
Sir Francis Drake Boulevard Bridge Replacement Project



Draft Initial Study/Mitigated Negative Declaration

Prepared for Marin County
2026

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NEGATIVE DECLARATION

Marin County

Environmental Coordination and Review

Pursuant to Section 21000 et. seq. of the Public Resources Code and Marin County Environmental Impact Review Guidelines and Procedures, a Negative Declaration is hereby granted for the following project.

1. Project Name: Sir Francis Drake Boulevard Bridge Replacement Project

2. Location and Description:

The project is located in the community of Point Reyes Station, in Marin County, California. The proposed project would replace the existing bridge over Olema Creek with a new single-span, cast-in-place, post-tensioned concrete slab bridge approximately 77 feet in length and accommodating two 11-foot-wide lanes, 6-foot-wide shoulders in each direction, and new 2-foot wide bridge barriers in each direction, resulting in an approximate bridge width of 38 feet.

3. Project Sponsor: Marin County Department of Public Works

4. Finding:

Based on the attached Initial Study and without a public hearing, it is my judgment that:

The project will not have a significant effect on the environment.

The significant effects of the project noted in the Initial Study attached have been mitigated by modifications to the project so that the potential adverse effects are reduced to a point where no significant effects would occur.



Date: May 11, 2026

Rachael Reid; Environmental Planning Manager

Based on the attached Initial Study and the testimony received at a duly noticed public hearing, a Negative Declaration is granted.

Date: _____

Christopher Blunk; Interim Public Works Director,

Director, Department of Public Works

1. Mitigation Measures:

- No potential adverse impacts were identified; therefore, no mitigation measures are required.
- Please refer to mitigation measures in the attached Initial Study.
- The potential adverse impacts have been found to be mitigable as noted under the following factors in the Initial Study attached.

All mitigation measures have been incorporated into the project and are embodied in conditions of approval recommended by the Marin County Department of Public Works.

Other conditions of approval in support of these measures may also be advanced.

2. Preparation:

This Negative Declaration was prepared by Circlepoint on behalf of the Marin County Department of Public Works. Copies may be obtained at the address listed below.
<https://www.marincounty.gov/departments/cda/planning/environmental-planning/current-ceqa-projects>

Marin County Department of Public Works
3501 Civic Center Drive, Suite 304
San Rafael, CA 94903
(415) 473-6528
Monday-Friday, 8:00 a.m. to 5:00 p.m.

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I. PROJECT BACKGROUND

- A. Project Sponsor's Name and Address:** Marin County Department of Public Works
3501 Civic Center Dr., Suite 304
San Rafael, CA 94903

- B. Lead Agency Name and Address:** Marin County Department of Public Works
3501 Civic Center Dr., Suite 304
San Rafael, CA 94903

- C. Agency Contact:** Vincent Yan, Civil Engineer
(415) 473-7266
Vincent.Yan@MarinCounty.gov

II. PROJECT DESCRIPTION

- A. Project Title:** Sir Francis Drake Boulevard Bridge Replacement Project (Project ID BRLS-5927 (099))

- B. Project Location:** Sir Francis Drake Boulevard

- C. Assessor's Parcel Numbers:** 119-240-19, 166-170-03

- D. Surrounding General Plan Designation:** 10 -Single-Residential. - Unimproved

- E. Surrounding Zoning:** C-RA-B3 -Residential Agriculture
C-OA -Open Space
C-APZ-60 -Agriculture Production Zone

Proposed Project

The County of Marin (County) proposes the Sir Francis Drake Boulevard Bridge Replacement Project (project) to replace the existing bridge over Olema Creek. This project is located in the community of Point Reyes Station, in Marin County, California. The limits of the project site are shown in **Figure 1**. The project site encompasses the area within which all project-related activities could occur. The project footprint, which includes areas of both temporary and permanent disturbance, is located entirely within the project site. The project will be implemented by the County, which has obtained grant authorization from the California Department of Transportation (Caltrans).

Sir Francis Drake Boulevard (Blvd) is a two-lane, 24-foot wide, major roadway that serves two-way traffic with a posted speed limit of 45 miles per hour. The roadway currently includes eleven-foot lanes with one-foot shoulders in each direction. The existing Sir Francis Drake Blvd Bridge (bridge) (Bridge No. 27C0104) has been given a sufficiency rating¹ of 51.4 out of 100 and a status of functionally obsolete meaning the bridge fails to meet current functional standards. The bridge was originally constructed in 1930 and was lengthened in 1967. Initially, the bridge was a 20-foot-long, single-span, reinforced concrete slab. The 1967 lengthening modified the bridge to include three spans with a total length of 58 feet. Overhead telephone and electrical lines and underground water and communication lines, which are attached to the bridge are present in the project site. Due to the narrow width, the roadway and structure do not meet current standards.

The bridge has a long history of scour issues and debris build up at the piers. As part of the 1967 lengthening, scour mitigation measures were implemented at Pier 2, part of which appears to be acting as a check dam, a small dam across the waterway to reduce erosion potential, on the downstream side of the bridge. There is pattern cracking in the deck asphalt concrete overlay, and cracks have been identified on the bottom surface of the bridge (soffit) and Pier 3. Additionally, the bridge railings are substandard and there are no approach guardrails.

Based on a preliminary hydraulic analysis, the existing bridge is not high enough to clear the 100-year storm event, nor does it clear the 50-year storm event with two feet of freeboard, a safety factor used to express feet above flood level for purposes of floodplain management. Freeboard compensates for unknown factors that could contribute to flood heights greater than the height calculated for a selected size flood and is not required by National Flood Insurance Program standards, but encouraged for safety.

Bridge replacement will include replacing the existing bridge structure with a new structure that is wider, longer, and higher. Construction of the bridge will involve excavation for, and construction of, concrete abutments supported on driven piles. Construction of the roadway approaches will involve the removal of existing pavement and the placement of fill material, aggregate base, and hot mix asphalt pavement. Tree

¹ A bridge sufficiency rating is a numerical score (0-100) used by the Federal Highway Administration (FHWA) to assess a bridge's ability to remain in service, reflecting its structural condition, functional obsolescence, and essentiality to public use.

removal and the removal of other vegetation along the creek banks will be necessary for the project. Temporary falsework to support the cast-in-place structure while it reaches full strength will be required within the dewatered waterway. Other temporary work within Olema Creek that is anticipated includes removal of the existing bridge, including existing abutments, piers, foundations, and wingwalls; installation of new abutments; and installation of scour countermeasures. A temporary creek diversion is anticipated in order to complete these activities within the waterway. Relocation of overhead and underground utilities is anticipated as part of the project. Construction is expected to begin in spring 2028 and is anticipated to have a duration of six months.

As is standard with all roadway projects, the contractor would be required to install temporary Best Management Practices (BMPs) to control any runoff or erosion from the project site into any nearby waterways. These temporary BMPs would be installed prior to any construction operations and will be in place for the duration of the contract. The removal of these BMPs would be the final operation, along with the project site cleanup.

Traffic and Construction Staging

The closure of Sir Francis Drake Blvd over Olema Creek is anticipated in order to expedite construction of the replacement bridge and roadway approach work. Sir Francis Drake Blvd provides the main access point to Highway 1 and the Point Reyes Station community for those travelling to and from Tomales Bay area. However, connectivity to Highway 1 is also provided south of the project site via Bear Valley Road. The detour along Bear Valley Road is approximately 4 miles long and will add an additional 10 minutes of travel time for motorists.

Utility Removal Relocation

Relocation of overhead and underground utilities is anticipated as part of the project. Water provided by the North Marin Water District and communication lines provided by AT&T that are attached to the existing bridge will be relocated onto the new structure. If the existing water distribution line cannot be temporarily shut down to facilitate bridge construction, it will be relocated onto a temporary structure during construction. Existing overhead electric poles provided by Pacific Gas and Electric Company (PG&E) will be relocated as part of the project. The specific extent and details of utility relocations will be confirmed during the design phase in coordination with the respective utility providers.

Temporary Creek Diversion

Project construction is expected to take one six-month-long construction season beginning in spring 2028. Construction activities within the banks of Olema Creek will be performed between June 15 and October 15, which will correspond to when there is little or no precipitation and when stream flow is lowest. Work within the Olema Creek channel, including use of an excavator and backhoe, will be necessary in order to install temporary shoring, remove the existing piers and abutments, install the new abutments, and place rock slope protection (RSP). If water is present in the channel, a temporary creek diversion is proposed to dewater the work area within the creek bed during the construction window. Access roads for installation of the creek diversion will be

constructed as needed during the creek work window and contained within the temporary impact areas.

The proposed creek diversion will consist of two temporary sheet pile headwalls and one water diversion pipe. The sheet pile headwalls will be vibrated into place in the wetted channel approximately 70 feet south of the existing edge of deck and 50 feet north of the existing edge of deck, respectively. There will be two gaps in the headwalls for insertion of the water diversion pipes, which will concentrate creek flow into the pipes. The diversion pipe will be approximately 42 inches in diameter and will be placed on the creek bed for a length of 165 feet. The creek diversion is anticipated from June 15 to October 15.

An additional area of 10 feet upstream from the upstream dam base and 10 feet downstream from the downstream headwall is proposed for access to construct the dams and may have temporary impacts by construction personnel and equipment staging. Temporary impacts to construct and maintain the temporary creek diversion, will extend approximately 80 feet upstream and 100 feet downstream from the drip line of the existing bridge.

Before construction and placement of the creek diversion, a qualified biologist will install exclusionary netting up and downstream of the cofferdam locations and make several passes with nets or electro-fishing equipment to capture and relocate aquatic species in the creek. Once the creek diversion has been placed, any aquatic species identified in the dewatered work area will be captured and relocated as appropriate. Dewatering and aquatic species relocations plans will be submitted to regulatory agencies prior to project construction.

Prior to placement of the sheet piles, sharp objects, boulders, and cobbles will be removed from the diversion area to create a smooth streambed and allow a somewhat flat surface for the installation of the headwalls. These objects will be removed by hand or, if necessary, by a grapple located on either side of the creek. The water will flow downstream through the diversion pipes by gravity. Bypass pipe diameter will be sized to accommodate, at a minimum, twice the summer base flow. The contractor is required to maintain free flowing water bypass at all times during the project, including nighttime and weekends. Diverted flows will be returned to the stream channel immediately downstream of the work area. The outlet of all water diversions will be positioned such that the discharge of water maintains pre-project hydraulic conditions and does not result in bank erosion or channel scour.

Following the implementation of the creek diversion, any ponded water located in between the upstream berm and the downstream berm will be pumped out with screened intakes with mesh not larger than 2.4 millimeters (3/32 inches) to create a dry working environment. Pumped water will be discharged to a filtration/settling system (i.e., filter fabric, turbidity curtain, or settling basin) downstream of the work area to reduce turbidity or will be discharged to vegetated upland areas for infiltration, where the water may be absorbed by the ground and not flow back into the creek. All sediment collected from dewatering the construction area will be disposed of off-site to an approved location.

