fire weather.

Policy S-5.4: Regularly re-evaluate specific fire hazard areas and adopt reasonable safety standards covering such elements as fuel modification around homes, adequacy of existing and future water supplies, fire flow tests, fire hydrants, routes or throughways for fire equipment access, clarity of addresses and street signs, and long-term maintenance.

Policy S-5.5: Enforce and update Town regulations, as needed, to maintain consistency with the California Building and Fire Codes and Ross Valley Fire Department Standards and best practices.

Action S-5.5a: Enforce and update Town regulations, as needed, to maintain consistency with the California Building Code and Ross Valley Fire Department requirements and best practices.

Action S-5.5b: Prior to the approval of any subdivision of lands in an area of high fire risk, the Town should review and approve the results of a study that includes at least the following topics:

- A description of the risk and the factors contributing to the risk.
- Actions should be taken to reduce the risk to an acceptable level.
- The costs and means of providing fire protection to the subdivision.
- An indication of who pays for the costs involved and who receives the benefits.

Action S-5.5c: Establish mitigations for properties in fire hazard areas with restricted and single points of access, including parking restrictions, and investigate the feasibility of establishing special assessment districts to improve road capacity and adequate water supply.

Policy S-5.6: Prohibit new public/critical facilities (schools, hospitals, fire stations, etc.) from being located in High and Very High Fire Hazard Severity Zones to the greatest extent feasible. If located in these areas, require adequate fire response and evacuation capabilities.

Policy S-5.7: Support fire prevention, public education, early detection programs, and property inspections to identify and avoid fire hazards.

Action S-5.7a: Implement fire control maintenance measures as needed on undeveloped private property, provide the necessary fire prevention improvements on properties that pose a significant public safety threat, and pass along incurred costs to property owners.

Action S-5.7b: Educate residents and businesses on the Town's vegetation management practices, including fire safety, landscaping installation and maintenance, and fire hazard reduction strategies.

Policy S-5.8: Require vegetation clearance and maintenance for all public and private roads and properties in the fire hazard areas.

Policy S-5.9: Allocate adequate funding for fuel breaks and other fire defense improvements on public property and require similar measures for private property in compliance with fire safe regulations.

Action S-5.9a: Continue to consider grazing in open space for grass/light fuel maintenance.

Policy S-5.10: Coordinate with owners of private water sources, such as swimming pools, in or adjacent to high fire risk areas for on-site fire protection use.

Policy S-5.11: Prioritize development in areas with sufficient water supply infrastructure and roadway capacity to provide adequate evacuation and emergency equipment access.

Policy S-5.12: Coordinate with Marin Municipal Water District to ensure adequate water supply and infrastructure for existing and future daily demands and firefighting suppression requirements.

Marin Wildfire Prevention Authority

The Marin Wildfire Prevention Authority (MWPA) is a collaborative agency formed to enhance wildfire preparedness and resilience across most of Marin County, including the Planning Area. Established by a Joint Powers Agreement in 2019, the MWPA's mission is to reduce wildfire risks through community engagement, resource management, and strategic planning. MWPA is funded by Measure C, a 10-year parcel tax approved by most Marin County voters in 2020 to fund proactive state-of-the-art wildfire prevention and preparedness efforts. Key programs include wildfire fuel reduction projects, public education initiatives, and emergency preparedness training. The MWPA operates under a governance structure that includes representatives from various Marin municipalities, fire agencies, and the Marin County Board of Supervisors, creating a comprehensive approach to wildfire mitigation that integrates local needs and regional resources. Through its efforts, the MWPA aims to foster a safer environment for residents while promoting sustainable land management practices.

Fire Safe Marin

Fire Safe Marin is a non-profit organization dedicated to creating a safe, fire-adapted community in Marin County, California. Fire Safe Marin is MWPA's key outreach and education partner and serves as MWPA's primary source of wildfire preparedness and risk reduction public education efforts. They offer a wide range of programs and resources, which promote wildfire safety preparedness, reduce fuel loads and fire hazards, build community cooperation, and encourage environmentally sound fire mitigation practices. Fire Safe Marin works in partnership with local and regional governments in Marin County, community groups/organizations, businesses, residents, and utility companies.[1]

3.16.3. IMPACTS AND MITIGATION MEASURES

METHODS OF ANALYSIS

The analysis of wildfire impacts in the Planning Area is based on a review of the San Anselmo General Plan 2045, relevant state and federal regulations, and technical data regarding fire hazard severity zones, fuel models, fire threat levels, and wildfire risk. Mapping and spatial analysis of CAL FIRE Fire Hazard Severity Zones, and local geography, geology, and topography were used to assess areas of potential exposure and exacerbation of wildfire. The evaluation also considered current development patterns, local drainage and slope characteristics, and emergency response capabilities. Policies were reviewed and evaluated for effectiveness by examining the General Plan's wildfire-specific goals, policies, and actions, including vegetation management, defensible space requirements, fire-resistant construction standards, and emergency preparedness and response measures. All conclusions are drawn in the context of compliance with the California Environmental

[1] Fire Safe Marin. About. Available: https://firesafemarin.org/about/. Accessed: May 26, 2026.

Quality Act (CEQA) significance criteria for wildfire hazards, and is consistent with state and local standards to reduce risk at the program level.

GENERAL PLAN 2045 GOALS AND POLICIES

The following draft goals and policies from the General Plan 2045 are relevant to Wildfire.

SAFETY ELEMENT

HAZARD MITIGATION, EMERGENCY PREPAREDNESS, RESPONSE, AND RECOVERY

Goal S-A Promote a culture of resilience and preparedness within San Anselmo where community members and businesses are informed, equipped, and prepared for natural and human-caused emergencies.

Policy S-A.1: Structural Hazards. Support efforts to reduce the number of structures subject to natural hazards.

> **Action S-A.1.a: Building Code Updates.** Regularly update building codes and regulations to address changing hazard conditions and requirements.

Policy S-A.2: Hazard Education. Increase education, outreach, and awareness of hazards and hazard mitigation, especially for vulnerable populations, including older adults, people with disabilities, lower-income households, and others who may face barriers to accessing information.

Policy S-A.3: Hazards in New Development. Encourage new development in locations that avoid or reduce exposure to hazards for future residents and users.

> **Action S-A.3.a: Essential Public Facilities.** Locate, when feasible, new essential public facilities outside of identified hazard areas, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities.

> **Action S-A.3.b: Public Facilities in Hazard Areas.** Identify appropriate construction methods to minimize damage to public facilities located within an identified hazard area.

Policy S-A.4: Resilient Utilities and Public Safety Services. Work with public utilities and special districts that provide water, sewer, fire protection, and public safety services in order to maintain and improve upon the present level of service and resiliency to natural hazards.

Policy S-A.5: Resilient Town Buildings. Require that Town-owned buildings are maintained to support their resilience in the face of natural disasters.

> **Action S-A.5.a: Resilient Public Facilities.** Maintain the structural and operational integrity of essential public facilities during hazard events.

Policy S-A.6: Agency Coordination. Increase cooperation and coordination among private entities, local agencies, special districts, State and federal agencies, and tribal organizations to improve service delivery and communication to the community.

Policy S-A.7: Staff Training. Ensure Town staff are adequately trained to implement State and local regulations designed to avoid loss of life, injury, and property damage from natural disasters.

> **Action S-A.7.a: Hazard Mitigation Program Review and Integration.** Conduct an annual review of hazard mitigation goals and strategies and integrate the findings into the annual budget, staffing allocations, and updates to the Capital Improvement Plan.

Policy S-A.8: Pedestrian Evacuation Routes. Support the development of pedestrian rights-of-way as temporary pathways to serve as additional evacuation routes for residents without access to private vehicles or with mobility limitations.

Policy S-A.9: Emergency Response and Evacuation Plans. Support the preparation, implementation, and regular update of local preparedness and evacuation plans, ensuring plans are accessible and responsive to the needs of diverse abilities, and promote multi-jurisdictional cooperation and communication for emergency situations.

Action S-A.9.a: Emergency Planning, Coordination and Training Program. Maintain and update the Town's Emergency Operations Plan (EOP) to ensure a clear chain of command and strong coordination with the Marin County Operational Area, and participate in regional emergency planning efforts, including updates to the Marin County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). Adopt each updated MJHMP to remain eligible for FEMA hazard mitigation funding and ensure the plan includes analysis of climate-related risks, identification of vulnerable assets and populations, and strategies to address their specific needs and strengthen community resilience.

Policy S-A.10: Post Disaster Recovery. Expand and enhance post disaster recovery strategies, prioritizing community resilience, sustainability, and equitable recovery for all residents.

> **Action S-A.10.a: Post Disaster Recovery Framework.** Develop an all-hazards Post Disaster Recovery Framework for use after a major incident or event that considers the needs of different segments of the community.

Policy S-A.11: Community Education. Educate community residents and businesses on emergency preparedness, response, evacuation procedures and mitigation strategies using accessible formats and inclusive communication methods.

> **Action S-A.11.a: Public Outreach.** Provide community outreach and education programs on a regular basis to keep residents informed about emergency procedures, shelters, safe refuge areas, and evacuation routes using multiple communication channels and accessible formats.

Policy S-A.12: Circulation System for Evacuations. Continue to study the Town's circulation network and emergency response capabilities to provide effective evacuations during an emergency for all residents, including those with limited mobility and transportation options.

Policy S-A.13: Property Identification. Identify properties through clear street naming and numbering systems for emergency response vehicles.

Policy S-A.14: Access Routes for New Development. Require all new developments and redevelopments to provide a minimum of two points of access by means of public roads that can be used for emergency vehicle response and evacuation purposes for residents and emergency responders.

Action S-A.14.a: Emergency Access Improvements and Roadway Standards. Evaluate and implement feasible emergency access improvements for existing and new development, including roadway widening, parking restrictions, vehicle pullouts, roadside clearance, and new or improved access routes, and require necessary upgrades during discretionary review when a nexus exists. For areas that do not meet minimum emergency access standards, assess targeted solutions such as hillside pullouts, limited on-street parking, enhanced clearance, or supplemental access routes, with improvements limited to property frontage where appropriate.

Policy S-A.15: Private Road Design. Ensure all private roads are designed and maintained to allow unrestricted emergency equipment and personnel access.

Policy S-A.16: Updated Evacuation Routes. Ensure all Town and Marin County transportation plans reflect updated evacuation routes, strategies, and data.

Policy S-A.17: Emergency Response Capability. Maintain a high level of emergency response capability to serve all members of the community effectively.

> **Action S-A.17.a: Budget for Emergency Services.** Account for current and future emergency service needs during annual budgeting cycles.
>
> **Action S-A.17.b: Emergency Service Priorities.** Periodically update the Town's priorities for future emergency service needs to reflect changing conditions and community needs.
>
> **Action S-A.17.c: Development Review.** Involve Fire and Police staff in the development review process to ensure development adequately addresses service levels, security concerns, and safety.

WILDLAND AND URBAN FIRES

Goal S-E Prepare and ready the community to respond to fire hazards.

Policy S-E.1: Vegetation Management along Creeks and Steep Slopes. Ensure fuel modification activities and vegetation management techniques along creeks and steep slopes do not contribute to landslide and erosion hazards.

Action S-E.1.a: Vegetation Management in Fire-Sensitive Areas. Require that vegetation management in fire-sensitive areas include thinning of high fuel vegetation or replanting vegetation with fire resistant plant materials.

Action S-E.1.b: Non-native Species. Prioritize the removal of non-native species.

Action S-E.1.c: Structural Mitigations. Identify structural mitigations rather than vegetation management in the most fire-sensitive areas (i.e., areas within the WUI), when feasible.

Action S-E.1.d: Biodiversity, Fire, and Fuels Integrated Plan. Prepare a Biodiversity, Fire, and Fuels Integrated Plan (BFFIP) that describes actions necessary to minimize fire hazards and maximize ecological health in Town open space areas in compliance with the Marin County Community Wildfire Protection Plan.

Policy S-E.2: Community- and Neighborhood-Based Approach. Encourage a community- and neighborhood-based approach to wildfire education and action through local Fire Safe Councils and the Fire Wise Program, supporting participation from a broad range of residents.

Action S-E.2.a: Wildfire Actions Plans. Engage with property owners and residents in the Wildland Urban Interface to prepare a wildfire action plan.

Policy S-E.3: Fire Patrolling. Encourage the Fire Department to increase local patrolling during periods of high fire weather.

Policy S-E.4: Safety Standards in Fire Hazard Areas. Regularly re-evaluate specific fire hazard areas and adopt reasonable safety standards covering such elements as fuel modification around homes, adequacy of existing and future water supplies, fire flow tests, fire hydrants, routes or throughways for fire equipment access, clarity of addresses and street signs, and long-term maintenance.

Policy S-E.5: Code Consistency. Maintain consistency with the California Building and Fire Codes and Ross Valley Fire Department Standards and best practices.

Action S-E.5.a: Fire Code Consistency and Development Review Requirements. Maintain and enforce Town regulations to remain consistent with the California Building Code and Ross Valley Fire Department requirements and require fire risk analysis and appropriate mitigation measures for subdivisions and development in high fire hazard areas. Prior to approving any subdivision in these areas, review and approve a fire risk study that identifies contributing risk factors, recommended mitigation actions, the costs and means of providing fire protection, and the parties responsible for funding and benefiting from these measures.