Pumps shall be placed in flat areas away from the stream channel. To prevent movement caused by vibration, the pumps will be securely tied to a tree or stake. Pumps will be refueled in an area that is well away from stream channel, and fuel absorbent mats will be placed under pumps while refueling. Spill control kits will be available at the project site at all times, and construction personnel will be trained in the proper spill control procedures. In no case will any sediment-laden or contaminated water be discharged directly to any waterway.

Impacted waters located in the work area would either be treated per the requirements of a Storm Water Pollution Prevention Plan (SWPPP) prepared for the project or disposed of per Regional Water Quality Control Board (RWQCB) requirements. Activities within the channel would commence only after appropriate dewatering and storm water quality BMPs are in place. BMPs would consist of all applicable federal, state, and local erosion and sediment control policies including those outlined under the County's Stormwater Pollution Prevention Program. Water intake structures will be installed, operated, and maintained in accordance with current National Marine Fisheries Service (NMFS), United States Fish and Wildlife Service (USFWS), and California Department of Fish and Wildlife (CDFW) criteria or as developed in cooperation with USFWS and CDFW to accommodate site-specific conditions.

The temporary creek diversion and all equipment in the creek will be removed from the channel by October 15 or as soon as project construction in the creek is complete. Water will be slowly released back into the work area to prevent erosion and increased turbidity. The creek diversion structure will be removed in a manner that will allow flow to resume with the least disturbance to the substrate. This will minimize the risk of beaching and stranding of fish as the area upstream becomes dewatered.

Restoration of the project site will improve local habitat conditions for on-site species.

Existing Bridge Demolition and New Bridge Construction

The project will begin with demolition of the existing bridge, followed by construction of the new bridge on the same alignment.

Demolition equipment expected to be used includes a backhoe and dump trucks. After removal of the superstructure, the abutments and wingwalls in the creek bank will be removed. Existing piers will be cut off 3 feet below ground surface. Creek protections will be in place during bridge demolition.

After bridge demolition, excavators will be used to excavate around the two new abutments and wingwalls. The abutment footings will measure approximately 9.5 feet by 46 feet. New wing walls will measure approximately 16 feet long. Each abutment will be supported on sixteen 16-inch-diameter, 60-foot-long Class 200 Alternative "W" steel pipe piles installed in the excavated creek bed. Piles will be installed through impact pile driving. For the range of diesel impact hammers typically utilized by bridge replacement projects, time for pile driving, not including stoppages, is between 30-60 minutes per pile. Sound pressure level for the same typical diesel impact hammers ranges from 99 A-weighted decibels (dBA) to 119 dBA at a distance of 23 feet from the pile. A-weighted decibels are relative noise levels as perceived by the human ear. The maximum dBA

level is referred to as Lmax. Pile noise at peak intensity will attenuate to 80 Lmax dB, which is generally the ambient noise level, at a distance of approximately 900 feet.

Concrete pump trucks will be used to place the pile caps, abutment stems, and the superstructure. Temporary falsework will be placed within the dewatered creek bed for approximately 4 months to support the new cast-in-place bridge superstructure while it reaches full strength. After the superstructure concrete is cast, jacks will be used to post-tension the superstructure. Once post-tensioning is completed, a concrete barrier railing will be installed on each side of the new bridge.

Roadway Repavement

After construction of the bridge, the new bridge profile will sit at a slightly higher elevation. In order to accommodate the wider and higher profile bridge, the roadway approaches and Sir Francis Drake Blvd will be realigned and repaved.

Roadway modifications will begin approximately 1,000 feet to the east of the bridge and will conform approximately 700 feet to the west. The alignment of Sir Francis Drake Blvd will shift about 8 feet to the south to minimize impacts to the residential properties on the north.

Construction of the roadways will involve cold planning the existing asphalt pavement and overlaying with hot mix asphalt.

Erosion Protection

To protect the channel embankment and limit the effect of erosion, 3.5-foot-thick riprap will be placed 18 feet into the creek from the face of the abutments and wrap 25 feet behind the abutments. The riprap will extend approximately 25 feet upstream and downstream of the bridge.

Existing drainage ditches along Sir Francis Drake Blvd will be reconstructed after project construction. No existing storm drain inlets or pipes are present within the project site.

To control any runoff or erosion from the project site; the contractor will be required to install temporary BMPs into any nearby waterways (Olema and Lagunitas creeks) as is standard with all roadway projects. Prior to any construction operations, the temporary BMPs will be installed and will be in place for the duration of the contract. The final operation would be the removal of these BMPs along with the project site cleanup.

Revegetation

Project construction may result in impacts to trees and riparian vegetation along Olema Creek in the construction easement areas and immediately adjacent to Sir Francis Drake Blvd Bridge.

In areas of temporary construction impact, appropriate replacement of native vegetation will be planted in areas where they would not affect roadway safety. Impacted areas will be remediated and replanted with appropriate native vegetation and trees. Hydroseeding of native grass seed mix will occur where appropriate. Vegetated riprap will be placed around abutments, and upstream and downstream of the bridge. Any trees removed will be replaced in appropriate ratios according to agency and permitting determinations.

Specifications regarding vegetation and tree replacement will be provided during the design phase of the project (estimated to be completed in fall 2028).

ROW Acquisition and Easements

Permanent right-of-way (ROW) acquisition will be needed from the parcel along the south side of Sir Francis Drake Blvd at the project site. Temporary construction easements will also be required from several parcels in order to provide access to the creek, adequate storage, staging areas, and reconstruct a private driveway.



Legend

- Project Site
- Creek

Map Not to Scale

Project Location Map **Figure 1**

III. CIRCULATION AND REVIEW

This Initial Study/Mitigated Negative Declaration is being circulated for a 30-day review and comment period pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15073. It is being circulated to all agencies that have jurisdiction over the subject property or the natural resources affected by the project and to consultants, community groups, and interested parties to attest to the completeness and adequacy of the information contained in the Initial Study as it relates to the concerns which are germane to the agency's or organization's jurisdictional authority or to the interested parties' issues.

Marin County Agencies:

- Marin County Public Works - Land Development
- Marin County Stormwater Program (MCSTOPPP)
- Marin County Community Development Agency
- Marin County Fire Department

Trustee and Responsible Agencies:

- National Marine Fisheries Services
- US Department of Fish and Wildlife
- US Army Corp of Engineers
- California Department of Fish and Wildlife
- California Regional Water Quality Control Board

IV. EVALUATION OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Pursuant to Section 15063 of the State CEQA Guidelines, and the County Environmental Impact Report (EIR) Guidelines, Marin County will prepare an Initial Study for all projects not categorically exempt from the requirements of CEQA. The Initial Study evaluation is a preliminary analysis of a project which provides the County with information to use as the basis for deciding whether to prepare an EIR or Negative Declaration. The points enumerated below describe the primary procedural steps undertaken by the County in completing an Initial Study checklist evaluation and, in particular, the manner in which significant environmental effects of the project are made and recorded.

- A.** The determination of significant environmental effect is to be based on substantial evidence contained in the administrative record and the County's environmental database consisting of factual information regarding environmental resources and environmental goals and policies relevant to Marin County. As a procedural device for reducing the size of the Initial Study document, relevant information sources cited and discussed in topical sections of the checklist evaluation are incorporated by reference into the checklist (e.g. general plans, zoning ordinances). Each of these information sources has been assigned a number which is shown in parenthesis following each topical question and which corresponds to a number on the database source list provided herein as Attachment 1. See the sample question below. Other sources used or individuals contacted may also be cited in the discussion of topical issues where appropriate.

- B.** In general, a Negative Declaration shall be prepared for a project subject to CEQA when either the Initial Study demonstrates that there is no substantial evidence that the project may have one or more significant effects on the environment. A Negative Declaration shall also be prepared if the Initial Study identifies potentially significant effects, but revisions to the project made by or agreed to by the applicant prior to release of the Negative Declaration for public review would avoid or reduce such effects to a level of less than significance, and there is no substantial evidence before the Lead County Department that the project as revised will have a significant effect on the environment. A signature block is provided in Section VII of this Initial Study to verify that the project sponsor has agreed to incorporate mitigation measures into the project in conformance with this requirement.
- C.** All answers to the topical questions must take into account the whole of the action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. Significant unavoidable cumulative impacts shall be identified in Section V of this Initial Study (Mandatory Findings of Significance).
- D.** A brief explanation shall be given for all answers except "Not Applicable" answers that are adequately supported by the information sources the Lead County Department cites in the parenthesis following each question. A "Not Applicable" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "Not Applicable" answer shall be discussed where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- E.** "Less Than Significant Impact" is appropriate if an effect is found to be less than significant based on the project as proposed and without the incorporation of mitigation measures recommended in the Initial Study.
- F.** "Potentially Significant Unless Mitigated" applies where the incorporation of recommended mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The Lead County Department must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section IV, "Earlier Analyses", may be cross-referenced).
- G.** "Significant Impact" is appropriate if an effect is significant or potentially significant, or if the Lead County Department lacks information to make a finding that the effect is less than significant. If there are one or more effects which have been determined to be significant and unavoidable, an EIR shall be required for the project.
- H.** The answers in this checklist have also considered the current State California Environmental Quality Act Guidelines and Appendix G contained in those Guidelines.

V. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving impacts identified "Less Than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages. No environmental factors were identified as "Potentially Significant Impact."

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

VI. ENVIRONMENTAL IMPACT CHECKLIST

1 Aesthetics

<i>Except as provided in Public Resources Code Section 21099, would the project:</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In nonurbanized 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion

a) Have a substantial adverse effect on a scenic vista?

Less than Significant. The project is located in a rural area of the County surrounded by undeveloped open space and low-density residential land uses. Views of partially wooded hillsides, fields, mature trees, vegetation, and residences are visible when travelling through the project corridor. Scenic resources within the project site include views of a distant ridgelines west to east and Olema Creek running north to south from the existing bridge. The project site is within the Point Reyes Station Community Plan area, and subject to policies outlined in the plan which include (Point Reyes Station, 2001):

- Policy NR-7.1: Preserve Views of Surrounding Landscape. Views of the Inverness Ridge, Tomales Bay, Black Mountain and other open space lands from public roads and other public viewing points in the Planning Area shall be preserved for the enjoyment of the coastal visitor and local residents.
- Policy NR-7.1: Protect Scenic Views of Hillside Areas. To the extent possible, the rural, undeveloped appearance of the hillside areas in the Planning Area shall be preserved through appropriate siting, clustering of buildings, screening and other methods that minimize the visual impact of hillside development.

The project site is also subject to the Marin Countywide Plan Policy DES-4.1, *Preserve Visual Quality*, establishes the goal of protecting scenic resources, including views of ridgelines,

upland greenbelts, hillsides, water, and trees (Marin County Community Development Agency, 2025). Many of these resources are visible from the project site. Construction activities would temporarily disrupt the project site's visual character. Construction equipment, material stockpiling, and construction activities including bridge demolition, bridge replacement, creek diversion, and paving along Sir Francis Drake Blvd would be visible to motorists and nearby residents but would be removed when construction is complete. During construction, construction equipment and material staging at the project site could obscure views of Olema and Lagunitas Creeks' forested banks. However, these impacts would cease after construction and would not permanently severely affect the overall view of the area. After construction, the replacement bridge would generally conform to the existing visual landscape and the overall visual quality of the project site would remain unchanged. Therefore, this impact would be less than significant.

b) In nonurbanized areas, substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The project is not located within the boundary of a state-designated scenic highway (Caltrans, 2015). The Marin Countywide Plan states that participation in the Scenic Highway Program is under consideration; however, the County does not have any designated scenic highways. Therefore, no impact would occur.

c) 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?

Less than Significant. Parcels within and adjacent to the project site are zoned as C-RA-B3 - Residential Agriculture, C-OA -Open Space, and C-APZ-60 -Agriculture Production Zone, and are subject to Countywide Planning efforts to preserve visual quality (Marin County Community Development Agency, 2018). However, because the project would only replace existing road and bridge infrastructure, it would not conflict with existing zoning or regulations governing scenic quality at the project site.

Construction of the project is anticipated to have a duration of 6 months and would temporarily disrupt the visual character along Sir Francis Drake Blvd. Construction equipment, material stockpiling, and construction activities would be visible to nearby residents and motorists passing the construction site. Elements of the project that would result in the most notable visual changes include: demolition and replacement of the existing bridge elevated roadway and repavement along Sir Francis Drake Blvd, permanent shifting the alignment of Sir Francis Drake Blvd to minimize impacts to the residential properties, temporary storage of construction equipment, overhead utility relocation, tree removal, revegetation, and creek diversion. Approximately 14 mature trees may need to be removed from along the Sir Francis Drake Blvd roadway and riparian areas of Olema and Lagunitas creeks for construction access. However, the County will provide tree replacement on-site in accordance with permit requirements from resource agencies.

Embankment stabilization would involve tree removal within the project site. Approximately 14 trees may need to be removed on the south side of the Sir Francis Drake Blvd roadway and riparian areas of Olema and Lagunitas creeks for construction access. Tree species to be

removed include Arroyo Willow, Box Elder, and Oregon Ash, and range in size from 12-20 inches in diameter. Removal of the trees along Sir Francis Drake Blvd would alter the visual character of the project site during construction. However, the County will provide tree replacement in accordance with permit requirements from resource agencies. Although the project would result in changes visible to motorists and residents, the project would conform to the existing visual landscape once complete and distant hillsides would remain visible from the project site. Once operational, the overall visual quality of the project site would remain substantially unchanged, and this impact would be less than significant.

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

Less than Significant. The project would not include permanent structures or facilities that generate light and glare. Construction equipment and materials on the project site could temporarily create light and glare, but these sources would be removed after construction and would not represent a permanent, substantial source of light or glare that would adversely affect daytime or nighttime views in the area. This impact would be less significant.

Aesthetics References

Department of Transportation (Caltrans), 2015. Officially Designated County Scenic Highways. Available: <https://dot.ca.gov/-/media/dot-media/programs/design/documents/od-county-scenic-hwys-2015-a11y.pdf>. Accessed: May 2025.

Marin County Community Development Agency, 2018. Zoning General Plan Lookup. County of Marin, Zoning and Property Information. Available: <https://gis.marinpublic.com/lookup/zonegplookup/>. Accessed: May 2025.

Marin County Community Development Agency, 2025. Marin Countywide Plan. Available: https://assets.marincounty.gov/marincounty-prod/public/2026-02/cwplan_2023_updated_2026.pdf. Accessed: April 2026.

Point Reyes Station, 2001. Point Reyes Station Community Plan. Available: https://assets.marincounty.gov/marincounty-prod/public/2024-03/pt_reyes_community_plan_2001.pdf. Accessed: May 2025.

2 Agriculture and Forestry Resources

<i>Would the project:</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

AND

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data used for analyzing impacts on California’s agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. Most of the land surrounding the project site is categorized by the FMMP as Other Land. Land to the east of the project site is categorized as Urban and Built-Up Land. The project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and is not under a Williamson Act contract (California Department of Conservation, 2025). Parcels adjacent to the northern boundary of the project site along Sir Francis Drake Blvd are zoned for agricultural use (County of Marin, 2025). However, the project would not convert parcels to non-agricultural use. No impact would occur.

- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

AND

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

No Impact. According to the United States Department of Agriculture, the project site does not contain any lands zoned or meeting the definition of forest land, timberland, or timberland zoned Timberland Production (USDA, 2022). Forest land is defined as land that can support 10 percent native tree cover (Public Resources Code section 12220(g)). Timberland is defined as 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 (Public Resources Code section 4526). Timberland production zones are areas devoted to and used for growing and harvesting timber (Government Code section 51104(g)). Therefore, the project would not convert forest land to non-forest use and no impact would occur.

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

No Impact. As discussed above in **Items (a)** and **(b)**, the project would not convert any farmland parcels to non-agricultural use. Additionally, as discussed in **Items (c)** and **(d)**, the project would not involve other changes that would result in the conversion of farmland or forest land. No impact would occur.

Agriculture and Forestry Resources References

California Department of Conservation, 2025. Important Farmland in California. Farmland Mapping and Monitoring Program, Marin County Important Farmland. Available: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed: May 2025.

County of Marin, 2025. MarinMap Viewer. Available: <https://www.marinmap.org/Html5Viewer/Index.html?viewer=smmdataviewer>. Accessed: May 2025.

Marin County Community Development Agency, 2018. Zoning General Plan Lookup. County of Marin, Zoning and Property Information. Available: <https://gis.marinpublic.com/lookup/generalplanlookup>. Accessed: May 2025.

United States Department of Agriculture (USDA). 2022. Interactive Visitor Map. Available: <https://www.fs.usda.gov/ivm/>. Accessed: May 2025.

3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

<i>Would the project:</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion

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

Less than Significant. The project site is within the San Francisco Bay Area (Bay Area) Air Basin, which is currently classified as non-attainment for national and state ground-level ozone standards, national and state ground-level fine particulate matter (PM_{2.5}) standards, and state respirable particulate matter (PM₁₀) standards. Non-attainment classification for an area is determined when air quality is worse than the National Ambient Air Quality Standards as defined in the Clean Air Act Amendments of 1970 (P.L. 91-604, Sec. 109). To meet these standards, the Bay Area Air District (BAAD), which governs air quality in the Bay Area Air Basin, developed the Bay Area 2017 Clean Air Plan (CAP). The goal of the CAP is to protect public health and protect the climate by reducing pollutant emissions, as much as possible (BAAD, 2017).

As discussed in **Chapter 2, Project Description**, the project is designed to meet the current bridge geometric standards and site safety standards which the existing bridge does not meet. The project would not add additional travel lanes or otherwise encourage increased vehicle usage. The project would not conflict with CAP air quality thresholds because the project would not induce population growth or significantly increase vehicle miles traveled (VMT), which is directly correlated to pollutant emissions, in the area. This impact would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

Less than Significant. Criteria pollutants for non-attainment, such as ground-level ozone, PM_{2.5} and PM₁₀ are regulated by state and federal agencies because of their known deleterious

effects to respiratory health. As discussed in **Section 3, Air Quality, Item (a)** above, the project would not result in a significant increase in population or VMT, thereby limiting the possibility for a net increase in criteria pollutants.

Because use of the bridge would not result in an increase in VMT after project implementation, long term operational emissions and net concentrations of criteria pollutants are not expected to increase.

Project construction is anticipated to take place for approximately 6 months. Construction vehicles would contribute to air pollutant emissions. However, given the small scale of the project, it is unlikely that these activities would result in a regionally significant increase in criteria pollutants. Additionally, dust generation and construction vehicle emissions are addressed through standard regulatory measures. While the project is not subject to the requirements of Marin County Code Section 22.20.040(B) (Dust Control) due to its implementation by the County, the project would nonetheless incorporate the applicable standard dust control measures identified in the Marin County Code as part of the project. These measures are included to minimize potential construction-related air quality impacts and are considered part of the project's best management practices. Therefore, air quality impacts resulting from the project would be less than significant.

1. All unpaved exposed surfaces (e.g., parking areas, staging areas, soil piles, and graded areas, and unpaved access roads) shall be watered two times a day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to a maximum of 15 miles per hour.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California of Regulations). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified emissions evaluator.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant. Sensitive receptors include children, elderly, asthmatics, and others who are at a heightened risk of negative health outcomes due to exposure to air pollution. The locations where these sensitive receptors live or congregate are considered sensitive receptor locations (California Health and Safety Code § 42705.5(a)(5)). The sensitive receptors closest to the project site includes a single-family residence adjacent to Olema Creek and single-family residences along Sir Francis Drake Blvd. Given the project's short construction duration and small scale, nearby receptors would not be exposed to substantial pollution concentrations. The project would not create a new pollutant source that might put sensitive receptors at an increased risk of any air quality related illnesses. Additionally, the new bridge will be constructed

approximately 8 feet to the south of the original location and further from sensitive receptors. This impact would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant. Diesel exhaust generated during project construction may be occasionally odorous. However, such odors would be temporary, localized, and unlikely to affect a substantial number of people in the project vicinity. Upon operation, the new bridge would not produce odors or other emissions likely to affect a substantial number of people. This impact would be less than significant.

Air Quality References

Bay Area Air District (BAAD), 2017. Bay Area 2017 Clean Air Plan. Available here: https://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-_proposed-final-cap-vol-1-pdf.pdf?rev=8c588738a4fb455b9cabb27360409529&sc_lang=en. Accessed May 2025

Marin County, California, Code of Ordinances § 22.20.040. Available here: https://library.municode.com/ca/marin_county/codes/municipal_code?nodeId=TIT22DECO_AR_TIIISIPLGEDERE_CH22.20GEPRDEUSST_22.20.040OUCOAC. Accessed: May 2025.

4 Biological Resources

<i>Would the project:</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion

Methodology

Kleinfelder, Inc. (Kleinfelder) prepared a Natural Environment Study (NES) in October 2024 to identify potential biological impacts resulting from the project (**Appendix A**). The NES includes a background literature review, database searches, and field surveys that were conducted in 2015 and 2020. The literature review and database searches investigated the potential presence of special status species and critical habitat within the project site, the area where

potential impacts to wildlife were considered. Using field surveys, each species was then evaluated to determine its potential to occur within the project site.