Action S-E.5.b: Properties with Limited Access. Establish mitigations for properties in fire hazard areas with restricted and single points of access, including parking restrictions, and investigate the feasibility of establishing special assessment districts to improve road capacity and adequate water supply.

Policy S-E.6: Public Facilities in High and Very High Fire Severity Zones. Prohibit new public/critical facilities (schools, hospitals, fire stations, etc.) from being located in High and Very High Fire Hazard Severity Zones to the greatest extent feasible. If located in these areas, require adequate fire response and evacuation capabilities.

Policy S-E.7: Fire Prevention Programs. Support fire prevention, public education, early detection programs, and property inspections to identify and reduce fire hazards, using accessible formats and community methods.

> **Action S-E.7.a: Property Maintenance for Fire Control.** Implement and enforce fire safety and vegetation management requirements on private property, including taking necessary fire prevention actions on undeveloped or hazardous sites and recovering associated costs from property owners. Provide comprehensive public education for residents and businesses on defensible space, vegetation management, landscaping practices, and fire hazard reduction strategies, using multiple communication channels.

Policy S-E.8: Vegetation Clearance. Require vegetation clearance and maintenance for all public and private roads and properties in the fire hazard areas.

Policy S-E.9: Fire Defense Improvements. Allocate adequate funding for fuel breaks and other fire defense improvements on public property and require similar measures for private property in compliance with fire safe regulations.

> **Action S-E.9.a: Grazing for Fuel Management.** Continue to consider grazing in open space for grass/light fuel maintenance.

Policy S-E.10: Private Water Sources. Coordinate with owners of private water sources, such as swimming pools, in or adjacent to high fire risk areas for on-site fire protection use.

Policy S-E.11: Prioritization of New Development. Prioritize development in areas with sufficient water supply infrastructure and roadway capacity to provide adequate evacuation and emergency equipment access for future residents and users.

Policy S-E.12: Adequate Water Supply. Coordinate with Marin Municipal Water District to ensure adequate water supply and infrastructure for existing and future daily demands and firefighting suppression requirements.

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project would have a significant impact related to wildfire, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, if it would:

- Substantially impair an adopted emergency response plan or emergency evacuation plan;
- Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;

- Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or
- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

It is noted that there are no areas identified as High or VHFHSZs in the Town Boundary. Additionally, there are no VHFHSZs within the Planning Area Boundary or Sphere of Influence. However, some areas within the SOI are within SRAs and include areas of high and moderate risk. Consistent with Appendix G of the CEQA Guidelines, the following impact discussion focuses on the impacts related to the areas in the Town Limits and Town's SOI which include areas within a SRA. However, it should be noted that the General Plan 2045 only anticipates development within the Town Limits; the General Plan 2045 does not propose any development outside of the Town Limits but within the SOI. Therefore, no development would occur within an SRA.

IMPACTS AND MITIGATION MEASURES

Impact 3.16-1: Implementation of the General Plan 2045 would not substantially impair an adopted emergency response plan or emergency evacuation plan. (Less than Significant)

As shown in Figure 3.16-1, all lands within the Town of San Anselmo are located within an LRA, with the majority of lands mapped as Moderate FHSZs by CAL FIRE. Surrounding unincorporated areas within the Town's SOI are primarily within an SRA, containing areas classified as High and Moderate FHSZs. These designations reflect areas with varying degrees of fire susceptibility based on vegetation, slope, and climatic conditions.

The General Plan 2045 accommodates future development within the Town limits, including residential, commercial, mixed use, and public service uses. Such development would increase population and employment within the Town, resulting in additional vehicle trips and potential localized congestion that could influence emergency response and evacuation operations. However, future development would occur in accordance with existing and future roadway capacity improvements identified in the Circulation Element, and would be required to comply with state and local standards regarding emergency access, fire protection, and evacuation safety.

Future development projects implementing the General Plan 2045 would be subject to discretionary review, including evaluation under CEQA, and must demonstrate consistency with applicable emergency response and evacuation plans. These include the Marin County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP), the Town of San Anselmo Emergency Operations Plans (EOP), and the California Fire Code. As such, site-specific design, circulation improvements, and access points would be reviewed to ensure they do not interfere with established emergency routes or reduce overall evacuation capacity.

The Town and local emergency services agencies operate under the National Incident Management System (NIMS), which provides a coordinated, multi-jurisdictional framework for emergency

management and response. The Town also participates in regional coordination with CAL FIRE, Marin County Fire Department, and other regional partners to maintain and update fire prevention and evacuation procedures consistent with the California Government Code Section 65302(g) and Public Resources Code Sections 4290–4291 (Fire Safe Regulations).

The General Plan 2045 also incorporates multiple policies and actions that ensure the maintenance and enhancement of emergency response capabilities and evacuation procedures. Policies under Goal S-A promote resilience and preparedness across the community by requiring that new development and redevelopment projects maintain adequate emergency access and evacuation routes. Policy S-A.9 supports the preparation, implementation, and regular update of local emergency and evacuation plans, while Policy S-A.14 requires all new developments to provide at least two points of access for emergency response and evacuation purposes. Action S-A.14.a further directs the Town to identify and construct additional emergency access improvements for existing and new developments, while also considering targeted geographic-specific solutions in hillside areas with limited road capacity.

Additional General Plan 2045 policies, including Policies S-E.4, S-E.5, and S-E.8, ensure that fire hazard areas are managed through regular vegetation clearance, adoption of consistent fire safety standards, and provision of adequate water supply for firefighting. Collectively, these policies align with and implement state requirements under the California Fire Code, California Building Code, and CAL FIRE Fire Safe Regulations, thereby maintaining consistency with existing regional and local emergency management frameworks.

Importantly, the General Plan is a policy-level document and does not authorize site-specific projects or physical development. Therefore, implementation of the General Plan would not directly alter or obstruct existing emergency response or evacuation routes. Rather, it provides a framework for coordinating emergency access, wildfire management, and hazard mitigation in a manner consistent with federal, state, and local emergency planning requirements.

Any subsequent development project that could affect evacuation or response operations would undergo further review by the Ross Valley Fire Department for compliance with standards and best practices and fire safe regulations, and ensuring consistency with the Town's EOP and regional hazard mitigation strategies.

Given the Town's existing regulatory framework, regional coordination with emergency service providers, the inclusion of robust General Plan 2045 policies and actions to maintain and enhance emergency access, implementation of the General Plan 2045 would not substantially impair or conflict with an adopted emergency response or evacuation plan. Therefore, this impact would be **less than significant.**

Impact 3.16-2: General Plan implementation would not, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. (Less than Significant)

Wildfires generally ignite structures through burning embers, direct flame contact, and radiant heat from nearby fires.[2] Embers are the most significant cause of home ignition, capable of entering through attic vents, igniting flammable materials adjacent to structures, or finding their way under roofing materials.

As shown in Figure 3.16-1, all lands within the San Anselmo Town Boundary are located within a Local Responsibility Area and have low and Moderate hazard areas mapped by CAL FIRE. The area outside of the Town limits but within the Planning Area is located in an SRA and includes small areas of high fire hazard areas, although all areas adjacent to the Town Limits include only areas of Moderate Fire Hazard Severity Zones mapped by CAL FIRE maps.

As shown in **Figure 3.16-3**, the Town of San Anselmo includes areas of Wildland-Urban Interface (WUI), where human developments intermingle with flammable vegetation. Development in these areas can exacerbate wildfire risks by increasing human-caused ignitions, complicating firefighting efforts, diverting resources to protect structures, preventing natural fires from reducing fuel loads, and replacing native vegetation with highly flammable grasslands. Wildfire smoke also presents health risks due to fine particulate matter, which can penetrate deep into the lungs and aggravate respiratory and cardiovascular conditions, particularly among sensitive populations such as children, the elderly, pregnant women, and people with chronic health conditions.[3]

The majority of San Anselmo is located within either a “Wildland-Urban Interface,” “Wildland-Urban Intermix,” or “Wildland-Urban Influence” fire hazard zone. A WUI zone is an area where human made structures and infrastructure (e.g., cell towers, schools, water supply facilities, etc.) are in or adjacent to areas prone to wildfire. Approximately 60,000 acres in Marin County fall within the WUI zone, where residences are intermixed with open space and wildland vegetation. Due to surrounding vegetation and proximity to wildlands, these areas are considered to be at greater risk of wildfires. The WUI zone for San Anselmo is shown in Figure 3.16-3. New development within WUI zones would comply with Chapter 7A of the California Building Code, including ignition-resistant wall, roof, eave, vent, and deck requirements, and also incorporate a 5-foot ember-resistant Zone 0 as required by Public Resources Code Section 4291.1 (AB 3074).

The rate of wildfire spread is influenced by slope, prevailing winds, and vegetation type, with steeper slopes and strong winds accelerating fire progression. CAL FIRE data for the Planning Area identify areas with “moderate” and “high” fire threats. The “low” fire threat level and two highest fire threat

[2] Insurance Institute for Business & Home Safety (IBHS), 2020. IBHS Primer Series on Wildfire. Part 2: The Built Environment. July. Available: https://ibhs.org/wp-content/uploads/member_docs/wildfire-primer-series-part-2_environment.pdf. Accessed: May 26, 2026.

[3] Rizzo, Luciana V., Maria Candid F.V. Rizzo. 2024. Jornal de Pediatria as catalogued in the National Library of Medicine. National Center for Biotechnology Information. *Wildfire smoke and health impacts: a narrative review*. December 13. Available: https://pmc.ncbi.nlm.nih.gov/articles/PMC11962561/. Accessed: May 26, 2026.

levels, “very high” and “extreme”, are not mapped within or adjacent to the Planning Area. “High” fire threats are located in the northern and eastern portions of the Planning Area, where there tends to be a greater amount of combustible vegetation and steeper slopes. “Moderate” fire threats are located in the hillside areas of the Planning Area.

Climate change is expected to increase wildfire frequency, intensity, and duration throughout California. However, implementation of the General Plan 2045 would occur subject to evolving state building standards, defensible space requirements, wildfire planning requirements, and General Plan 2045 policies that support hazard mitigation and emergency preparedness.

Development under the General Plan 2045 would be subject to a comprehensive regulatory framework to reduce wildfire risk and exposure to wildfire pollutants. All new development would comply with California Public Resources Code Sections 4290 and 4291, which establish defensible space, fire-resistant construction standards, and vegetation management requirements. Additionally, General Plan 2045 Policy S-E.5 requires Town development to maintain consistency with the California Building and Fire Codes and Ross Valley Fire Department Standards and best practices. Action S-E.5.a requires the Town to review and approve a fire risk study prior to approving any subdivision in high fire hazard areas.

Future projects would also be subject to Ross Valley Fire Department review to ensure emergency access, water supply, and defensible space are sufficient.

The General Plan is a policy-level document and does not authorize site-specific projects or physical development. Additional development over the life of the general plan is anticipated consistent with the development identified in Chapter 2.0 of this EIR, and would generally be in the form of infill development and within the existing Town Limits and implementation of the General Plan 2045 would not result in any changes in land use outside of the Town boundary.

Additionally, the General Plan does not authorize actions that would substantially alter slope, prevailing winds, or vegetation patterns, as such, it would not exacerbate wildfire spread or increase exposure to wildfire smoke beyond current conditions. Combined with the regulatory requirements identified previously, compliance with General Plan policies, and ongoing project-level reviews, future development would maintain compliance with fire safety standards, defensible space requirements, and emergency access measures. Therefore, implementation of the General Plan 2045 would not increase the risk of wildfire exposure or pollutant concentrations to occupants.

Implementation of the General Plan 2045 would not substantially increase wildfire risk or exposure to pollutant concentrations. All future development would be required to adhere to applicable state and local fire regulations, building codes, and General Plan policies. Because these protections are in place, and there are no site-specific actions in the General Plan would exacerbate wildfire hazards, the impact is considered **less than significant**.

Impact 3.16-3: General Plan implementation would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. (Less than Significant)

Development in or near FHSZs in San Anselmo may require the installation or maintenance of infrastructure such as roads, emergency water sources, fuel breaks, and utility lines to support fire protection and emergency access for future development. As shown in Figure 3.16-1, all lands within the Town are within LRAs and are mapped by CAL FIRE as Low and Moderate hazard areas, while surrounding areas in the Sphere of Influence include some high fire hazard lands.

The proposed General Plan directs new development to provide adequate emergency access and evacuation routes consistent with Policy S-A.14, including a minimum of two points of access for emergency vehicles and upgrades to substandard road widths when feasible (Action S-A.14.a). Private roads are also required to be designed to accommodate unrestricted emergency vehicle access (Policy S-A.15). In addition, the General Plan 2045 emphasizes coordination with utilities and public safety services to maintain and improve resiliency to hazards (Policy S-A.4) and to ensure Town-owned buildings can continue to function during emergency events (Policy S-A.5 and Action S-A.5.a).