A Biological Assessment has also been prepared pursuant to Section 7 of the federal Endangered Species Act. Formal consultation with the USFWS and the NMFS is underway, and issuance of a Biological Opinion from each agency is pending.

Regulatory Setting

Federal

The Federal Endangered Species Act (FESA) (USC § 1531) and its implementing regulations protect federally listed wildlife species from “take,” broadly defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in any such conduct.” This includes habitat modification or degradation that directly results in death or injury of a listed wildlife species. “Take” can also be unintentional or accidental. The USFWS and the NMFS have jurisdiction over federally listed, threatened, and endangered species under FESA. The USFWS also maintains lists of proposed and candidate species, which are not legally protected, but are often included in project review in the event that they become listed in the near future.

State

The California Endangered Species Act (CESA), enforced by the CDFW, prohibits “take” from any plant or animal, listed or proposed, as rare (plants only), threatened, or endangered. Habitat degradation or modification is not expressly included in the definition of “take” in CESA, however, the CDFW has interpreted “take” to include the “killing of a member of a species which is the proximate result of habitat modification.” The California Fully Protected Species classification (California Fish and Game Code (FGC) sections 1600, 3511, 4700, 5050 and 5515) is another legal protective designation administered by the CDFW that is intended to conserve wildlife species that risk extinction within the state of California.

According to the CDFW, a California Species of Special Concern (SSC) is “a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following criteria:

- is extirpated from the state or, in the case of birds, is extirpated in its primary season or breeding role;
- is listed as federally-, but not state-, threatened or endangered; meets the State definition of threatened or endangered but has not formally been listed;
- is experiencing, or formerly experienced, serious (nonscyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for state threatened or endangered status;
- has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for State threatened or endangered status.”

The California Native Plant Protection Act (NPPA) of 1977 (FGC § 1900 – 1913) directed the CDFW to carry out the Legislature's intent to “preserve, protect and enhance rare and endangered plants in this State.” The NPPA gives the California Fish and Game Commission

the power to designate native plants as "endangered" or "rare" and protected endangered and rare plants from take.

Under the federal Migratory Bird Treaty Act (MBTA) and California FGC Sections 3505, 3513, and 3800, migratory birds, their nests, and eggs are protected from disturbance or destruction. Removal or disturbance of active nests would be in violation of these regulations. All birds are protected under the MBTA and FGC except for two non-native species, the European starling (*Sturnus vulgaris*) and the house sparrow (*Passer domesticus*).

Local

Relevant local regulations include the Point Reyes Community Plan and the Marin County Development Code, which contain programs and policies intended to protect natural resources in the area.

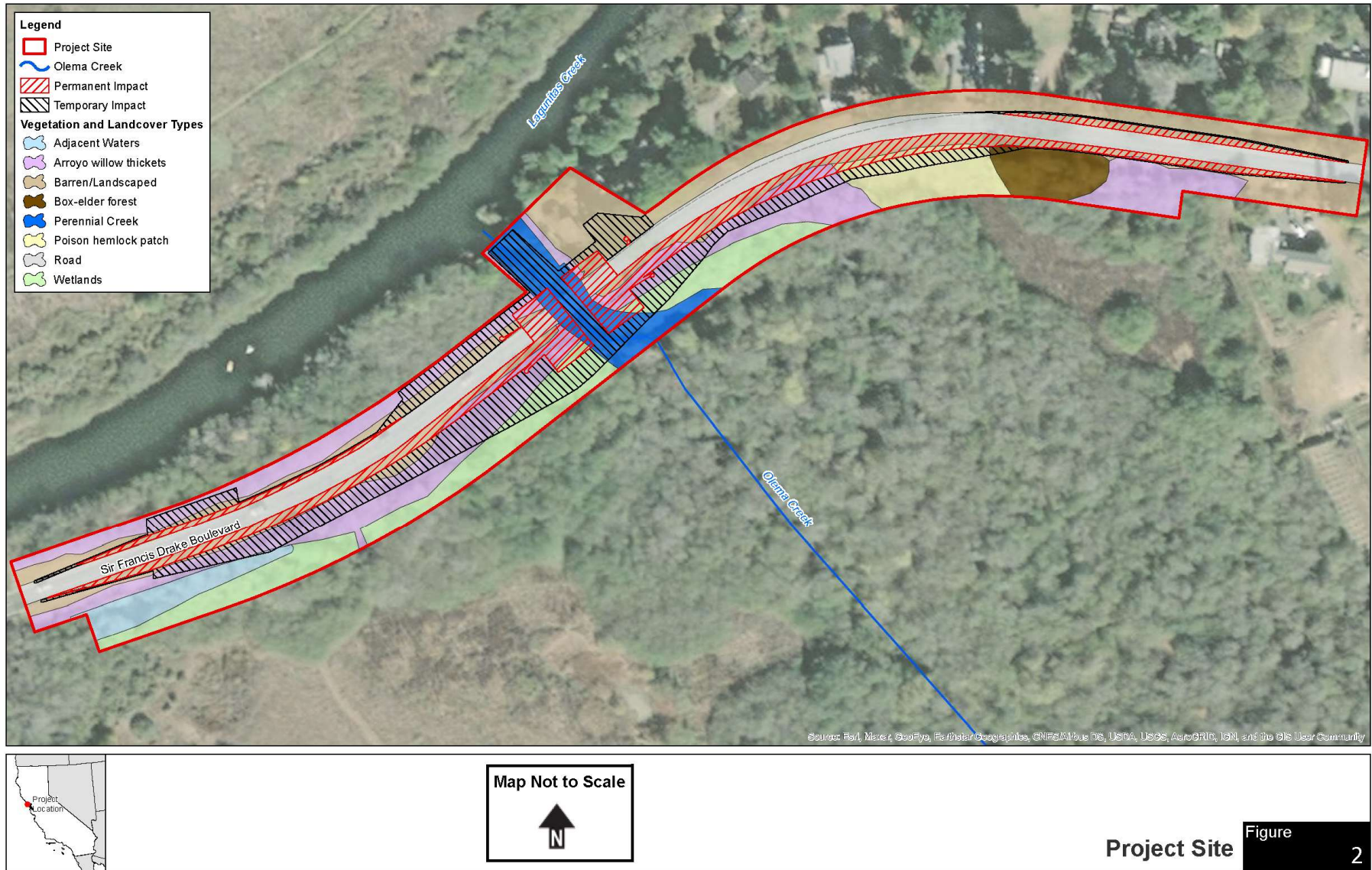
As such, the project will be designed to protect native species and habitats consistent with the provisions of Marin County Code Section 22.20.404 (Outdoor Construction Activities), which provides protections for local flora and fauna.

Biological Setting

The project site (**Figure 2**) is located within the Point Reyes National Seashore, which is an important migratory corridor for numerous aquatic species and riparian corridor for roosting bats to forage on insects. The project site contains eight distinct vegetation and land cover types as shown in **Figure 2** and described below.

- **Adjacent Waters:** This area was classified as waters because it has standing water or supports less than 5 percent vegetation cover. **Arroyo Willow Thickets:** Arroyo willow (*Salix lasiolepis*) is a riparian tall shrub or tree that may grow to approximately 25 feet tall and grows on seasonally or intermittently flooded sites, such as stream banks, slope seeps, and drainages.
- **Baren/landscaped:** Landscaped areas have been impacted by grading, mowing, filling, and residential and commercial use. Ornamental trees and shrubs are planted on private property and along residential driveways within the project site. Ruderal vegetation such as non-native, invasive forbs and grasses also occur within this area.
- **Box Elder Forest:** Box-elder (*Acer negundo*) is a deciduous hardwood that grows to approximately 65 feet in height and lives 60 years or more and is located between the poison hemlock patch and an arroyo willow thicket south of Sir Francis Drake Blvd at the east end of the project site.
- **Perennial Creek:** The perennial creek (Olema Creek) is typically characterized by intermittent or continually running water. Perennial creek habitat within the project site contains vegetation such as torrent sedge (*Carex nudata*) and hardstem bulrush (*Schoenoplectus acutus*) within the active creek channel, which is shadowed by over-story trees, including arroyo willow and red alder (*Alnus rubra*). Olema Creek provides suitable habitat for a variety of fish species.
- **Poison Hemlock Patch:** Poison hemlock (*Conium maculatum*) is a short-lived perennial herb from Europe and is listed as an invasive species in wildland settings by California Invasive Plant Council (Cal-IPC). Within the project site, there is a poison hemlock patch between arroyo willow thicket and box-elder forest south of Sir Francis Drake Blvd.

- Road: The road surfaces within the project site are the local streets of Sir Francis Drake Blvd.
- Wetlands: Wetland within the project site is associated with the arroyo willow thickets.



Special Status Plant Species

Based on literature and database searches, prior botanical surveys, and familiarity with the region, a total of 97 plant species were initially evaluated. Of these, nine species were determined to have potential to occur within the project site. Rare plant species with low or no potential to occur are not considered further in this study but are identified and briefly discussed in Appendix A. Special-status plant surveys were conducted in May and July 2015, and a habitat survey to verify the presence or lack of suitable habitat in the project site for special-status plant species was conducted in November 2020; no special-status plants were observed within the project site.

Special Status Wildlife

Based on literature and database searches and familiarity with the region, a total of 53 wildlife species were initially assessed for a potential to occur within the project site (**Appendix A**). After conducting a wildlife habitat assessment and reviewing the habitat preferences, geographic distribution, and known locations of all taxa on the preliminary list, 28 of these species were dropped from consideration based on a lack of suitable habitat. Of the remaining 25 species with potential to occur, seven federal and/or state-listed species and 12 other special-status species were considered to have at least a moderate potential to occur in the project area. An overview of special status species animal that will be discussed further can be found in **Table 1** below.

Table 1 Special Status Wildlife Species in the Project Site

Name	Status ¹	Habitat	Potential for Occurrence in the Project Site
Invertebrates			
California freshwater Shrimp (<i>Syncaris Pacifica</i>)	FE / SE	Occur in low elevation, low gradient streams with complex, undercut banks, exposed roots, and organic debris creating habitat structure and complexity. Endemic to Marin, Napa, and Sonoma Counties.	High. Suitable habitat is present. Known to occur in Lagunitas Creek.
Fish			
Tidewater goby (<i>Eucyclogobius newberryi</i>)	FE / SA	Inhabits shallow lagoons and the lower reaches of coastal streams with fresh and brackish water. They prefer water temperatures from 13.5-21° C for breeding. Persistent, shallow, still-to-slow-moving lagoons, estuaries, and coastal streams with salinity up to 12 ppt, are vital to their habitat.	Moderate. Found in portions of Lagunitas Creek which is adjacent to the project site on Olema Creek.
Southern coastal roach (<i>Hesperoleuscus venustus subditus</i>)	SSC	California Roach are found in a wide variety of low and mid elevation streams, typically in habitats with moderate gradients. Roach can tolerate wide ranges of temperature and dissolved oxygen. The Southern coastal roach (formerly Tomales Roach) is a subspecies endemic to the tributaries of Tomales Bay.	Moderate. They are known to occur in Lagunitas and Olema creeks.
Coho Salmon – Central California Coast (<i>Oncorhynchus kisutch</i>)	FE / SE	Found in all rivers (including estuarine areas and tributaries) between Punta Gorda and the San Lorenzo River in California. They require cool water temperatures and are excluded from streams where summer water temperatures exceed 22-25°C for extended periods of time.	High. The Olema and Lagunitas Creeks are within the historic and current range of Coho Salmon.

Name	Status ¹	Habitat	Potential for Occurrence in the Project Site
Steelhead - central California coast DPS <i>(Oncorhynchus mykiss irideus)</i>	FT / SA	A migratory species found in multiple habitat types, with habitat preferences changing with seasonal changes to stream conditions. Steelhead require cool water temperatures and are excluded from streams where summer water temperatures exceed 23-27° C for extended periods of time.	High. The project site is within the historic and current range of steelhead and portions of Olema Creek provide suitable spawning conditions.
Amphibians			
California red-legged frog <i>(Rana drayonii)</i>	FT / SSC	Breeds in ponds and pools in slow-moving streams with emergent vegetation; adjacent upland habitats are often used for temporary refuges or dispersal movements.	High. The project site is within the historic and current range of California red-legged frogs. A large number of California red-legged frogs are known to occur in Olema Valley and Olema Marsh.
Reptiles			
Northwestern pond turtle <i>(Actinemys Marmorata)</i>	FPT / SSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Nests in uplands up to 1,500 feet from water.	High. Suitable habitat and known population in Olema Creek.
Birds			
Tricolored blackbird (nesting colony) <i>(Agelaius Tricolor)</i>	ST, SSC	Tricolored blackbirds nest colonially with up to 30,000 pairs simultaneously inhabiting large, continuous patches of marsh or shrub habitat near water. Typically, they will nest in large freshwater marshes dominated by cattails or bulrush.	Moderate. There are no recorded occurrences of tricolored blackbirds within 5 miles of the project site, but suitable breeding habitat for the species is present in nearby Olema Marsh, and any individuals nesting there may use the project site as foraging habitat due its proximity to the marsh.
Great egret (nesting colony) <i>(Ardea alba)</i>	SA	Nests colonially in trees and tall vegetation in a wide variety of habitats near open water foraging habitats.	Moderate. Suitable rookery trees throughout greater area, suitable foraging habitat within the project site.

Name	Status ¹	Habitat	Potential for Occurrence in the Project Site
Great blue heron (nesting colony) (<i>Ardea Herodias</i>)	SA	Great Blue Herons live in both freshwater and saltwater habitats, and also forage in grasslands and agricultural fields, where they stalk frogs and mammals. Most breeding colonies are located within 2 to 4 miles of feeding areas, often in isolated swamps or on islands, and near lakes and ponds bordered by forests.	Moderate. Suitable rookery trees throughout greater area, suitable foraging habitat within the project site.
Salt marsh common yellowthroat (nesting colony) (<i>Geothlypis trichas sinuosa</i>)	SSC	Resident of fresh and saltwater marshes fringing the San Francisco Bay region. Requires thick, continuous cover down to water's surface for foraging, and tall grasses, bulrush patches, or willows for nesting.	High. Suitable nesting and foraging habitat present throughout the project site.
California black rail (<i>Laterallus jamaicensis Coturniculus</i>)	ST, FP	Found in freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Requires water depths of about 1 inch that does not fluctuate during the year & dense vegetation for nesting habitat.	Moderate. No suitable nesting habitat within the project site, marginally suitable foraging habitat. Known breeding population in nearby Olema Marsh.
Yellow warbler (<i>Setophaga petechia</i>)	SSC	Generally occupy riparian vegetation in close proximity to water along streams and in wet meadows for both foraging and nesting.	High. Suitable nesting and foraging habitat within the project site.
Mammals			
Pallid bat (<i>Antrozous pallidus</i>)	SSC	Occurs throughout California and most abundant in grasslands, shrublands, and woodlands. Roosts in crevices and cavities of buildings, bridges, tunnels, rocks, cliffs, and trees.	High. Suitable foraging habitat for pallid bats is present within the project site, and this species likely travels throughout the riparian corridor of Olema and Lagunitas creeks hunting insects. Suitable day roost habitat is present within trees in the riparian corridor.

Name	Status ¹	Habitat	Potential for Occurrence in the Project Site
Townsend's big-eared bat (<i>Corynorhinus townsendii</i>)	SSC	Occurs in broadleaved upland forest, chaparral, chenopod scrub, Great Basin grassland, Great Basin scrub, Joshua tree woodland, lower montane coniferous forest, meadow and seeps, Mojavean desert scrub, riparian forest, riparian woodland, Sonoran desert scrub, Sonoran thorn woodland, upper montane coniferous forest, and valley and foothills grassland.	High. Suitable foraging habitat for Townsend's big-eared bats is present within the project site and throughout the surrounding riparian corridor of Olema and Lagunitas creeks.
Silver-haired bat (<i>Lasiorycteris noctivagans</i>)	SA	Occurs in coastal and montane coniferous forests, valley and foothill woodlands, and riparian habitats. Roosts in crevices and cavities in trees.	Moderate. Moderate potential for foraging only. Suitable foraging habitat present along creek corridor throughout the project site. No suitable day roost habitat in bridge, marginally suitable day roost habitat in surrounding riparian corridor, though no very large trees present within the project site.
Western red bat (<i>Lasiurus blossevillii</i>)	SSC	Occurs throughout California primarily in riparian and woodland areas. Roosts singly or in small groups in shrub and tree foliage.	Moderate. Suitable riparian and woodland roosting habitat within the project site. Does not roost in bridges.
San Francisco dusky-footed woodrat (<i>Neotoma fuscipes annectens</i>)	SSC	Found in forest habitats of moderate canopy and moderate to dense understory. Constructs nests of shredded grass, leaves, and other material. May be limited by availability of nest-building materials.	High. May occur in riparian and woodland areas throughout the project site.

¹Special Status Species Code Designations: FE = Listed as Endangered under the federal Endangered Species Act; FT = Listed as Threatened under the federal Endangered Species Act; SE = Listed as Endangered under the California Endangered Species Act; ST = Listed as Threatened under the California Endangered Species Act; SSC = California Department of Fish and Wildlife Species of Special Concern, SA = Included on the California Department of Fish and Wildlife's Special Animals List; FP: Fully Protected Species under California Fish and Game Code.

Habitats and Natural Communities of Special Concern

Natural Communities of Special Concern are communities that are of limited distribution and are often vulnerable to changes in environmental conditions. These habitats are also considered to be of special concern because there are federal, state, or local laws regulating their development. Waters of the United States (U.S.) and riparian woodlands, described below, are the two Natural Communities of Special Concern present within the project site.

Waters of the U.S.

Waters of the U.S. include any perennial or intermittent creeks, or wetlands. The project site contains a total of approximately 0.64 acre of potentially jurisdictional Section 10 waters, which includes historic Section 10 waters and Olema Creek. Other features include 1.08 acres of potentially jurisdictional Section 404 waters at the west end of the project site, south of Sir Francis Drake Blvd. Three adjacent wetlands totaling 0.62 acre are contiguous with the adjacent water feature and Olema Creek. These occur south of Sir Francis Drake Blvd beyond fill or berms along the roadway and appear to be hydrologically connected to Olema Creek.

Riparian Woodlands

Riparian woodlands are forested or wooded areas of land adjacent to a body of water such as a river, stream, pond, lake, marshland, estuary, canal, sink or reservoir, and are considered special status natural communities due to their limited distribution in California. Riparian vegetation is also regulated by the CDFW under Section 1602 of the FGC. The arroyo willow thicket, (1.325 acres) in **Figure 2**, is the area within the project site that falls within CDFW's jurisdiction for a Section 1600 Lake or Streambed Alteration Agreement.

Biological Resources BMPs

The following BMPs would contribute to the minimization or avoidance impacts for wildlife species evaluated in this discussion.

Permits

The County will include a copy of all relevant regulatory permits within the project's construction bid package. The Resident Engineer or their designee will be responsible for implementing the Terms and Conditions of those regulatory permits.

Biological Monitor Approval

USFWS/CDFW will review and approve the qualifications of the biological monitor(s) prior to initiating construction activities for the project. The approved monitor will be on-site for all designated activities as required by the agencies during consultation.

Limited Construction During and After Rain Events

To the maximum extent practicable, no construction activities will occur during rain events or within 24 hours following a rain event. Prior to construction activities resuming, a qualified biologist will inspect the project site and all equipment and materials for the presence of special-status species. The animals will be allowed to move away from the project site of their own

volition or be relocated by the qualified biologist according to protocol established by the agency.

Caltrans Standard BMPs

The potential for adverse effects to water quality will be avoided by implementing temporary and permanent BMPs outlined in Section 7-1.01G of the Caltrans Standard Specifications. Caltrans erosion control BMPs will be used to minimize any wind- or water-related erosion. The State Water Resources Control Board (SWRCB) has issued a National Pollution Discharge Elimination System (NPDES) Statewide Storm Water Permit to Caltrans to regulate storm water and non-storm water discharges from Caltrans facilities. A SWPPP will be developed for the project, as one is required for all projects that have at least 1.0 acre of soil disturbance. The SWPPP complies with the Caltrans Storm Water Management Plan (SWMP). The SWMP includes guidance for Design staff to include provisions in construction contracts to include measures to protect sensitive areas and to prevent and minimize storm water and non-storm water discharges.

The SWPPP will reference the Caltrans Construction Site BMPs Manual found at the following website: <https://dot.ca.gov/programs/construction/storm-water-and-water-pollution-control/manuals-and-handbooks>. This manual is comprehensive and includes many other protective measures and guidance to prevent and minimize pollutant discharges. Protective measures will include, at a minimum, the following:

- a. No discharge of pollutants from vehicle and equipment cleaning are allowed into the storm drain or water courses.
- b. Vehicle and equipment fueling and maintenance operations must be at least 50 feet away from water courses.
- c. Concrete wastes are collected in washouts and water from curing operations is collected and disposed of and not allowed into water courses.
- d. Dust control implementation, including use of water trucks and tackifiers to control dust in excavation and fill areas, rocking temporary access road entrances and exits, and covering temporary stockpiles when weather conditions require.
- e. Coir rolls will be installed along or at the base of slopes during construction to capture sediment and temporary organic hydro-mulching will be applied to all unfinished disturbed and graded areas.
- f. Work areas where temporary disturbance has removed the pre-existing vegetation will be re-seeded with a native seed mix.
- g. Graded areas will be protected from erosion using a combination of silt fences, fiber rolls along toe of slopes or along edges of designated staging areas, and erosion-control netting (such as jute or coir) as appropriate.
- h. A Revegetation Plan will be prepared for restoration of temporary work areas. Pavement and base will be removed; topography blended with the surrounding area; and topsoil will be salvaged from the new alignment area to be placed over the restored area, which will then be revegetated with native grassland species.