Vegetation management is integrated into infrastructure planning to minimize fire risks. The General Plan 2045 requires thinning or replanting vegetation with fire resistant plant materials along fire-sensitive areas such as roads, creeks, and steep slopes (Action S-E.1.a), prioritizes removal of non-native species (Action S-E.1.b), and supports structural mitigations in highly fire-sensitive areas where feasible (Action S-E.1.c). Fuel breaks and other fire defense improvements on public property would be funded and maintained (Policy S-E.9 and Action S-E.9.a), and private properties are required to comply with vegetation clearance and defensible space standards (Policy S-E.8). Coordination with private water sources and the Marin Municipal Water District ensures that emergency water supply is available to support firefighting efforts (Policy S-E.10 and Policy S-E.12). These measures collectively reduce the potential for infrastructure to exacerbate wildfire hazards.

Infrastructure construction and maintenance would also comply with applicable state and local regulations, including the California Fire Code, Public Resources Code Sections 4290 and 4291, Ross Valley Fire Department standards, and CPUC General Orders for utility lines. CPUC General Order (GO) 95 regulates all aspects of design, construction, and operation and maintenance of overhead electrical power lines and fire safety hazards for utilities subject to its jurisdiction. GO 165 imposes inspection requirements for transmission and distribution lines, and GO 166 requires emergency response procedures to respond to electric system failures, major outages, or hazards posed by damage to electric utility facilities. Rule 11 enables electric utilities to suspend customer service when minimum vegetation clearance requirements are not met.

In addition to updating various GO 95 requirements and ordering further study, the decision called for creation by the CPUC of a High Fire-Threat District (HFTD) map identifying zones of high hazard,

elevated risk and extreme risk for destructive utility-associated wildfires. As described in the CPUC's HFTD maps the Town of San Anselmo is within Tier 2 – Elevated, and Tier 3 – Extreme risk for destructive utility-associated wildfires.

As described previously, the General Plan is a long-range policy document that does not include site specific designs or proposals, and does not, in and of itself, propose or approve any entitlements for development, and does not include any proposed utility improvements. Additionally, the majority of all future development would be expected to occur within existing areas of the Town within or near existing developed areas. Future development projects under the General Plan 2045 are anticipated to connect to existing infrastructure.

The potential for future projects to impact environmental resources to meet compliance with fire development standards such as (utility improvements, fuel breaks and clearance requirements) would require project-specific environmental review to identify any site-specific impacts. Implementation of the various policies and actions contained in the General Plan would ensure potential impacts associated with the construction and expansion of infrastructure would be addressed. Implementation of the General Plan 2045 policies and actions listed previously, combined with local and state requirements, would ensure that wildland fire hazards would not be exacerbated by the development or extension of local infrastructure, and this impact would be **less than significant**.

Impact 3.16-4: General Plan implementation would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. (Less than Significant)

Post-fire debris flows and slope instability can create hazardous conditions in San Anselmo, particularly in areas with steep topography and susceptible soils along the town periphery. Debris flows are fast-moving, highly destructive flows composed of water, soil, and larger debris, often triggered by high-intensity rainfall events in burned areas. Wildfires exacerbate these risks by removing vegetation that normally stabilizes slopes and increasing runoff from hardened soils. While many portions of the town are lower in elevation and generally flatter and less prone to landslides, peripheral hillside areas and creek sides are more vulnerable due to steeper slopes, making these areas sensitive to post-fire slope failures, and debris flows.

San Anselmo is periodically affected by flooding from the San Anselmo and Sleepy Hollow creeks. Low-lying areas can experience ponding and overflow during large storm events, sometimes exceeding the capacity of the existing drainage network, even during relatively small storm events. Localized flooding can occur inside or outside FEMA-identified floodplains and is often exacerbated by insufficient stormwater infrastructure. Historical flooding along these creeks underscores the need for coordinated hazard mitigation, emergency preparedness, and resilient infrastructure.

The development that may occur over the life of the General Plan 2045 would generally include improvement projects that would involve some land clearing, grading, and other ground-disturbing activities that could temporarily increase soil erosion rates during and shortly after project

construction. The majority of intensified development would occur in areas of the town that are currently developed with urban uses and are generally not subject to severe flooding or erosion. Additionally, as required by the Clean Water Act, each subsequent development project or improvement project of certain size requirements will require an approved Storm Water Pollution Prevention Plan (SWPPP) that includes best management practices for grading and preservation of topsoil. SWPPPs are designed to control storm water quality degradation to the extent practicable using best management practices during and after construction.

As future development and infrastructure projects are considered by the Town, each project will be evaluated for conformance with the CBC, Zoning Ordinance, and other regulations. In addition to compliance with Town standards and policies, the RWQCB will require a project specific SWPPP to be prepared for each project that disturbs an area of one acre or larger. The SWPPPs will include project specific best management measures that are designed to control drainage and erosion, including on properties that may be subject to steep slopes or may have been scarred by fire. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA.

The General Plan addresses these hazards through a combination of planning, regulatory, and infrastructure strategies. Goal S-A promotes a culture of resilience and preparedness within San Anselmo where residents and businesses are prepared, informed, and equipped for natural and human-caused emergencies. Policy S-A.1 supports efforts to reduce structural hazards, and Action S-A.1.a ensures building codes are regularly updated to address changing hazard conditions. Policy S-A.3 encourages new development to avoid hazard-prone areas, thereby protecting future residents and users. Action S-A.3.a specifies locating essential public facilities outside of identified hazard zones and Action S-A.3.b identifies construction methods to minimize damage if such facilities must be in hazard areas. Policy S-A.4 coordinates resilient utilities and public safety services, and Policy S-A.5, along with Action S-A.5.a, ensures that Town-owned buildings are maintained to withstand hazard events.

Emergency planning is addressed under Policy S-A.9, which supports preparation and updating of local preparedness and evacuation plans, ensuring that such plans are responsive to the needs of diverse abilities and changing conditions. Action S-A.9.a ensures participation in regional planning efforts including coordination with the Marin County Operational Area and participation in regional emergency planning efforts such as the Marin County Multi-Jurisdictional Hazard Mitigation Plan. Policy S-A.10 and Action S-A.10.a provide for post-disaster recovery through the development of an all-hazards Post Disaster Recovery Framework, which would consider the needs of different segments of the community and prioritizes resilience, sustainability, and equitable recovery. Policy S-A.11 and Action S-A.11.a promote regular public education and outreach regarding emergency preparedness, shelter locations, safe refuge areas, and evacuation routes. Policies S-A.12 through S-A.17, along with associated actions, ensure adequate circulation for evacuations, clear property identification, emergency access for new development, and sufficient emergency response capabilities, including involvement of Fire and Police staff in development review.

In the event that a significant wildfire were to burn in the hillsides south of the Town limits, within the watershed area that drains into and through San Anselmo, portions of the town may be exposed

to potential risks associated with landslides and flooding in the weeks, months, and years following the fire as a result in changes to the vegetative cover of the land and the rain absorption capacity of the soil. It is important to note that the areas within the town at risk of exposure to these potential flooding and landslide impacts are largely urbanized, developed, and/or entitled already. Adoption of the General Plan 2045 would not increase or exacerbate these risks; however, areas of the town would still remain at risk in the event of a significant wildfire up-slope from the town's developed areas.

While peripheral hillsides and creek corridors remain susceptible to post-fire slope instability, debris flows, and flooding, the combination of site-specific development standards, proactive hazard mitigation, emergency preparedness, infrastructure improvements, and post-disaster recovery planning ensures that implementation of the General Plan 2045 does not exacerbate these risks. Compliance with state and federal regulations and the integration of specific policies and actions from the General Plan 2045 would ensure impacts from potential flooding, landslides, or post-fire slope hazards would be **less than significant**.

Impact 3.16-5: General Plan implementation, in combination with other cumulative development, would not result in adverse impacts to wildfire. (Less than Significant)

Due to the regional nature of natural disasters, emergency preparedness, and emergency response, the context for this cumulative analysis is Marin County. Wildfire can be triggered by manmade actions, such as improperly extinguishing a campfire or electrical fires. Other fires may be caused by lightning strikes. In Marin County, "Diablo Winds" can exacerbate hot, dry conditions and create fast-moving wildfires. For example, the Mount Vision Fire was a wildfire that burned 12,354 acres of land on the Point Reyes National Seashore peninsula during October 1995. The fire, which was started by an incompletely extinguished campfire, destroyed 45 homes in Inverness Park. Ignited by a rare summer lightning complex in August 2020, the Woodward Fire burned approximately 4,700 to 4,900 acres in rugged, dense brush terrain within the Point Reyes National Seashore.

Wildfire preparation in Marin County is driven by a highly integrated, data-backed approach designed to build community resiliency within the WUI. Rather than operating in isolated silos, local agencies combine capital resources, public education, and unified operational guidelines to proactively mitigate fire risks. The central blueprint for countywide safety is the Community Wildfire Protection Plan (CWPP). Updated with a comprehensive interactive digital map, the CWPP synthesizes granular GIS data to track fire behavior, parcel-level vulnerabilities, and vegetation hazards across specific neighborhood evacuation zones. It acts as a shared multi-agency roadmap prioritizing where funding and mitigation projects will yield the greatest life-safety impacts. This overarching strategy is reinforced by the Strategic Fire Plan, authored annually by county fire leadership, which evaluates seasonal weather anomalies, tracks evolving local fuel and vegetation severity ratings, and outlines specific asset-protection programs.

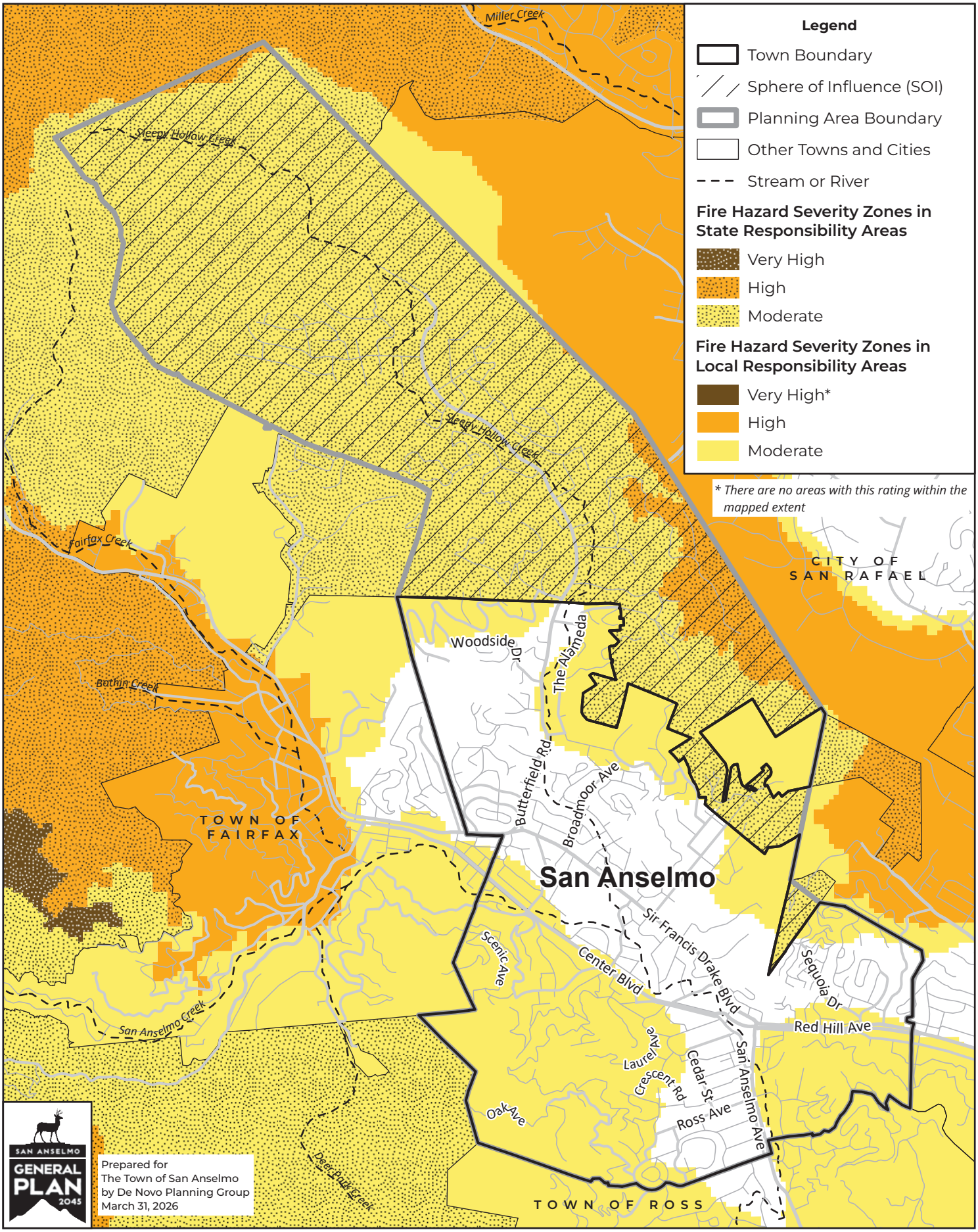
To eliminate operational redundancies, multiple specialized agencies coordinate wildfire defense across the region. Established by voters under Measure C, the MWPA serves as a single joint-powers authority that coordinates tax-funded wildfire preparation across 17 member jurisdictions, including

towns, cities, and fire districts. The MWPA works directly alongside the Marin County Fire Department, which provides primary fire suppression and tactical leadership for unincorporated areas, and the Marin County OEM, which manages regional alert services and disaster logistics. Large-scale public safety education and neighborhood outreach are managed by Fire Safe Marin, a non-profit organization that helps coordinate local "Firewise" communities and administers technical home-hardening programs.