Pollutant Minimization

To avoid and minimize sediment loading and point source pollutants, bio-swales and bio-filtration will be installed adjacent to roadways at the project site.

Water Quality Inspection

Water quality inspector(s) will inspect the site after a rain event to ensure that the stormwater BMPs are adequate.

Vehicle Use

Project employees will be required to comply with guidance governing vehicle use, speed limits on unpaved roads, fire prevention, and other hazards.

Night Work

To the extent practicable, nighttime construction will be minimized.

Night Lighting

Artificial lighting of the project site during nighttime hours will be minimized and directed away from non-paved surfaces to the maximum extent practicable.

Trash Control

All food-related trash items such as wrappers, cans, bottles, and food scraps will be disposed of in closed containers and removed at least once a day from the work area.

Firearms

No firearms will be allowed in the project area except for those carried by authorized security personnel, or local, State, or federal law enforcement officials.

Pets

To prevent harassment, injury or mortality of sensitive species, no pets will be permitted on the project site.

Prohibition of Monofilament Erosion Control

Plastic mono-filament netting (erosion control matting) or similar material will not be used. Acceptable substitutes include coconut coir matting or tackified hydroseeding compounds.

Concrete Waste and Stockpiles

All grindings and asphaltic-concrete waste will be stored within previously disturbed areas absent of habitat and at a minimum of 150 feet from any aquatic habitat, culvert, or drainage feature.

General Biological Resources Avoidance and Minimization Measures

The following Avoidance and Minimization Measures (AMMs) apply to several wildlife species that would be affected by the project. These general AMMs are defined below and referenced throughout this analysis.

AMM BIO-1: Preconstruction Surveys

Prior to any ground disturbance, a qualified biologist shall conduct preconstruction surveys for special-status species and habitats in and adjacent to the proposed project

area. These surveys shall consist of walking surveys of the project limits and, if possible, accessible adjacent areas within at least 50 feet of the project limits. The biologist(s) shall investigate all potential cover sites. This includes thorough investigation of mammal burrows, rocky outcrops, appropriately sized soil cracks, tree cavities, and debris. Native vertebrates found in the cover sites within the project limits shall be documented and relocated to an adequate cover site in the vicinity. The entrances and other refuge features within the project limits shall be collapsed or removed following investigation. Regulatory agencies shall be notified within 24 hours if any unanticipated listed species are identified during these surveys. If an individual is found during preconstruction surveys, work will not commence until the individual leaves the work area of its own volition or has been relocated to suitable habitat away from the construction area according to USFWS protocol and by a qualified biologist (handling permit needed depending on the species).

AMM BIO-2: Biological Monitoring

The qualified biologist(s) shall be on-site during initial ground-disturbing and in-water activities, and thereafter as needed to fulfill the role of the qualified biologist as specified in the project permits. The qualified biologist(s) shall keep copies of applicable permits in their possession when on site. Through the Resident Engineer or their designee, the qualified biologist(s) shall be given the authority to communicate either verbally, by telephone, email, or hardcopy with all project personnel to ensure that the risk of taking a listed species is minimized and that all permit requirements are fully implemented. Through the Resident Engineer or their designee, the qualified biologist(s) shall have the authority to stop project activities to minimize take of listed species or if he/she determines that any permit requirements are not being fully implemented. If the qualified biologist(s) exercises this authority, the agencies shall be notified by telephone and email within 48 hours.

During in-water activities, the qualified biologist shall monitor activities (e.g., installation and removal of cofferdams and pipes) for the purpose of avoiding and minimizing any undue impacts to coho salmon, central California coastal steelhead, and other special-status aquatic species (fish and herpetofauna), coho salmon critical habitat, steelhead critical habitat, habitat areas of particular concern (HAPC), and essential fish habitat (EFH) for coho salmon; and to ensure that the diversion and dewatering devices are functioning properly. A qualified biologist shall also be present for the purpose of removing and relocating any listed species that were not detected during the fish rescue or could not be removed and relocated prior to construction. The qualified biologist shall be present at the work site until all listed species have been removed and relocated.

The qualified biologist shall maintain detailed records of the species, numbers, life stages, and size classes of special-status species observed, collected, relocated, injured, or killed; as well as recording the date and time of each activity or observation and shall provide this information to NMFS and CDFW, as necessary.

AMM BIO-3: Water Diversion and Dewatering

If flowing water is present in the channel, the flow shall be diverted around the work area by creating a temporary diversion to isolate a dry active construction work area following BMP NS-5: Clear Water Diversion in the Caltrans Construction Site BMP Manual. The

temporary diversion shall be installed as close as possible to the construction area to minimize impacts to the flow of the stream and shall be constructed to ensure a tight seal with the creek bed to allow for a dry work area and minimize downstream turbidity. As necessary, water behind the dam shall be pumped out and piped to a downstream location. Any water intake structure shall be installed, operated, and maintained in accordance with current NMFS, USFWS, and CDFW criteria, or as developed in cooperation with NMFS, USFWS, and CDFW to accommodate site-specific conditions. Water shall be released or pumped downstream at an appropriate rate to maintain downstream flows and the outlet of all diversions shall be positioned such that the discharge of water does not result in bank erosion or channel scour and maintains pre-project hydraulic conditions. The length of the pipe shall be the minimum necessary to safely convey the flow through the construction site and shall be placed on the streambed at natural grade. Diverted flows shall be returned to the stream channel immediately downstream of the work area. Immediately upon completion of in-channel work, temporary fills, diversion cofferdams, and other in-channel structures shall be removed in a manner that minimizes disturbance to downstream flows and water quality. Creek diversion shall be limited to the minimum amount of time necessary to support construction activities.

AMM BIO-4: Creek Bed and Bank Protection

The creek bed and banks shall be protected to prevent permanent impacts from temporary construction access and project construction. Construction equipment designed to apply low ground pressure shall be used in the channel to minimize compaction of the creek bed. If feasible, Native substrates removed during excavations and earthwork shall be stockpiled and returned to the creek bed and banks following project construction as part of the site restoration effort.

AMM BIO-5: Fish and Wildlife Refugia Protection

Downed trees, stumps, boulders, and other basking sites and refuges within aquatic habitat shall remain undisturbed to the extent possible.

AMM BIO-6: Debris Containment

Debris containment shall be provided to keep bridge debris from falling into San Geronimo Creek during demolition and construction activities.

AMM BIO-7: Restoration and Revegetation

Modified or disturbed portions of the stream channel, banks, and riparian areas shall be restored as nearly as possible to natural and stable contours (elevations, profile, and gradient). Native substrates removed during excavations and earthwork shall be stockpiled and returned to the creek bed and banks. An assemblage of native grass seed mix and shrubs shall be applied to areas disturbed by construction, creek access, and contouring, as well as to areas where native soils overlay the buried RSP. Riparian trees shall be planted in areas on site and in kind to those requiring removal for construction access. Riparian plants shall also be planted along the banks in the areas of bank stabilization, RSP placement, and any disturbed areas. Live willow cuttings shall be used at the appropriate lower bank elevations (just above bank toe). Invasive, exotic

plants shall be controlled within the project site to the maximum extent practicable, pursuant to Executive Order 13112.

AMM BIO-8: Management of Japanese Knotweed

Japanese knotweed is an invasive species prevalent within the region. If Japanese knotweed is identified in the project site, excavation around the plant shall be avoided when possible. When excavation around the plant cannot be avoided due to construction activities, the plant shall be excavated 10 feet below the surface and disposed of off-site.

AMM BIO-9: Aquatic and Riparian Vegetation Protection

Disturbance and removal of riparian, emergent, and aquatic vegetation shall be minimized. If riparian vegetation must be cut back, it shall be to the minimum height necessary (no lower than ground level) in order to promote rapid re-growth.

AMM BIO-10: Prevention of Wildlife Entrapment

To prevent inadvertent entrapment of wildlife species during construction, excavated holes or trenches more than 1 foot deep with walls steeper than 30 degrees shall be covered at the close of each working day by plywood or similar materials. Alternatively, an additional 4-foot-high vertical barrier, independent of exclusionary fences, shall be used to further prevent the inadvertent entrapment of wildlife species. If it is not feasible to cover an excavation or provide an additional 4-foot-high vertical barrier, independent of exclusionary fences, one or more escape ramps constructed of earth fill or wooden planks shall be installed. Before such holes or trenches are filled, they shall be thoroughly inspected for trapped animals. If at any time a trapped listed animal were discovered, the on-site qualified biologist shall immediately place escape ramps or other appropriate structures to allow the animal to escape or the USFWS/CDFW shall be contacted by telephone for guidance. The USFWS/CDFW shall be notified of the incident by telephone and electronic mail within 48 hours.

AMM BIO-11: Material Storage

California Red-legged Frogs (CRLFs) and other species are attracted to cavity-like structures, such as pipes, and may seek refuge under construction equipment or debris. They may become trapped or injured if such materials are moved. All construction pipes, culverts, or similar structures, construction equipment or construction debris left overnight within the work area shall be inspected by the qualified biological monitor prior to being moved.

AMM BIO-12: Nesting Birds

A nesting bird survey shall be performed by a qualified biologist no more than 7 days prior to the start of construction activities occurring during the breeding season (February 15 to August 31).

If work is to occur within 100 feet of active raptor nests or 50 feet of active passerine nests, a non-disturbance buffer shall be established at a distance sufficient to minimize disturbance based on the nest location, topography, cover, the species' sensitivity to disturbance, and the intensity/type of potential work activities.

To the extent practicable, clearing and grubbing activities and any tree removal shall be conducted during the non-nesting season, from October 15 to February 14.

AMM BIO-13: Worker Environmental Awareness Training

Prior to working on the project, all construction personnel shall attend a mandatory environmental education program delivered by a qualified biologist. At a minimum, the training shall include a description of listed species, migratory birds, and their habitats. The training shall also discuss the potential occurrence of these species within the project site; an explanation of the status of these species and their protection under the Endangered Species Act and other laws; the measures to be implemented to conserve listed species and their habitats as they relate to the work site; and, boundaries within which construction may occur. Documentation of the training, including sign-in sheets, shall be kept on file and shall be available on request.

AMM BIO-14: Wildlife Exclusion Fencing

High visibility wildlife exclusion fencing at least 4 feet in height shall be installed around suitable habitat for listed species within the outer footprint of the project to prevent wildlife from accessing work areas. The fencing shall be removed only when all construction equipment is removed from the site. No project activities shall occur outside the delineated project area. The wildlife exclusion fencing shall be monitored periodically and all areas shall be checked following rain events. Construction activities occurring outside of suitable habitat for special-status species shall not require wildlife exclusion fencing.

AMM BIO-15: Listed Species On-site

The Resident Engineer shall immediately contact the qualified biologist(s) in the event that coho salmon, steelhead, CRLF, or other listed species are observed within a construction zone. The Resident Engineer shall suspend construction activities within a 50-foot radius of the animal until the animal leaves the site voluntarily or an agency-approved protocol for removal has been established.

AMM BIO-16: Care of Injured or Dead Species

Listed species found injured will be cared for by a licensed veterinarian. After hours, interim care may be provided by another experienced person, including the on-site qualified biologist, until the animal can be delivered to a facility. Dead individuals of any listed species will be preserved by freezing and held in a secure location. The USFWS and/or CDFW will be notified of the discovery of death or injury to a listed species occurring as a result of project-related activities or if observed at the project site.

AMM BIO-17: Removal of Exotic Wildlife Species

Qualified biologists will remove any aquatic exotic wildlife species, such as bullfrogs and crayfish from the project site, to the maximum extent possible.

AMM BIO-18: Tree Survey

In accordance with project permitting, trees within the project site shall be surveyed to account for construction impacts and appropriate mitigation.

AMM BIO-19: Tree Protection

Tree preservation measures would be incorporated into the project design and implemented during project planning and construction to minimize tree removal and loss within the project site.

AMM BIO-20: Tree Replacement

The County shall include tree replacement in the post construction restoration plan at ratios as required in resource agency permits.

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

Coho Salmon, Steelhead Trout, and Tomales Roach

Less than Significant. Coho salmon, central California coastal steelhead, and Tomales roach are all fish species with a high potential to occur in the project area due to their expected use of aquatic habitat in San Geronimo Creek. The project site also includes coho salmon critical habitat, coho salmon EFH, and central California coastal steelhead critical habitat.

Temporary project disturbances are anticipated to directly impact these fish species, if present during construction. Direct impacts would occur due to fish relocation, creek dewatering, and a temporary increase in sedimentation. Fish relocation efforts could result in injury or mortality, and if individuals escape capture during relocation efforts, they may be adversely affected by dewatering activities on-site.

Approximately 0.12 acre of temporary habitat impacts would occur during construction. Temporary impacts include construction equipment access areas; the creek diversion; disturbance to the creek bed and banks during removal of the old bridge and construction of the new bridge; temporary habitat loss during construction (from dewatering); changes to water quality due to turbidity and sedimentation; changes to water temperature due to obstruction or alteration of flow and/or decreased shade from tree removal; disturbance to, or removal of, forage (such as macroinvertebrate communities in dewatered areas); removal of cover such as aquatic and emergent vegetation; and disturbances to substrates.

Approximately 0.058 acre of permanent habitat impacts would result from the placement of fill where RSP is installed below the ordinary high water mark. The widened bridge deck would also increase permanent shading over Olema Creek by approximately 0.022 acre. Other potential permanent impacts to coho may include changes in water temperature due to removal of thermal refugia including shade and deep pools and removal of cover such as trees, boulders, and woody debris.

Indirect impacts to individuals and habitat may include competition with other fish at relocation sites; increases in downstream turbidity during re-watering and during the first high flows following construction as a result of project work on the banks and within the channel; changes to water temperature due to obstruction or alteration of flow and/or due to removal of thermal refugia, including shade and deep pools; disturbance to, or removal of, forage (such as macroinvertebrate communities in dewatered areas); removal of cover such as aquatic and emergent vegetation, boulders, and woody debris; and disturbances to substrates.

Given the above, impacts to coho salmon, central California coastal steelhead, and Tomales roach would be potentially significant; however, this impact would be reduced to less than significant with the implementation of the following AMMs: **AMM BIO-1: Preconstruction Surveys, AMM BIO-2: Biological Monitoring, AMM BIO-3: Water Diversion and Dewatering, AMM BIO-4: Creek Bed and Bank Protection, AMM BIO-5: Fish and Wildlife Refugia Protection, AMM BIO-6: Debris Containment, AMM BIO-7: Restoration and Revegetation, AMM BIO-15: Listed Species On-site, AMM BIO-21: Salmonid Work Period, AMM BIO-22: Coho Salmon and Steelhead Critical Habitat and EFH Protection, AMM BIO-23: Fish Handling Plan.**

AMM BIO-21: Salmonid Work Period

In accordance with the NMFS and CDFW work window for salmonids, work in the San Geronimo Creek channel shall be restricted to the period from June 15 to October 15, when stream flow is lowest.

AMM BIO-22: Coho Salmon and Steelhead Critical Habitat and EFH Protection

Downed trees, stumps, boulders, and other refuges shall remain undisturbed as much as possible. Thermal refugia (pools) and suitable spawning sites shall remain undisturbed as much as possible. Disturbances to coho salmon and central California coastal steelhead critical habitat and EFH shall be documented by the qualified biologist and provided to NMFS as necessary.

AMM BIO-23: Fish Handling Plan

A fish handling and relocation plan shall be developed by the qualified aquatic biologist in coordination with NMFS and/or CDFW. Individual organisms shall be relocated the shortest distance possible to an adjacent upstream area with sufficient aquatic habitat. Within occupied habitat, capture, handling, exclusion, and relocation activities shall be completed no earlier than 48 hours before construction begins. If electrofishing is conducted, it must be performed by a qualified biologist following NMFS guidelines.

During fish relocation, all organisms shall be kept in water to the maximum extent possible and captured coho salmon and steelhead shall be kept in cool, shaded, well-aerated water and protected from disturbance and overcrowding until they are released. To avoid predation, separate containers shall be used: one for young-of-the-year coho and steelhead, and one for second or third-year coho and steelhead. Captured fish shall be relocated to suitable upstream rearing habitat that is as close to the dewatered area as possible while meeting the survival needs (adequate water quality/quantity, cover, and forage) of both the relocated individuals and the fish already inhabiting the relocation site.

The fish handling plan shall include methods for detecting and relocating lamprey larva (*ammocoetes*) following the recommendations in Attachment A: Electrofishing Recommendations for Sampling Larval Pacific Lampreys in Best Management Practices to Minimize Adverse Effects to Pacific Lamprey (*Entosphenus tridentatus*).

The project would result in permanent, direct impacts to 0.04 acres of habitat for Coho salmon and central California coastal steelhead, which are federally endangered species. To avoid net loss of habitat for these two species, the County proposes on-site restoration of riparian

woodland and wetland habitat. RSP will prevent erosion and degradation of impacted areas and Avoidance and Minimization Measures (such as **AMM BIO-7: Restoration and Revegetation**) would improve habitat conditions after construction. In addition, the County, in coordination with Caltrans, prepared a biological assessment to initiate formal consultation with the NMFS per Section 7 of FESA regarding the project's impacts to Coho salmon and central California coastal steelhead. Through the Section 7 consultation process, the NMSF will issue a biological opinion that will include standards to avoid net loss of Coho salmon and central California coastal steelhead habitat that would result from the project.

California Freshwater Shrimp

Less than Significant. California freshwater shrimp has a low potential to occur within the project site, and project construction would take place outside of the species' breeding season. Project activity that could impact this species – if present within the project site – is installation and removal of the temporary diversion of San Geronimo Creek. Injury to California freshwater shrimp individuals would represent a potentially significant impact, reduced to a less-than-significant level with implementation of the following AMMs: **AMM BIO-1: Preconstruction Surveys, AMM BIO-2: Biological Monitoring, AMM BIO-15: Listed Species On-site.**

California Red-legged Frog

Less than Significant. The CRLF has a high potential for occurrence within the project site. This is due to the presence of suitable aquatic habitat as well as dispersal and foraging habitat within the project site. The CRLF may also disperse through ruderal and barren areas, although it is less likely due to the lack of cover and suitable habitat.

Direct effects to CRLF habitat would be limited (0.058 acre) to the placement of fill in CRLF aquatic dispersal habitat where the new bridge abutments are installed and where RSP is installed below the ordinary high water mark. Approximately 0.814 acre of CRLF upland and aquatic habitat would experience temporary impacts during construction.

Because the project's impacts on CRLF habitat are limited and temporary, and further reduced through implementation of the following AMMs, the impact to CRLF and its habitat would be less-than-significant: **AMM BIO-1: Preconstruction Surveys, AMM BIO-2: Biological Monitoring, AMM BIO-4: Creek Bed and Bank Protection, AMM BIO-4: Fish and Wildlife Refugia Protection, AMM BIO-6: Debris Containment, AMM BIO-7: Restoration and Revegetation, AMM BIO-9: Aquatic and Riparian Vegetation Protection, AMM BIO-10: Prevention of Wildlife Entrapment, AMM BIO-11: Material Storage, AMM BIO-15: Listed Species On-site, AMM BIO-24: California Red-legged Frog Preconstruction Survey.**

AMM BIO-24: California Red-legged Frog Preconstruction Survey.

No more than 48 hours prior to the date of initial ground disturbance, a preconstruction survey for the CRLF shall be conducted by a qualified biologist at the project site. The survey shall consist of walking the project limits and within the project site to ascertain the possible presence of the species. The qualified biologist shall investigate all potential areas that could be used by the CRLF for feeding, breeding, sheltering, movement, and other essential behaviors. This includes an adequate examination of mammal burrows, such as California ground squirrels or gophers. If any adults, subadults, juveniles, tadpoles, or eggs are found, the qualified biologist shall contact USFWS to determine if

moving any of the individuals is appropriate. In making this determination, USFWS shall consider if an appropriate relocation site exists. If USFWS approves moving animals, the qualified biologist shall move the animals from the work site before ground disturbance is initiated. Only qualified biologists shall capture, handle, and monitor the CRLF.

The project would result in permanent, direct impacts to 0.58 acres of habitat for CRLF, which is a federally endangered species. To avoid net loss of CRLF habitat, the County proposes restoration of riparian woodland and wetland habitat to offset permanent effects from construction of the new bridge. RSP will prevent erosion and AMMs (such as **AMM BIO-7: Restoration and Revegetation**) would improve on-site habitat after construction. In addition, the County, in coordination with Caltrans, prepared a biological assessment to initiate formal consultation with the USFWS per Section 7 of FESA regarding the project's impacts to CRLF. Through this Section 7 consultation process, the USFWS will issue a biological opinion that will include standards to avoid net loss of CRLF habitat that would result from the project.