The synchronized deployment of these specific plans and agencies directly curtails the destructive potential of wildland blazes through three main mechanisms. First, using the hazard profiles mapped in the CWPP, the MWPA funds large-scale vegetation clearing, roadside clearance, and fire breaks between public wildlands and residential zones. This targeted brush reduction starves advancing fires of volatile fuel, dropping intense canopy blazes back down to the ground where local fire departments can safely suppress them before they enter crowded canyons.

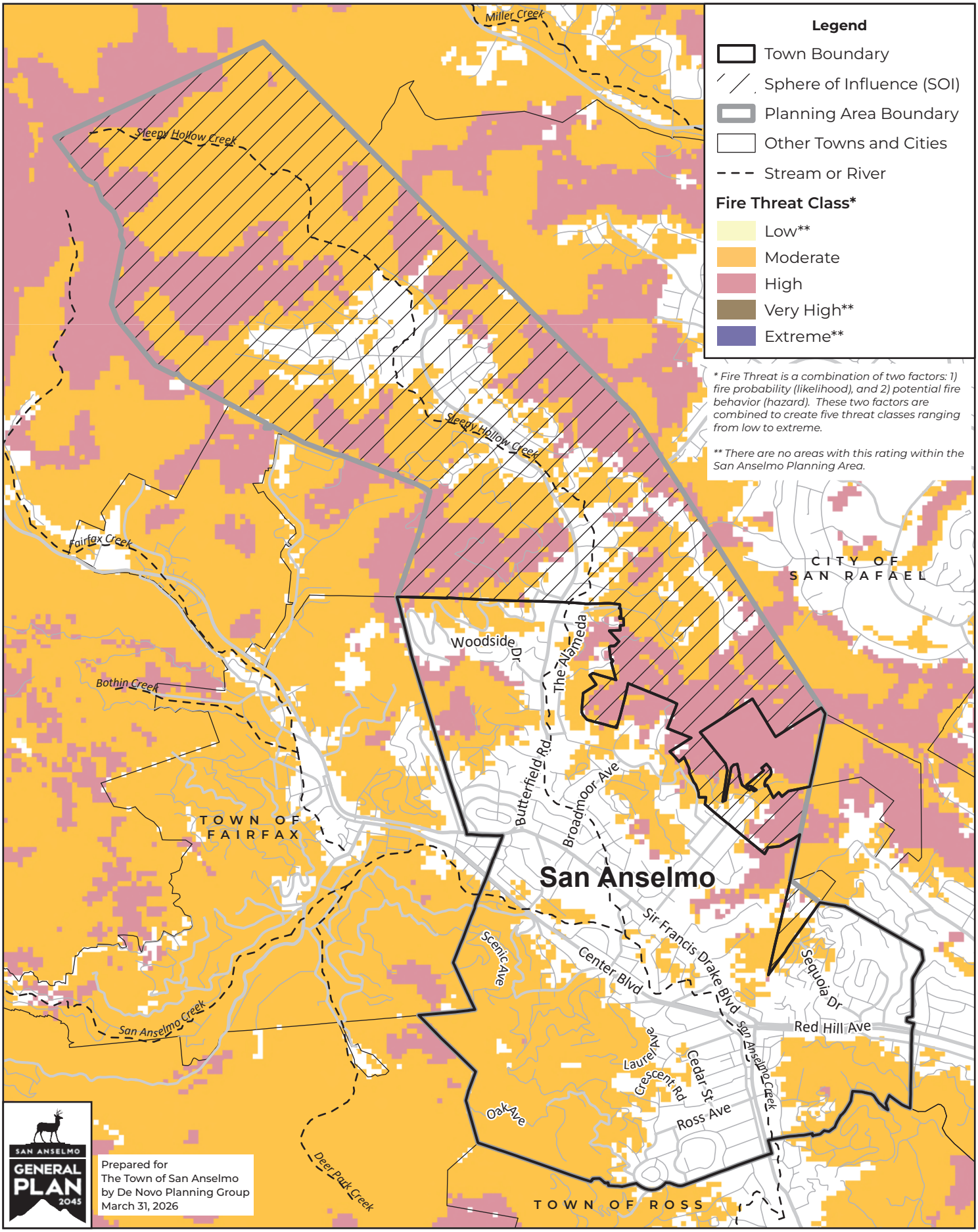
Through programs unified by Fire Safe Marin and enforced by regional fire districts, home inspectors assess individual parcels for ember vulnerabilities. By using synchronized standards, agencies ensure that neighborhoods collectively eliminate structural fuels, significantly lowering the risk of house-to-house fire transmission during high-wind events. Finally, the Office of Emergency Management and the MWPA utilize evacuation zone analytics embedded directly in the CWPP to eliminate traffic bottlenecks. Rather than clogging arterial roads, agencies fund roadside vegetation clearing along designated escape corridors to keep routes passable and deploy unified communication through AlertMarin, reducing chaotic civilian delays during critical evacuation windows.

Through these specific emergency preparation and response plans, and implementation of coordinated agency responses, cumulative impacts related to wildfire would be **less than significant**.



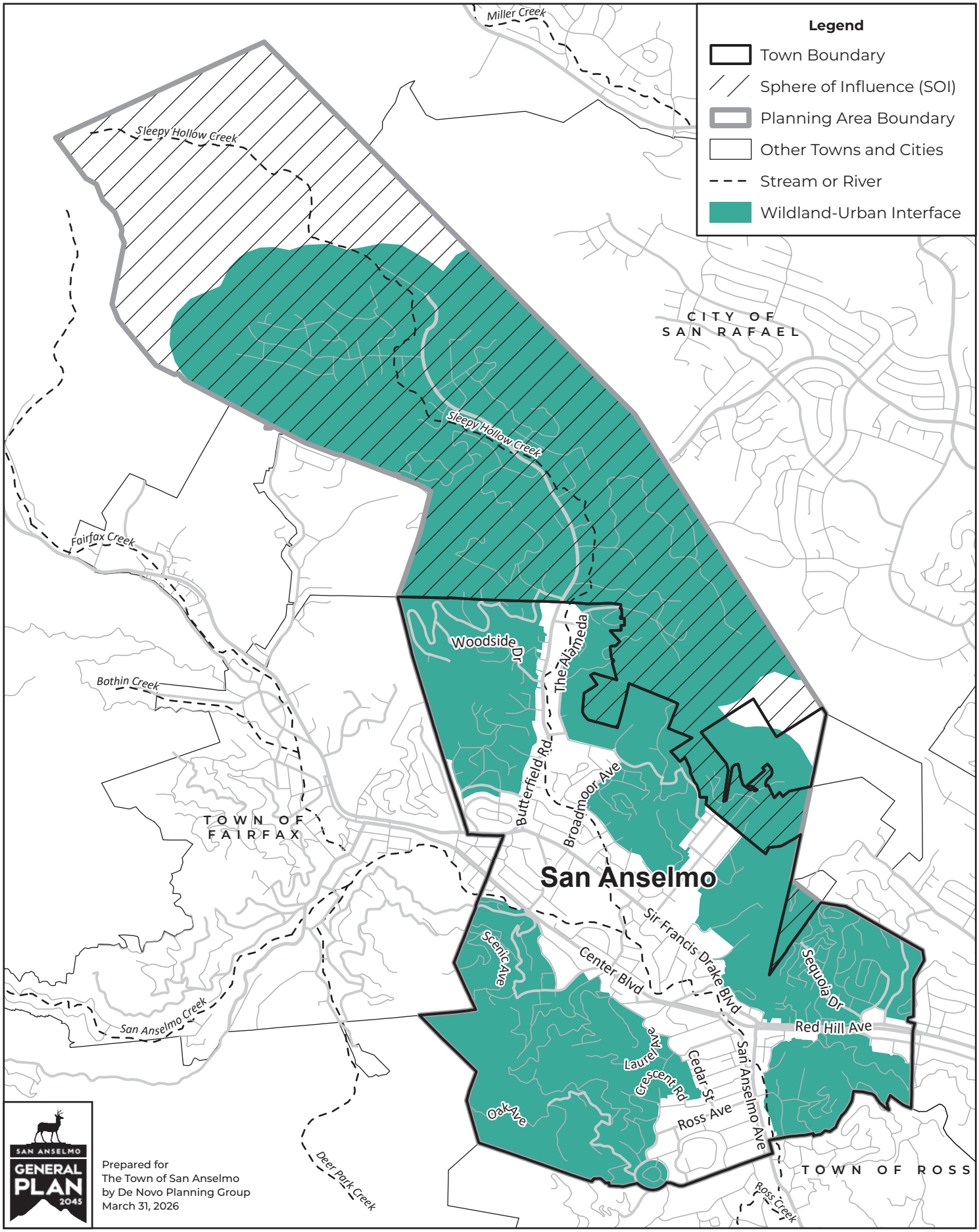
Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: CAL FIRE State Responsibility Areas 4/1/2024; CAL FIRE Local Responsibility Areas Phase 2, 2/24/25.

FIGURE 3.16-1.
FIRE HAZARD SEVERITY ZONES



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: CAL FIRE Fire Resource and Assessment Program Fire Threat version fthrt14_2, 2019.

FIGURE 3.16-2.
FIRE THREAT



Base Data Sources: Marin County LAFCO; Marin County GIS; USGS National Hydrography Dataset.
Theme Source: Ross Valley Fire Department Wildland-Urban Interface Zones, San Anselmo and Sleepy Hollow Fire Protection Districts

FIGURE 3.16-3.
WILDLAND-URBAN INTERFACE

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) evaluate a project's effects in relationship to broader changes occurring, or that are foreseeable to occur, in the surrounding environment. Accordingly, this chapter presents a discussion of CEQA-mandated analysis for significant irreversible effects and significant and unavoidable impacts associated with the proposed project.

4.0.1 INTRODUCTION

CEQA Guidelines Section 15126 requires that all phases of a project—planning, acquisition, development, and operation—be considered when evaluating the project's impact on the environment. Further, CEQA Guidelines Section 15126.2(a) requires that the evaluation of significant impacts consider direct and reasonably foreseeable indirect effects of the proposed project over the short term and long term. Section 15126 of the CEQA Guidelines also requires an EIR to identify all of the following:

- Significant environmental effects of the proposed project.
- Potentially feasible mitigation measures proposed to avoid or substantially lessen significant effects.
- Significant environmental effects that cannot be avoided if the proposed project is implemented.
- Significant irreversible environmental changes that would result from implementation of the proposed project.
- Growth-inducing impacts of the proposed project.
- Alternatives to the proposed project.[1]

The Executive Summary and Chapter 3, Environmental Impact Analysis, of this Draft EIR provide a comprehensive presentation of the proposed project's environmental effects, potentially feasible mitigation measures, and conclusions regarding the level of significance of each impact both before and after mitigation. Chapter 5.0, Alternatives, presents a comparative analysis of alternatives to the San Anselmo General Plan 2045 Update (General Plan 2045 or proposed project). The other CEQA-required analyses described above are presented below.

4.0.2 SIGNIFICANT UNAVOIDABLE IMPACTS

LEGAL CONSIDERATIONS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The environmental effects of the proposed project on various aspects of the environment are discussed in detail in Chapter 3, Environmental Impact Analysis. Project-specific and cumulative impacts that cannot be avoided if the project is approved as proposed are identified below.

[1] CEQA Guidelines Sections 15126.2(a), 15126.2(c), 15126.2(d), 15126.2(e), 15126.4, and 15126.6.

As described in Chapter 3, all identified impacts would be reduced to a less-than-significant level through compliance with applicable regulations and implementation of General Plan 2045 policies. There are no significant and unavoidable project-specific or cumulative impacts.

4.0.3 SIGNIFICANT IRREVERSIBLE EFFECTS

LEGAL CONSIDERATIONS

Under CEQA, an EIR must analyze the extent to which a project's primary and secondary effects would generally commit future generations to the allocation of nonrenewable resources and to irreversible environmental damage (CEQA Guidelines Sections 15126.2(d) and 15127). Section 15126.2(d) states:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible, since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project.

CEQA Guidelines Section 15126.2(c) and Public Resources Code Sections 21100(b)(2) and 21100.1(a), require that the EIR include a discussion of significant irreversible environmental changes which would be involved in the proposed action, should it be implemented. Irreversible environmental effects are described as:

- The project would involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of a project would generally commit future generations to similar uses (e.g., a highway provides access to previously remote area);
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The phasing of the proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Determining whether the proposed project would result in significant irreversible effects requires a determination of whether key resources would be degraded or destroyed such that there would be little possibility of restoring them. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

LONG-TERM COMMITMENT OF RESOURCES

The San Anselmo General Plan 2045 is a policy document that guides development and land use decisions in the Town of San Anselmo through the year 2045. The General Plan 2045 contemplates accommodation of up to 2,279 new residential units (including 319 Accessory Dwelling Units) and approximately 752,133 square feet of new nonresidential uses at theoretical full buildout over a 20-year planning horizon.

Construction would include use of building materials such as petroleum-based products and metals that cannot reasonably be recreated. Construction also would involve significant consumption of energy, usually petroleum-based fuels that deplete supplies of nonrenewable resources. Construction of structures and infrastructure would consume energy and water. Construction debris recycling practices would be expected to allow for recovery and reuse of building materials such as concrete, lumber, and steel, and would limit disposal of these materials, some of which are non-renewable. Additionally, construction equipment would have to meet Bay Area Air Quality Management District (BAAD) standards as described in Section 3.3, Air Quality. Section 3.6, Energy, addresses appropriate consumption of energy for development construction.

As development permitted under the General Plan 2045 is constructed over the 20-year planning horizon, land uses associated with buildout would use some nonrenewable fuels to heat and light structures and would consume water. New development would be required to be built and adhere to the latest adopted edition of the California Green Building Standards Code, which would reduce energy demand, water consumption, and wastewater and solid waste generation that would collectively reduce demand for resources. This would lessen emissions and generation of pollution and effluent, and so the severity of corresponding environmental effects.

As discussed in Section 3.4, Biological Resources, implementation of the General Plan 2045 would not result in significant impacts to biological resources, or such impacts would be reduced to a less-than-significant level through implementation of applicable mitigation measures and General Plan 2045 policies. As a result, implementation of the General Plan 2045 would minimize the potential for impacts to biological resources and water resources to the greatest extent feasible. More detailed and focused discussions of potential impacts to these natural resources are contained throughout this Draft EIR.

The Town of San Anselmo is a fully urbanized community within Marin County, and the General Plan Planning Area does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as mapped by the California Department of Conservation. The General Plan 2045 would not result in the conversion of agricultural land to non-agricultural uses. The Town's General Plan includes a variety of policies that seek to conserve and protect natural resources, including biological resources, hillside open space lands, and streams and riparian corridors within the planning area. More detailed and focused discussions of potential impacts to these natural resources are contained throughout this Draft EIR.

COMMITMENT OF THE PROJECT SITE FOR FUTURE GENERATIONS

Development allowed under the General Plan 2045 would guide the allocation of land within the Town of San Anselmo to a range of urban land uses through the year 2045, establishing the overall pattern of development for the foreseeable future. The Town of San Anselmo is already largely developed and urbanized, and the General Plan would primarily accommodate infill and incremental growth consistent with the Town's existing land use patterns. The most notable impacts would be increased generation of pollutants from vehicle travel and stationary operations, and the short-term commitment of nonrenewable and/or slowly renewable natural and energy resources, such as water

resources, during construction activities. Operations associated with future uses would also consume natural gas and electrical energy. The unavoidable consequences of the proposed project are described in the appropriate sections of Chapter 3, Environmental Setting, Impacts, and Mitigation Measures.

IRREVERSIBLE ENVIRONMENTAL DAMAGE

Implementation of the General Plan 2045 would result in irretrievable commitments through the introduction of new development and the intensification of existing land uses within the Town of San Anselmo. As a primarily urbanized community, buildout under the General Plan would occur predominantly in areas already developed or designated for urban uses. Development of the General Plan 2045 may result in the disturbance or loss of biological resources, trees, open space lands, and riparian habitats that support sensitive species, and would commit those areas to urban uses for the foreseeable future. However, impacts to biological resources would be reduced to a less-than-significant level with compliance of federal, State, and local regulations and implementation of General Plan 2045 policies.

A variety of resources, including land, energy, water, construction materials, and human resources would be irretrievably committed for development and infrastructure installation associated with development and operation of land uses permitted under the General Plan 2045. Buildout under the General Plan 2045 would require the commitment of a variety of other non-renewable or slowly renewable natural resources such as lumber and other forest products, sand and gravel, asphalt, petrochemicals, and metals.

Additionally, a variety of resources would be committed to the ongoing operation of land uses permitted under the General Plan 2045. The introduction and intensification of residential, commercial, and other land uses would result in increased energy demand associated with building operations, vehicle travel, equipment operation, and other activities. Fossil fuels are a principal source of energy and the General Plan would increase consumption of available supplies, including gasoline and diesel fuel. These energy resource demands relate to initial construction, operation, maintenance, and the transport of people and goods to and from development sites throughout the Town of San Anselmo.

Development permitted under the General Plan 2045 would also physically change the environment in terms of aesthetics, air emissions, noise, traffic, open space, and natural resources. These physical changes are largely irreversible once development occurs.

Implementation of the General Plan 2045 may have the potential to cause significant environmental accidents through hazardous material releases into the environment during construction activities, or through operation of new commercial, industrial, or mixed use land uses. However, compliance with State law and implementation of a Stormwater Pollution Prevention Plan (SWPPP) during construction activities would ensure that future development would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving release of hazardous materials (see Section 3.9, Hazards and Hazardous Materials).

Over the past decade, the understanding of global climate change and the role that communities can play in addressing it has grown tremendously. There is a scientific consensus that recent increases in global temperatures are associated with corresponding increases of greenhouse gases (GHGs). This temperature increase is beginning to affect regional climates and is expected to result in impacts on the Bay Area region and the world. Climate change has profound implications for the availability of the natural resources on which economic prosperity and human development depend.

As discussed in detail in Section 3.8, Greenhouse Gas Emissions, GHG emissions are known to have long-term effects on atmospheric conditions that affect the global climate, with resultant changes in sea level and hydrologic conditions in rivers, heat island effects, and a range of other conditions. These changes are not considered irreversible, but they could last for generations. As described further in Section 3.8, the General Plan 2045 could result in short-term and long-term increases in GHG emissions. However, compliance with the Town's General Plan policies and programs, adherence to the development standards in the San Anselmo Municipal Code, as well as consistency with the 2022 California Building Standards and the latest version of the CALGreen Code would ensure that potential new development associated with implementation of the General Plan would not directly or indirectly generate GHG emissions that may have a significant impact on the environment.

UNJUSTIFIED CONSUMPTION OF RESOURCES

Resources that would be permanently and continually consumed by implementation of the General Plan 2045 include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in the unnecessary, inefficient, or wasteful use of resources (see Section 3.6, Energy, and Section 3.15, Utilities and Service Systems). New development's operational activities would comply with all applicable building codes, including the 2022 Title 24 Energy Efficiency Standards as well as General Plan policies and standard conservation features. Such compliance would ensure that natural resources are conserved to the maximum extent required under existing regulations.

It is possible that, over time, new technologies or systems will emerge, or will become more cost-effective or user-friendly, to further reduce reliance on nonrenewable natural resources. Nonetheless, construction activities for future development permitted under the General Plan 2045 Update would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil), natural gas, and gasoline for automobiles and construction equipment.

4.0.4 MANDATORY FINDINGS OF SIGNIFICANCE

CEQA Guidelines Section 15065 states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects that are individually limited, but cumulatively considerable. As defined in CEQA Guidelines Section 15065(a)(3), cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the

effects of past projects, the effects of other current projects, and the effects of probable future projects." Cumulative impacts are addressed in each technical section of this EIR.

CEQA Guidelines Section 15065(a)(1) states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to (1) substantially reduce the habitat of a fish or wildlife species; (2) cause a fish or wildlife population to drop below self-sustaining levels; or (3) substantially reduce the number or restrict the range of an endangered, rare, or threatened species. These impacts are discussed below.

Additionally, as required by CEQA Guidelines Section 15065(a)(4), a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. These impacts are discussed below.

SUBSTANTIAL ADVERSE EFFECTS ON FISH, WILDLIFE, AND PLANT SPECIES

Section 3.4 (Biological Resources) of this Draft EIR fully addresses any impacts that might relate to the reduction of fish or wildlife habitat, the reduction of fish or wildlife populations, and the reduction or restriction of the range of special-status species as a result of General Plan 2045 buildout. As described throughout the analysis in this Draft EIR, implementation of the General Plan 2045 would not result in any significant impacts that would substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal to the environment. As described in greater detail in Section 3.4 (Biological Resources), any potentially significant impacts related to plant and animal species would be reduced to a less-than-significant level through implementation of goals, policies, and implementation measures provided in the Town's General Plan 2045 and through adherence to applicable State and federal regulations. Therefore, this is considered a less-than-significant impact.

4.0.5 GROWTH-INDUCING IMPACTS

There are two types of growth-inducing impacts: direct and indirect. To assess potential for growth-inducing impacts, General Plan elements that may encourage and facilitate activities that individually or cumulatively may affect the environment must be evaluated (CEQA Guidelines Section 15126.2(e)). CEQA Guidelines, as interpreted by the Town, state that a significant growth-inducing impact may result if implementation of the General Plan 2045 would:

- Induce substantial population growth in an area (for example, by proposing new homes and commercial or industrial businesses beyond the land use density/intensity envisioned in the general plan);
- Substantially alter the planned location, distribution, density, or growth rate of the population of an area; or

- Include extensions of roads or other infrastructure not assumed in the general plan or adopted capital improvements project list, when such infrastructure exceeds the needs of the project and could accommodate future developments.

Direct growth-inducing impacts occur when development imposes new burdens on a community by directly inducing population growth, or by leading to construction of additional developments in the same area. Secondary impacts can include the removal of physical obstacles to population growth (such as a new road into an undeveloped area or a wastewater treatment plant with excess capacity that could allow additional development in the service area). Construction of these types of infrastructure cannot be considered isolated from the development they facilitate and serve. Physically removing obstacles to growth, or indirectly inducing growth may provide a catalyst for future unrelated development in an area, such as a new residential community that requires additional commercial uses to support residents.

Implementing the General Plan 2045 would continue the planned population growth in the Town in a manner consistent with the land use designations established by the General Plan 2045 and the Town's adopted 2023-2031 Housing Element; the environmental effects associated with that growth are evaluated throughout Chapter 3. The California Department of Finance estimated the total population of the Town of San Anselmo to be approximately 12,700 as of January 1, 2025. The General Plan 2045 would accommodate up to 2,279 new residential dwelling units, including 319 Accessory Dwelling Units. Using an average household size of 2.35 persons per household, the General Plan 2045 would result in the addition of approximately 5,356 new residents to the Town. While direct population growth as a result of the General Plan 2045 would occur, that growth is planned for and accommodated by the General Plan 2045. Therefore, the direct impacts of the General Plan 2045 would be less than significant. The potential environmental impacts resulting from this direct population growth are analyzed in Sections 3.1 through 3.16 of this EIR.

The General Plan 2045 would also not significantly or adversely affect the permanent jobs/housing balance. Implementation of the General Plan 2045 would allow for creation of approximately 752,133 square feet of nonresidential uses across commercial, mixed use, and public facilities land use designations. Development associated with the General Plan 2045 would provide employment opportunities, particularly during construction phases, as well as permanent employment in new and expanded commercial and civic establishments. Additionally, the General Plan 2045 accommodates significant new housing to serve a broad range of income levels, helping to provide workforce housing in closer proximity to employment centers in the broader Marin County and Bay Area region. Therefore, implementing the General Plan 2045 would help the Town achieve a more even jobs/housing balance by providing much-needed housing.

Implementing the General Plan 2045 would not require extensions of electrical, natural gas, or water utility infrastructure beyond the needs of the individual development projects that would occur under the General Plan 2045, but would require connections to existing infrastructure on and adjacent to each future development site. The General Plan would not extend urban infrastructure outside the Town's planning boundaries, and thus would not induce growth in areas outside the Town limits. The General Plan does not designate lands within the Sphere of Influence for

development, and therefore would not oversize or extend infrastructure to lands outside the Town's boundaries. Development permitted under the General Plan would not induce growth beyond that anticipated under the Town's General Plan or Plan Bay Area 2050+.

Furthermore, the General Plan 2045 would be compatible with existing residential and commercial land uses in the Town and would not pressure adjacent communities to redevelop with new or different land uses. The Town of San Anselmo is bordered by the incorporated cities of San Rafael and Ross, the Town of Fairfax, and unincorporated Marin County. These adjacent jurisdictions maintain their own general plans and planning frameworks and would not be pressured by the San Anselmo General Plan 2045 to alter their existing land use patterns. As a result, it is not anticipated that nearby residents in adjacent communities would relocate as a result of the General Plan. Therefore, the General Plan 2045 would not remove a barrier to growth nor create an indirect population increase.

Infrastructure and services would be expanded as necessary to serve Town growth, without significant excess capacity, and thus would not encourage additional growth beyond that already planned for in the General Plan 2045. As a result, the General Plan 2045 would create minimal to no indirect growth, and the planned buildout would be consistent with Town projections and Plan Bay Area 2050+ regional growth forecasts.

Since the General Plan 2045 would not result in indirect growth, negatively alter the existing jobs/housing balance, or be inconsistent with State housing law and regional growth projections, growth-inducing impacts would be less than significant.

5.0.1 CEQA REQUIREMENTS

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that meet most or all of the project objectives while potentially reducing or avoiding one or more environmental effects of the project. The range of alternatives required in an EIR is governed by a "rule of reason" that requires an EIR to set forth only those alternatives necessary to permit a reasoned choice (CEQA Guidelines Section 15126.6[f]). Where a potential alternative was examined but not chosen as one of the range of alternatives, the CEQA Guidelines require that the EIR briefly discuss the reasons the alternative was dismissed.

Alternatives that are evaluated in the EIR must be potentially feasible alternatives. However, not all possible alternatives need to be analyzed. An EIR must "set forth only those alternatives necessary to permit a reasoned choice." (CEQA Guidelines Section 15126.6(f).) The CEQA Guidelines provide a definition for a "range of reasonable alternatives" and, thus limit the number and type of alternatives that need to be evaluated in an EIR. An EIR need not include any action alternatives inconsistent with the lead agency's fundamental underlying purpose in proposing a project. (*In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1166.)

First and foremost, alternatives in an EIR must be potentially feasible. In the context of CEQA, "feasible" is defined as:

> *… capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors.* (CEQA Guidelines section 15364)

5.0.2 FACTORS GUIDING SELECTION OF ALTERNATIVES

PROJECT OBJECTIVES

The alternatives to the San Anselmo General Plan 2045 Update (General Plan 2045 or proposed project) selected for analysis in the EIR were developed to minimize significant environmental impacts while fulfilling the basic objectives of the project, addressing issues of concern identified through the visioning and community outreach efforts, and addressing public and elected officials' input with respect to potential land use and growth scenarios that may be appropriate for consideration as part of the General Plan 2045. Significant impacts are summarized in Chapter 4.0 and described in greater detail in Sections 3.1 through 3.16. As described in Chapter 2.0 (Project Description), the following objectives have been identified for the proposed project:

1. Maintain and enhance San Anselmo's character by preserving its scenic beauty, open space, and natural resources while ensuring new development complements the historic qualities of the built environment.
2. Foster a sense of community and belonging for town residents by providing equitable access to public services, recreation opportunities, and social engagement.

3. Enhance the town's economic vitality by fostering a variety of businesses, encouraging sustainable economic practices, and ensuring that economic growth is inclusive, responsive to the changing needs of the community, and in alignment with the Town's environmental and social goals.
4. Manage the location, type, and amount of growth to ensure the safety and well-being of all residents through high-quality public services, resilient infrastructure, improved safety and noise regulation, and robust emergency preparedness and response plans.
5. Prioritize multi-modal transportation options and improvements that eliminate greenhouse gas emissions, such as zero-emission vehicles, public transit, cycling, and pedestrian-friendly infrastructure, while improving vehicular circulation, promoting safety, ensuring accessibility, and improving traffic flow.
6. Promote a wide range of housing options that are affordable at all income levels, accessible, sustainable, meet the needs of existing residents, and welcomes a diverse spectrum of future residents.
7. Ensure consistency with State, regional, and local regulatory requirements, including housing, climate, and environmental mandates.
8. Improve community resilience to climate change and natural hazards, including wildfire, flooding, and extreme weather.
9. Protect and enhance environmental resources, including air and water quality, biological resources, and urban forest.
10. Promote efficient land use and infill development patterns that support sustainability and reduce greenhouse gas emissions.

NOP COMMENTS

A Notice of Preparation was circulated to the public to solicit recommendations for a reasonable range of alternatives to the proposed project. Additionally, a public scoping meeting was held during the public review period to solicit recommendations for a reasonable range of alternatives to the proposed project. No specific alternatives were recommended by commenting agencies or the general public during the NOP public review and comment period.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

The General Plan 2045 would not result in any project-specific or cumulative significant and unavoidable impacts. Please see Sections 3.1 through 3.16 and Chapter 4.0 for detailed impact analyses.

5.0.3 ALTERNATIVES CONSIDERED BUT DISMISSED FROM FURTHER EVALUATION

Hillside Downzoning/Corridor Upzoning. This alternative would have downzoned the Town's hillside areas and upzoned the corridor areas. It was rejected from further evaluation because the majority of hillside areas are already developed, and changing their land use designation would not substantially affect overall growth potential.

5.0.4 ALTERNATIVES ANALYZED IN THIS EIR

Three alternatives to the General Plan 2045 were considered based on the analysis performed to identify the environmental effects of the proposed project. Since the General Plan 2045 was prepared with the intent to be a self-mitigating document, project alternatives focused on amending land uses to potentially address impacts. The alternatives analyzed in this EIR include the following:

- **Alternative 1: No Project**. Under Alternative A, the Town would not adopt the General Plan 2045. The existing Town of San Anselmo General Plan would continue to be implemented and no changes to the General Plan, including the Land Use Map, Circulation Diagram, goals, policies, or actions would occur. Changes to address land use, housing, mobility, sustainability and climate resilience, open space and conservation, safety, economic vitality, recreation, public facilities, and diversity, equity, inclusion, and belonging would not be implemented. Subsequent projects, such as amending the Municipal Code (including the zoning map), would not occur.

- **Alternative 2: Reserve Overlay Intensification**. Alternative 2 would increase density in Reserve Areas along major transportation corridors in San Anselmo where future increases in residential density and additional development incentives could be considered to encourage new housing. Reserve Areas provide a framework for accommodating growth in a planned and orderly manner while ensuring that infrastructure, public services, and community design standards are maintained. This Alternative would also further the purpose of General Plan 2045 Policy LU-A.6: Reserve Areas: Consider increases in density and modified development standards or incentives in areas designated as Reserve Areas … to address future housing needs and help meet the Town's future Regional Housing Needs Allocations, if necessary. The land uses are based on the Reserve Areas designated in General Plan 2045 Figure LU-2 (Reserve Areas).

- **Alternative 3: Reserve Overlay Housing Element**. Alternative 3 would apply a Reserve Overlay calibrated to the Town's adopted Housing Element, directing modest additional housing capacity to areas already served by infrastructure and services while preserving open space, hillsides, and environmentally sensitive areas. Like Alternative 2, this alternative would further the purpose of General Plan 2045 Policy LU-A.6 by accommodating growth in a planned and orderly manner.

Table 5.0-1 compares the acreage differences between the alternatives, and **Table 5.0-2** compares the development potential of each alternative.

TABLE 5.0-1: ALTERNATIVES COMPARISON OF LAND USE DESIGNATIONS BY ACREAGE

LAND USE DESIGNATION	*GENERAL PLAN 2045*	*ALTERNATIVE 1 NO PROJECT*	*ALTERNATIVE 2 RESERVE OVERLAY INTENSIFICATION*	*ALTERNATIVE 3 RESERVE OVERLAY HOUSING ELEMENT*
Residential Designations				
Very Low Density Residential	206	244	206	206
Single-Family Residential-Conservation	24	349	24	24
Single-Family Residential	813	509	813	813
Medium Density Residential	15	23	15	15
High Density Residential	43	50	43	43
Downtown Mixed Residential	67	50	67	67
Mixed Use, Commercial, and Office Designations				
Central Commercial	8	8	8	8
General Commercial	35	35	35	35
Limited Commercial	5	5	5	5
Neighborhood Commercial	2	2	4	4
Public, Quasi-Public, Recreation, and Other Designations				
Parks	10	18	10	10
Open Space	170	156	170	170
Public Facilities	60	9	60	60
Right-of-Way / Not Designated	2	2	1	1
Sphere of Influence				
Not Designated	1,749	1,750	1,749	1,749
Total	**3,211**	**3,211**	**3,211**	**3,211**

SOURCE: MARIN COUNTY GIS/ASSESSOR DATA, 2024; TOWN OF SAN ANSELMO, 2025; DE NOVO PLANNING GROUP, 2026

TABLE 5.0-2: NEW DEVELOPMENT POTENTIAL BY ALTERNATIVE

LAND USE DESIGNATION	GENERAL PLAN 2045			ALTERNATIVE 1 NO PROJECT			ALTERNATIVE 2 RESERVE OVERLAY INTENSIFICATION			ALTERNATIVE 3 RESERVE OVERLAY HOUSING ELEMENT		
	DWELLING UNITS	POPULATION[1]	NON-RESIDENTIAL SQUARE FEET	DWELLING UNITS	POPULATION[1]	NON-RESIDENTIAL SQUARE FEET	DWELLING UNITS	POPULATION[1]	NON-RESIDENTIAL SQUARE FEET	DWELLING UNITS	POPULATION[1]	NON-RESIDENTIAL SQUARE FEET
RESIDENTIAL DESIGNATIONS												
Very Low Density Residential	43	101	0	48	113	0	43	101	0	43	101	0
Single-Family Residential-Conservation	2	5	0	295	693	0	2	5	0	2	5	0
Single-Family Residential	452	1,062	0	265	623	0	455	1,069	0	455	1,069	0
Medium Density Residential	41	96	0	41	96	0	41	96	0	41	96	0
High Density Residential	248	583	0	231	543	0	257	604	0	252	592	0
Downtown Mixed Residential	351	825	0	333	783	10,706	351	825	0	351	825	0
MIXED USE, COMMERCIAL, AND OFFICE DESIGNATIONS												
Central Commercial	43	101	90,103	36	85	77,435	43	101	90,103	43	101	90,103
General Commercial	488	1,147	634,566	488	1,147	634,566	988	2,322	634,566	500	1,175	634,566
Limited Commercial	82	193	17,536	82	193	17,536	131	308	17,536	82	193	17,536

LAND USE DESIGNATION	GENERAL PLAN 2045			ALTERNATIVE 1 NO PROJECT			ALTERNATIVE 2 RESERVE OVERLAY INTENSIFICATION			ALTERNATIVE 3 RESERVE OVERLAY HOUSING ELEMENT		
	DWELLING UNITS	POPULATION[1]	NON-RESIDENTIAL SQUARE FEET	DWELLING UNITS	POPULATION[1]	NON-RESIDENTIAL SQUARE FEET	DWELLING UNITS	POPULATION[1]	NON-RESIDENTIAL SQUARE FEET	DWELLING UNITS	POPULATION[1]	NON-RESIDENTIAL SQUARE FEET
Neighborhood Commercial	7	16	9,928	7	16	9,928	24	56	9,928	17	40	9,928
PUBLIC, QUASI-PUBLIC, RECREATION, AND OTHER DESIGNATIONS												
Parks	0	0	0	0	0	0	0	0	0	0	0	0
Open Space	0	0	0	0	0	0	0	0	0	0	0	0
Public Facilities	203	477	0	11	26	0	203	477	0	203	0	0
SUBTOTAL												
Subtotal	***1,960***	***4,606***	***752,133***	***1,837***	***4,317***	***750,171***	***2,538***	***5,964***	***752,133***	***1,989***	***4,197***	***752,133***
Accessory Dwelling Units (Townwide)	319	750	0	319	750	0	319	750	0	319	750	0
TOTAL	**2,279**	**5,356**	**752,133**	**2,156**	**5,067**	**750,171**	**2,857**	**6,714**	**752,133**	**2,308**	**4,947**	**752,133**

NOTE:

1 2.35 PERSONS PER HOUSEHOLD, CALIFORNIA DEPARTMENT OF FINANCE, 2025

SOURCE: DE NOVO PLANNING GROUP, 2026

A summary of the VMT, including VMT per capita and VMT per employee, for the project and each alternative is shown in **Table 5.0-3**. The resident population estimates shown in Table 5.0-3 are the approximate values used as inputs to the travel demand model and differ slightly from the buildout population presented in Tables 5.0-2 and 5.0-6.[1]

TABLE 5.0-3: VEHICLE MILES TRAVELED BY ALTERNATIVE

	RESIDENT BASED				*EMPLOYEE BASED*			
	*RESIDENTS**	*VMT*	*TRIPS*	*VMT PER RESIDENT*	*EMPLOYEES*	*VMT*	*TRIPS*	*VMT PER EMPLOYEE*
General Plan 2045	5,356	58,422	10,334	10.9	2,163	28,213	3,132	13.0
Alternative 1: No Project	5,067	54,779	9,792	10.8	2,155	27,527	3,100	12.8
Alternative 2: Reserve Overlay Intensification	6,564	70,221	12,693	10.7	2,163	28,213	3,132	13.0
Alternative 3: Reserve Overlay Housing Element	5,424	59,227	10,474	10.9	2,163	28,213	3,132	13.0

*NOTE: * APPROXIMATE FOR VMT PURPOSES*

SOURCE: PARAMETRIX, 2026

5.0.5 ENVIRONMENTAL ANALYSIS

The alternatives analysis provides a summary of the relative level of significance of the environmental impacts associated with each alternative for each of the environmental issue areas analyzed in this EIR. Following the analysis of each alternative, a summary of the comparative effects of each alternative relative to the General Plan 2045 is provided.

The primary difference among the alternatives is the amount, type, and distribution of land use within the same Planning Area as the General Plan 2045. The development standards, design review requirements, and environmental protection policies of the General Plan 2045 would also apply

[1] The resident population figures in Table 5.0-3 are approximate values developed for travel modeling purposes (Parametrix, 2026) and are not identical to the buildout population presented in Tables 5.0-2 and 5.0-6, which are derived by applying the average household size (2.35 persons per household) to the dwelling unit capacity of each land use designation. For Alternative 3, the approximately 5,424 residents used for VMT purposes include the residential population associated with the Public Facilities designation (approximately 477 residents), consistent with the treatment of that designation under the General Plan 2045 and Alternative 2; that population was not carried into the Alternative 3 subtotal shown in Tables 5.0-2 and 5.0-6, which identify approximately 4,947 residents. For Alternative 2, the approximately 6,564 residents used for VMT purposes differ from the approximately 6,714 residents shown in Table 5.0-2 due to the approximate population inputs and rounding applied in the travel demand model.

under Alternatives 2 and 3. None of the alternatives would introduce new urban land uses or extend the urban footprint beyond that of the General Plan 2045.

The Town Council, Planning Commission, and General Plan Advisory Committee directed the preparation of self-mitigating goals and policies that meet the objectives of the Town of San Anselmo. As described in Sections 3.1 through 3.16 and Chapter 4.0, the General Plan 2045 would not result in any project-specific or cumulative significant and unavoidable impacts; all impacts would be reduced to a less-than-significant level either directly or through compliance with existing regulations.

As demonstrated in the discussion below, Alternative 3 (Reserve Overlay Housing Element) is the environmentally superior alternative, as discussed further in Section 5.6.

ALTERNATIVE 1 – NO PROJECT

Description

Under Alternative 1, the Town would not adopt the General Plan 2045. The existing Town of San Anselmo General Plan would continue to be implemented and no changes to the General Plan, including the Land Use Map, Circulation Diagram, goals, policies, or actions would occur. Changes to address land use, including infill and mixed use development, housing, mobility, sustainability and climate resilience, including policies and actions to increase resilience, open space and conservation, including policies and actions to address conservation of open space, wildlife habitat and corridors, and creeks, safety, economic vitality, including priorities for key corridor improvements and incentives to support local businesses, recreation, public facilities, and diversity, equity, inclusion, and belonging would not be implemented. Subsequent projects, such as amending the Municipal Code (including the zoning map), would not occur.

Changes to the Land Use Map to designate existing public facilities, such as Archie Williams High School, Irene M. Hunt School, Wade Thomas Elementary School, Ross Valley School District offices, Red Hill Community Park, and Red Hill Dog Park, as Public Facilities rather than residential uses would not occur. Changes to the Land Use Map to address inconsistencies with the use of the Single Family – Conservation (SF-C) and Very Low Density Residential (VLDR) designations by applying the Single Family Residential designation to parcels designated SF-C and VLDR parcels that do not meet the minimum parcel size would not occur.

Alternative 1, showing the existing General Plan Land Use Map, is provided as Figure 5.0-1. As shown in **Table 5.0-4**, Alternative 1 would retain the existing General Plan Land Use Map and the same Planning Area acreage as the General Plan 2045. Compared to the General Plan 2045, Alternative 1 would retain a larger share of land designated for very low density residential and single-family/conservation uses and would not reclassify existing public facilities to a Public Facilities designation.

TABLE 5.0-4: ALTERNATIVE 1: NO PROJECT

LAND USE DESIGNATION	*ACRES*	*DWELLING UNITS*	*POPULATION*	*NON-RESIDENTIAL SQUARE FEET*
RESIDENTIAL DESIGNATIONS				
Very Low Density Residential	244	48	113	0
Single-Family Residential-Conservation	349	295	693	0
Single-Family Residential	509	265	623	0
Medium Density Residential	23	41	96	0
High Density Residential	50	231	543	0
Downtown Mixed Residential	50	333	783	0
MIXED USE, COMMERCIAL, AND OFFICE DESIGNATIONS				
Central Commercial	8	36	85	77,435
General Commercial	35	488	1,147	634,566
Limited Commercial	5	82	193	17,536
Neighborhood Commercial	2	7	17	9,928
PUBLIC, QUASI-PUBLIC, RECREATION, AND OTHER DESIGNATIONS				
Parks	18	0	0	0
Open Space	156	0	0	0
Public Facilities	9	11	26	0
SPHERE OF INFLUENCE				
Not Designated	1,750	0	0	0
SUBTOTAL				
Subtotal	***3,211***	***1,837***	***4,317***	***750,171***
Accessory Dwelling Units (Townwide)	0	319	750	0
TOTAL	**3,211**	**2,156**	**5,067**	**750,171**

SOURCE: DE NOVO PLANNING GROUP, 2026.

Under Alternative 1, buildout would result in approximately 2,156 dwelling units, a population of approximately 5,067 residents, and approximately 750,171 square feet of nonresidential development. This represents approximately 123 fewer dwelling units, 289 fewer residents, and

1,962 fewer square feet of nonresidential development than the General Plan 2045. Alternative 1 would retain the existing adopted policy framework.

Because the Town would not adopt the General Plan 2045, Alternative 1 would not include the updated housing, greenhouse gas reduction, climate resilience, and complete streets policies of the General Plan 2045, and would not implement the environmental protection policies developed consistent with CEQA.

Comparative Analysis of Environmental Effects

IMPACTS IDENTIFIED AS BEING THE SAME AS OR SIMILAR TO THOSE OF THE PROPOSED PROJECT

Because Alternative 1 would have the same size Planning Area as the General Plan 2045, future development facilitated by Alternative 1 would occupy the same total area as the General Plan 2045. As such, impacts determined by the development footprint of future projects would be governed by the same federal, State, and local regulations and would be substantially the same as or similar to those of the General Plan 2045

For the following environmental issue areas, impacts under Alternative 1 would be substantially the same as or similar to those of the General Plan 2045 and would remain less than significant: aesthetics (Impacts 3.1-1 through 3.1-4); agricultural and forestry resources (Impacts 3.2-1 through 3.2-4); biological resources (Impacts 3.4-1 through 3.4-7); cultural and tribal cultural resources (Impacts 3.5-1 through 3.5-5); energy (Section 3.6); geology, soils, and paleontological resources (Impacts 3.7-1 through 3.7-7); hazards and hazardous materials (Impacts 3.9-1 through 3.9-7); hydrology and water quality (Impacts 3.10-1 through 3.10-5); noise (Section 3.12); public services and recreation (Impacts 3.13-1 through 3.13-6); utilities and service systems (Impacts 3.15-1 through 3.15-7); and wildfire (Impacts 3.16-1 through 3.16-5).

IMPACTS IDENTIFIED AS BEING LESS SEVERE THAN THOSE OF THE PROPOSED PROJECT

Because Alternative 1 would accommodate slightly less growth than the General Plan 2045, per-capita travel would be marginally lower. As shown in Table 5.0-3, vehicle miles traveled (VMT) per resident would be approximately 10.8 under Alternative 1 compared to 10.9 under the General Plan 2045, and VMT per employee would be approximately 12.8 compared to 13.0. As a result, impacts related to transportation (Impact 3.14-1), air quality (Impacts 3.3-1 through 3.3-6), and greenhouse gas emissions (Impacts 3.8-1 and 3.8-2) would be slightly less severe than those of the General Plan 2045. All such impacts would remain less than significant. This is consistent with the growth-inducing impact analysis in Chapter 4.0. Because Alternative 1 would accommodate less population growth than the General Plan 2045, the direct population growth and associated environmental consequences identified in that analysis would be incrementally reduced under Alternative 1. However, because Alternative 1 would not accommodate the Town's Regional Housing Needs Allocation or the housing capacity provided by the General Plan 2045, this reduction would reflect a deferral or redistribution of regional housing demand rather than an overall avoidance of growth.

IMPACTS IDENTIFIED AS BEING MORE SEVERE THAN THOSE OF THE PROPOSED PROJECT

Because the Town would not adopt the updated Land Use Map and policy framework, Alternative 1 would be less consistent with regional and State land use, housing (Regional Housing Needs

Allocation), and climate requirements than the General Plan 2045. As a result, impacts related to land use and planning and population and housing (Impacts 3.11-1 through 3.11-5) would be slightly more severe than those of the General Plan 2045.

Relationship to Significant and Unavoidable Impacts

The General Plan 2045 would not result in any significant and unavoidable impacts. Alternative 1 (No Project) likewise would not result in any significant and unavoidable impacts. Accordingly, there are no significant and unavoidable impacts to avoid, reduce, or intensify under Alternative 1.

Relationship to Project Objectives

Because the General Plan 2045 would not be adopted, Alternative 1 would fail to meet most of the basic project objectives, including accommodating the Town's Regional Housing Needs Allocation and establishing an updated housing framework, managing growth through multimodal circulation and greenhouse gas reduction, advancing climate resilience and environmental protection, and promoting infill development.

While existing scenic, open space, and safety policies would remain in effect, Alternative 1 would not satisfy the underlying purpose of the project, which is to adopt a comprehensive, updated General Plan that meets current State requirements.

ALTERNATIVE 2 – RESERVE OVERLAY INTENSIFICATION

Description

Alternative 2 would place greater emphasis on additional housing and commercial development within Reserve Areas located along major transportation corridors. This alternative would further the purpose of General Plan 2045 Policy LU-A.6.

Under Alternative 2, land use designations would be modified as shown in Figure 5.0-2 and **Table 5.0-5**. The goals, policies, and programs of the General Plan 2045 would continue to apply and would be self-mitigating.

Under Alternative 2, buildout would result in approximately 2,857 dwelling units and a population of approximately 6,714 residents, an increase of approximately 578 dwelling units and 1,358 residents compared to the General Plan 2045. This additional growth would be accommodated through General Commercial, Limited Commercial, and Neighborhood Commercial designations along major corridors, as shown in Table 5.0-5.

Because Alternative 2 would increase development intensity rather than expand the development footprint, it would occupy the same Planning Area and urban footprint as the General Plan 2045, as shown in Figure 5.0-2 and Table 5.0-5.

TABLE 5.0-5: ALTERNATIVE 2: RESERVE OVERLAY INTENSIFICATION

LAND USE DESIGNATION	*ACRES*	*DWELLING UNITS*	*POPULATION*	*NON-RESIDENTIAL SQUARE FEET*
RESIDENTIAL DESIGNATIONS				
Very Low Density Residential	20	43	101	0
Single-Family Residential-Conservation	24	2	5	0
Single-Family Residential	813	455	1 0 9	0
Medium Density Residential	15	41	9	0
High Density Residential	43	25	04	0
Downtown Mixed Residential		351	825	0
MIXED USE, COMMERCIAL, AND OFFICE DESIGNATIONS				
Central Commercial	8	43	101	90 103
General Commercial	35	988	2 322	34 5
Limited Commercial	5	131	308	1 53
Neighborhood Commercial	4	24	5	9 928
PUBLIC, QUASI-PUBLIC, RECREATION, AND OTHER DESIGNATIONS				
Parks	10	0	0	0
Open Space	1 0	0	0	0
Public Facilities	0	203	4	0
SPHERE OF INFLUENCE				
Not Designated	1 49	0	0	0
SUBTOTAL				
Subtotal	**3,211**	**2,538**	**5,964**	**752,133**
Accessory Dwelling Units (Townwide)	0	319	50	0
TOTAL	**3,211**	**2,857**	**6,714**	**752,133**

SOURCE: DE NOVO PLANNING GROUP, 2026.

Comparative Analysis of Environmental Effects

IMPACTS IDENTIFIED AS BEING THE SAME AS OR SIMILAR TO THOSE OF THE PROPOSED PROJECT

Because Alternative 2 would have the same size Planning Area as the General Plan 2045, future development facilitated by Alternative 2 would occupy the same total area as the General Plan 2045,

and the goals and policies of the General Plan 2045 would continue to apply. As such, impacts determined by the development footprint of future projects would be substantially the same as or similar to those of the General Plan 2045.

For the following environmental issue areas, impacts under Alternative 2 would be substantially the same as or similar to those of the General Plan 2045 and would remain less than significant: agricultural and forestry resources (Impacts 3.2-1 through 3.2-4); biological resources (Impacts 3.4-1 through 3.4-7); cultural and tribal cultural resources (Impacts 3.5-1 through 3.5-5); energy (Section 3.6); geology, soils, and paleontological resources (Impacts 3.7-1 through 3.7-7); hazards and hazardous materials (Impacts 3.9-1 through 3.9-7); hydrology and water quality (Impacts 3.10-1 through 3.10-5); land use and planning and population and housing (Impacts 3.11-1 through 3.11-5); public services and recreation (Impacts 3.13-1 through 3.13-6); utilities and service systems (Impacts 3.15-1 through 3.15-7); and wildfire (Impacts 3.16-1 through 3.16-5).

IMPACTS IDENTIFIED AS BEING LESS SEVERE THAN THOSE OF THE PROPOSED PROJECT

Alternative 2 would concentrate additional housing and commercial development in transit-proximate Reserve Areas along major corridors. As shown in Table 5.0-3, VMT per resident would be approximately 10.7 under Alternative 2 — the lowest of the alternatives — compared to 10.9 under the General Plan 2045, while VMT per employee would be approximately 13.0, the same as the General Plan 2045. This reflects the most efficient per-capita travel pattern of the alternatives.

As a result, impacts related to transportation (Impact 3.14-1), air quality (Impacts 3.3-1 through 3.3-6), greenhouse gas emissions (Impacts 3.8-1 and 3.8-2), and transportation noise (Section 3.12) would be slightly less severe than those of the General Plan 2045. All such impacts would remain less than significant.

IMPACTS IDENTIFIED AS BEING MORE SEVERE THAN THOSE OF THE PROPOSED PROJECT

Because Alternative 2 would allow increased height, massing, and lot coverage along commercial corridors, impacts related to aesthetics (Impacts 3.1-1 through 3.1-4) would be slightly more severe than those of the General Plan 2045. These impacts would nonetheless remain less than significant through application of the General Plan 2045 design, community character, and scenic resource policies.

Relationship to Significant and Unavoidable Impacts

The General Plan 2045 would not result in any significant and unavoidable impacts. Alternative 2 likewise would not result in any significant and unavoidable impacts. Accordingly, there are no significant and unavoidable impacts to avoid, reduce, or intensify under Alternative 2.

Relationship to Project Objectives

Alternative 2 would meet most of the basic project objectives, including accommodating the Town's Regional Housing Needs Allocation and housing needs, supporting economic vitality, promoting multimodal circulation and reduced per-capita greenhouse gas emissions, and providing services, climate resilience, and resource protection.

However, by allowing greater height, massing, and intensity along corridors, Alternative 2 would create greater tension with the Town's community character, scenic resource, and small-town scale objectives than the General Plan 2045.

On balance, Alternative 2 would meet most of the basic objectives of the General Plan 2045.

ALTERNATIVE 3 – RESERVE OVERLAY HOUSING ELEMENT

Description

Alternative 3 would apply a Reserve Overlay calibrated to the Town's adopted Housing Element, directing modest additional housing capacity to areas already served by infrastructure and services while preserving open space, hillsides, and environmentally sensitive areas. Alternative 3 would occupy the same Planning Area as the General Plan 2045, and the goals and policies of the General Plan 2045 would continue to apply.

Under Alternative 3, buildout would result in approximately 2,308 dwelling units (**Table 5.0-6**), an increase of approximately 29 dwelling units compared to the General Plan 2045 and substantially fewer than under Alternative 2. The corresponding buildout population would be approximately 4,947 residents (Table 5.0-6). This additional housing capacity would be directed primarily to High Density Residential, General Commercial, and Neighborhood Commercial designations.

Because Alternative 3 would accommodate additional housing through the Reserve Overlay rather than through expansion of the Planning Area, it would occupy the same overall urban footprint as the General Plan 2045, as shown in Tables 5.0-2 and 5.0-6.

TABLE 5.0-6: ALTERNATIVE 3: RESERVE OVERLAY HOUSING ELEMENT

LAND USE DESIGNATION	*ACRES*	*DWELLING UNITS*	*POPULATION*	*NON-RESIDENTIAL SQUARE FEET*
RESIDENTIAL DESIGNATIONS				
Very Low Density Residential	20	43	101	0
Single-Family Residential-Conservation	24	2	5	0
Single-Family Residential	813	455	1 0 9	0
Medium Density Residential	15	41	9	0
High Density Residential	43	252	592	0
Downtown Mixed Residential		351	825	0
MIXED USE, COMMERCIAL, AND OFFICE DESIGNATIONS				
Central Commercial	8	43	101	90 103
General Commercial	35	500	1 1 5	34 5

LAND USE DESIGNATION	*ACRES*	*DWELLING UNITS*	*POPULATION*	*NON-RESIDENTIAL SQUARE FEET*
Limited Commercial	5	82	193	1 53
Neighborhood Commercial	4	1	40	9 928
PUBLIC, QUASI-PUBLIC, RECREATION, AND OTHER DESIGNATIONS				
Parks	10	0	0	0
Open Space	1 0	0	0	0
Public Facilities	0	203	4	0
SPHERE OF INFLUENCE				
Not Designated	1 49	0	0	0
SUBTOTAL				
Subtotal	**3,211**	**1,989**	**4,197**	**752,133**
Accessory Dwelling Units (Townwide)	0	319	50	0
TOTAL	**3,211**	**2,308**	**4,947**	**752,133**

SOURCE: DE NOVO PLANNING GROUP, 2026.

Comparative Analysis of Environmental Effects

IMPACTS IDENTIFIED AS BEING THE SAME AS OR SIMILAR TO THOSE OF THE PROPOSED PROJECT

Because Alternative 3 would have the same size Planning Area as the General Plan 2045, future development facilitated by Alternative 3 would occupy the same total area as the General Plan 2045, and the goals and policies of the General Plan 2045 would continue to apply. As such, impacts determined by the development footprint of future projects would be substantially the same as or similar to those of the General Plan 2045.

For the following environmental issue areas, impacts under Alternative 3 would be substantially the same as or similar to those of the General Plan 2045 and would remain less than significant: agricultural and forestry resources (Impacts 3.2-1 through 3.2-4); cultural and tribal cultural resources (Impacts 3.5-1 through 3.5-5); energy (Section 3.6); geology, soils, and paleontological resources (Impacts 3.7-1 through 3.7-7); hazards and hazardous materials (Impacts 3.9-1 through 3.9-7); land use and planning and population and housing (Impacts 3.11-1 through 3.11-5); public services and recreation (Impacts 3.13-1 through 3.13-6); utilities and service systems (Impacts 3.15-1 through 3.15-7); and wildfire (Impacts 3.16-1 through 3.16-5).

IMPACTS IDENTIFIED AS BEING LESS SEVERE THAN THOSE OF THE PROPOSED PROJECT

Because Alternative 3 would direct additional housing capacity to areas already served by infrastructure and services, and because the Reserve Overlay would preserve hillsides, ridgelines,

and open space, impacts related to aesthetics (Impacts 3.1-1 through 3.1-4) would be slightly less severe than those of the General Plan 2045.

By directing development away from creeks, riparian corridors, and sensitive habitat, Alternative 3 would result in slightly less severe impacts related to biological resources (Impacts 3.4-1 through 3.4-7) and hydrology and water quality (Impacts 3.10-1 through 3.10-5) than the General Plan 2045.

Alternative 3 would accommodate growth comparable to the General Plan 2045 while improving the jobs-housing balance in areas that are already served by infrastructure and transit.

As shown in Table 5.0-3, VMT per resident (approximately 10.9) and VMT per employee (approximately 13.0) under Alternative 3 would be comparable to the General Plan 2045. As a result, impacts related to transportation (Impact 3.14-1), air quality (Impacts 3.3-1 through 3.3-6), greenhouse gas emissions (Impacts 3.8-1 and 3.8-2), and transportation noise (Section 3.12) would be comparable to or slightly less severe than those of the General Plan 2045.

On balance, the impacts of Alternative 3 would be slightly less severe than those of the General Plan 2045, and no impacts would be more severe. All such impacts would remain less than significant.

IMPACTS IDENTIFIED AS BEING MORE SEVERE THAN THOSE OF THE PROPOSED PROJECT

There are no impacts associated with the implementation of Alternative 3 that would be more severe than those of the General Plan 2045.

Relationship to Significant and Unavoidable Impacts

The General Plan 2045 would not result in any significant and unavoidable impacts. Alternative 3 likewise would not result in any significant and unavoidable impacts. Alternative 3 would further reduce the severity of several impacts that are already less than significant under the General Plan 2045.

Relationship to Project Objectives

Alternative 3 would meet all of the basic project objectives, including protecting community character and scenic and open space resources; accommodating the Town's Regional Housing Needs Allocation and housing needs; supporting economic vitality; managing growth and providing services and resilient infrastructure; promoting multimodal circulation and reduced per-capita greenhouse gas emissions; advancing climate resilience; protecting resources including the urban forest, biological resources, and water quality; and promoting infill development. As discussed in Section 5.6, Alternative 3 is the environmentally superior alternative.

5.0.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires that an environmentally superior alternative be identified among the alternatives that are analyzed in the EIR. If the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6(e)(2)). The environmentally superior alternative is that

alternative with the least adverse environmental impacts when compared to the proposed General Plan.

The comparative analysis presented in **Table 5.0-7** evaluates each alternative relative to the General Plan 2045 across each environmental issue area. The relative scores indicate whether each alternative would result in effects that are the same as, slightly better than, or slightly worse than the General Plan 2045; a lower total score indicates fewer overall environmental effects.

The comparative scores in Table 5.0-7 were assigned using a uniform five-point scale applied to each environmental issue area relative to the General Plan 2045: a score of 1 indicates that the alternative would result in significantly fewer or less severe impacts (Significantly Better),a score of 2 indicates that the alternative would result in slightly fewer or less severe impacts (Slightly Better), a score of 3 indicates that impacts would be substantially the same (Same), a score of 4 indicates slightly greater or more severe impacts (Slightly Worse), and a score of 5 indicates significantly greater or more severe impacts (Significantly Worse). Each environmental issue area was weighted equally, and the scores were summed across all issue areas to produce the total comparative score shown in the summary row. Because each topic is weighted equally, a lower total score indicates an alternative that would, on balance, result in fewer overall environmental effects relative to the General Plan 2045. The scores reflect a qualitative comparison of the relative magnitude of impacts and are not intended to represent a quantitative or weighted significance determination. No alternatives' impact areas were determined to be significantly better or significantly worse than the General Plan 2045 impact conclusions.

As summarized in Table 5.0-7, the total comparative scores are 51 for the General Plan 2045, 49 for Alternative 1, 48 for Alternative 2, and 48 for Alternative 3. Although Alternative 1 (No Project) would result in slightly fewer overall environmental effects than the General Plan 2045, it would result in slightly worse land use and population and housing effects, would not include the self-mitigating policy framework of the General Plan 2045, and would fail to meet most of the project objectives. For these reasons, Alternative 1 is not the environmentally superior alternative.

Accordingly, Alternative 3 (Reserve Overlay Housing Element) is the environmentally superior alternative. Although it received the same total comparative score as Alternative 2, there would be no technical topics where Alternative 3 would perform worse than the General Plan 2045. Therefore, Alternative 3 would be the most effective at reducing environmental effects, and would meet all of the basic project objectives.

As shown in Table 5.0-7, Alternative 2 and Alternative 3 each received a total comparative score of 48. However, Alternative 2 would result in slightly greater aesthetic impacts than the General Plan 2045 (a score of 4 – Slightly Worse for Aesthetics), reflecting the increased height, massing, and intensity of development along commercial corridors, whereas Alternative 3 would not result in greater impacts than the General Plan 2045 in any environmental issue area.

Alternative 3 would result in slightly fewer impacts than the General Plan 2045 with respect to aesthetics, biological resources, and hydrology and water quality by directing modest additional housing capacity to areas already served by infrastructure while preserving open space, hillsides,

ridgelines, and environmentally sensitive areas. Because Alternative 3 would reduce impacts in these resource areas without increasing impacts in any other issue area, and because it would accommodate the Town's Regional Housing Needs Allocation and meet all of the basic project objectives, Alternative 3 is identified as the environmentally superior alternative.

TABLE 5.0-7: COMPARISON OF ALTERNATIVES TO THE PROPOSED PROJECT

ENVIRONMENTAL ISSUE	*GENERAL PLAN 2045*	*ALTERNATIVE 1 NO PROJECT*	*ALTERNATIVE 2 RESERVE OVERLAY INTENSIFICATION*	*ALTERNATIVE 3 RESERVE OVERLAY HOUSING ELEMENT*
Aesthetics	3 – Same	3 – Same	4 – Slightly Worse	2 – Slightly Better
Agricultural Resources	3 – Same	3 – Same	3 – Same	3 - Same
Air Quality	3 – Same	2 – Slightly Better	2 – Slightly Better	3 - Same
Biological Resources	3 – Same	3 – Same	3 – Same	2 – Slightly better
Cultural Resources	3 – Same	3 – Same	3 – Same	3 – Same
Energy	3 – Same	3 – Same	3 – Same	3 – Same
Geology and Soils	3 – Same	3 – Same	3 – Same	3 – Same
Greenhouse Gases and Climate Change	3 – Same	2 – Slightly Better	2 – Slightly Better	3 - Same
Hazards and Hazardous Materials	3 – Same	3 – Same	3 – Same	3 - Same
Hydrology and Water Quality	3 – Same	3 – Same	3 – Same	2 – Slightly better
Land Use/Planning and Population/Housing	3 – Same	4 – Slightly Worse	3 – Same	3 – Same
Noise	3 – Same	3 – Same	2 – Slightly Better	3 - Same
Public Services and Recreation	3 – Same	3 – Same	3 – Same	3 – Same
Transportation and Circulation	3 – Same	2 – Slightly Better	2 – Slightly Better	3 - Same
Utilities	3 – Same	3 – Same	3 – Same	3 – Same
Wildfire	3 – Same	3 – Same	3 – Same	3 – Same
Irreversible Effects	3 – Same	3 – Same	3 – Same	3 – Same
SUMMARY	**51**	**49**	**48**	**48**

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Electronic versions of the Draft EIR and all of the supporting technical appendices are available at:

https://www.sananselmogp2045.org/

Appendices

Appendix A: Notice of Preparation (NOP) and NOP Comments

Appendix B: Air Quality and Greenhouse Gas Emissions (GHG) Data

Appendix C: Native American Communication

Appendix D: Noise Data

Appendix E: Transportation Data