Northwestern Pond Turtle

Less than Significant. The western pond turtle has a moderate potential to occur within the project site due to the presence of marginally suitable dispersal habitat within the project site. The project site does not contain western pond turtle basking or nesting habitat. The project activity most likely to impact this species is the temporary diversion of San Geronimo Creek. Western pond turtle injury or mortality during construction represents a potentially significant impact, reduced to a less-than-significant level with implementation of the following **AMMs: AMM BIO-1: Preconstruction Surveys, AMM BIO-2: Biological Monitoring, AMM BIO-4: Creek Bed and Bank Protection, AMM BIO-5: Fish and Wildlife Refugia Protection, AMM BIO-6: Debris Containment, AMM BIO-7: Restoration and Revegetation, AMM BIO-9: Aquatic and Riparian Vegetation Protection, AMM BIO-17: Listed Species On-site.**

Tricolored Blackbird

Less than Significant. There are no recorded occurrences of tricolored blackbird in the California Natural Diversity Database within 5 miles of the project site. The nearest occurrence is a reported colony on the east shore of Tomales Bay at Cypress Grove in 2005 approximately 8.5 miles from the project site. However, suitable breeding habitat for the tricolored blackbirds is present outside the project site limits, in nearby Olema Marsh, and any individuals nesting there may use the project site as foraging habitat due to its proximity to the marsh. Based on the presence of suitable foraging habitat on site and suitable nesting habitat in the vicinity, tricolored blackbirds are considered to have a moderate potential to occur within the project site.

The project is not expected to impact tricolored blackbird as there is no suitable habitat within the project limits and construction activities would be temporary therefore; impacts to the tricolored blackbird would be less than significant with implementation of the following AMMs: **AMM BIO-1: Preconstruction Surveys, AMM BIO-2: Biological Monitoring, AMM BIO-12: Nesting Birds.**

California Black Rail

Less than Significant. Habitat within the project site is marginal for California black rails. However, black rails occurring in more suitable habitats in nearby Olema Marsh or the Tomales Bay Ecological Reserve may occasionally forage or disperse through the project site. Based on

the presence of known populations nearby and the presence of suitable foraging/dispersal habitat, California black rails are considered to have a moderate potential to occur within the project site. Project impacts to California black rails would be limited to noise effects from pile driving during construction. Because the project's impact would be limited in duration, temporary in nature, and further reduced through implementation of the following AMMs, this impact would be less-than-significant: **AMM BIO-1: Preconstruction Surveys, AMM BIO-2: Biological Monitoring, AMM BIO-12: Nesting Birds.**

San Francisco Dusky-footed Woodrat

Less than Significant. The dusky-footed woodrat (*Neotoma fuscipes*) is not federally or state listed as threatened or endangered; however, the San Francisco dusky-footed woodrat (*Neotoma fuscipes annectens*), a subspecies that may occur in Marin County, is designated as a California Species of Special Concern. The San Francisco Dusky-footed woodrat is a rodent species with a high potential for occurrence within the project site due to the presence of prime nesting and foraging habitat. While there were no active woodrat houses observed during the survey, there is a frequency of occurrence in surrounding areas. Because the riparian area within the project site provides suitable habitat for woodrats, middens (nests) located in the permanent impact areas would have to be removed and/or relocated. If any middens are located in the zone of temporary impact, they may not need to be removed depending on the type of project activities that would occur but may be moved if needed through consultation with CDFW.

Given no active woodrat houses were observed in the project site, that if present within the construction area active middens may be moved, and implementation of the following AMMs, the potential impact on woodrats is less-than-significant: **AMM BIO-1: Preconstruction Surveys, AMM BIO-2: Biological Monitoring, AMM BIO-13: Worker Environmental Awareness Training, AMM BIO-15: Listed Species On-site.**

Nesting Migratory Birds

Less than Significant. Based on the presence of suitable nesting and foraging habitat, the tri-colored blackbird, great egret, great blue heron, and California black rail have a moderate potential to occur within the project site, and the yellow warbler, and salt marsh common yellowthroat have a high potential to occur within the project site. Riparian shrub and woodland along Olema Creek constitute suitable nesting habitat for these species, and they may forage in trees and shrubs anywhere within the project site.

The project could result in temporary loss or disturbance of habitats that are used by nesting migratory birds. During project-related construction, common migratory bird species may be temporarily displaced by habitat alteration or disturbed by noise from construction equipment. The project may also remove or disturb a small amount of unoccupied habitat used by nesting or foraging migratory birds. This impact would be temporary in nature and limited to a relatively small area in relationship to the extensive nesting and foraging habitat adjacent to the project site.

Given the limited suitable nesting and foraging habitat and the temporary nature of construction impacts, implementation of the following AMMs would reduce impacts to nesting migratory birds to a less-than-significant level: **AMM BIO-2: Biological Monitoring, AMM BIO-12: Nesting Birds, AMM BIO-15: Listed Species On-site.**

Pallid Bat, Townsend's Big Eared Bat, Silver Haired Bat, and Western Red Bat

Less than Significant. Due to the presence of suitable foraging and roosting habitat within the project site, the silver haired bat and western red bat have a moderate potential of occurrence within the project site. The Townsend's big eared bat and the pallid bat have a high potential of occurrence within the project site for foraging only.

The bridge is a concrete two-pier design with few recessed areas on the underside. There is no day or maternity roosting habitat anywhere on the bridge because the concrete is fully sealed with no apparent cracks, crevasses, or gaps that could accommodate a bat colony. There is suitable night roost habitat on the underside of the bridge, though it is marginal in quality because there are few recessed spaces that could trap heat and protect roosting bats from exposure.

The riparian corridor surrounding the Olema and Lagunitas Creeks provides suitable foraging habitat for numerous bat species, though no large trees of the type associated with large bat roosts were observed within the project site. Foliage-roosting bats may also use the dense canopy of trees within and adjacent to the project site for roosting. However, there are no confirmed bat roosting sites present within the project site. Given the existing bridge provides marginal quality roosting habitat, the projects limited impact on the nearby riparian corridor, and the application of the following AMMs, the impact to bats is less-than-significant: **AMM BIO-2: Biological Monitoring, AMM BIO-13: Worker Environmental Awareness Training, AMM BIO-15: Listed Species On-site, AMM BIO-25: Bat Protection.**

AMM BIO-25: Bat Protection

Bat protection measures will be implemented as specified by CDFW under Section 1602 of the FGC. Measures may include but are not limited to conducting a habitat assessment for potentially suitable bat roosting habitat, implementing exclusionary measures as warranted, and performing presence/absence surveys if construction activities are scheduled during sensitive roosting or maternity periods.

A qualified Biologist shall conduct a habitat assessment for potentially suitable bat roosting habitat, including within open expansion joints of the bridge and trees, March 1 to April 1 or August 31 to October 15 prior to bridge construction activities each season. If the habitat assessment reveals the bridge structure is suitable roosting habitat for bats, then the appropriate exclusionary measures will be implemented prior to bridge construction during the period between March 1 and April 15 or August 31 to October 15. Potential avoidance may include exclusionary blocking or filling potential cavities with foam, visual monitoring, and staging project work to avoid bats. If bats are known to use the bridge structure, exclusion netting shall not be used. If suitable habitat is present within trees, and tree removal is scheduled from April 16 through August 30 and/or October 16 through February 28, then presence/absence surveys shall be conducted two to three days prior to any tree removal or trimming. If presence/absence surveys are negative, then tree removal may be conducted by following a two phased tree removal system. If surveys indicate bat presence, then the occupied trees shall only be removed from March 1 through April 15 and/or August 31 through October 15 by following the two-phased tree removal system. The two phased system shall be conducted over two consecutive days. On the first day, (in the afternoon), limbs and branches will be removed by a tree cutter using chainsaws or other hand tools. Limbs with cavities,

crevices, or deep bark fissures shall be avoided, and only branches without those features are removed. On the second day, the entire tree shall be removed.

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

Less than Significant. The riparian vegetation types labeled as arroyo willow thicket comprises approximately 0.626 acres of the project site, representing a relatively small portion of the surrounding riparian corridor, which be impacted by the project. This project is anticipated to require tree removal, and an estimated total of 14 trees in riparian areas of Olema Creek and Lagunitas Creek along the Sir Francis Drake Blvd roadway may need to be removed for project construction. Several trees on the east and west sides of the existing bridge and in riparian areas may also require trimming.

Potential construction impacts to riparian habitat would be addressed through implementation of the following AMMs: **AMM BIO-9: Aquatic and Riparian Vegetation Protection, AMM BIO-18: Tree Survey, AMM BIO-19: Tree Protection, AMM BIO-20: Tree Replacement.**

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

Less than Significant. The project would temporarily impact 0.109 acre of wetland and 0.152 acre of other waters through construction equipment access into the creek channel and the diversion of low creek flow. Approximately 0.017 acre of wetland and 0.058 acre of other waters would permanently be impacted by the placement of RSP on the streambank to provide stabilization of the banks and prevent scouring at the bridge location.

Potential construction impacts to Waters of the US would be avoided through implementation of Caltrans standard BMPs and permits, described above. Impacts would be less than significant through the implementation of Biological Resources BMPs: Permits and Caltrans Standard BMPs.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Migratory Fish Species

Less than Significant. There are no established wildlife corridors present within the project site. However, Olema Creek may serve as a pathway for migratory fish species such as the California Coastal Chinook Distinct Population Segment of steelhead trout. Impacts could occur if construction activities block the migration of fish species. However, this potential impact would be reduced through implementation of the following AMMs so this impact would be less-than-significant: **AMM BIO-1: Preconstruction Surveys, AMM BIO-2: Biological Monitoring, AMM BIO-3: Water Diversion and Dewatering, AMM BIO-4: Creek Bed and Bank Protection, AMM BIO-5: Fish and Wildlife Refugia Protection, AMM BIO-6: Debris Containment, AMM BIO-7: Restoration and Revegetation, AMM BIO-15: Listed Species On-site.**

Migratory Bird Species

Less than Significant. The project could result in temporary loss or disturbance of unoccupied habitats that are used by nesting migratory birds, including Tricolored blackbird, great egret, great blue heron, salt marsh common yellowthroat, California black rail, and yellow warbler. During construction, common migratory bird species could be temporarily displaced by habitat alteration or disturbed by noise from construction equipment. This impact would be temporary and limited to a small area relative to the extensive nesting and foraging habitat adjacent to the project site. This potential impact would be further reduced to less-than-significant with implementation of the following AMMs: **AMM BIO-2: Biological Monitoring, AMM BIO-12: Nesting Birds.**

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

Less than Significant. The project is anticipated to require tree removal, and an estimated total of 14 trees may need to be removed for project construction. This represents a potentially significant impact, reduced to a less-than-significant level with implementation of the following AMMs: **AMM BIO-18: Tree Survey, AMM BIO-19: Tree Protection, AMM BIO-20: Tree Replacement.**

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The County currently does not have a Natural Community Conservation Plan or Habitat Conservation Plan (CDFW, 2019), and the project site does not fall under the jurisdiction of any other approved local, regional, or state habitat conservation plans. No impact would occur.

Biological Resources References

California Department of Fish and Wildlife (CDFW), 2019. California Natural Community Conservation Plans – April 2019. Available: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>. Accessed: May 2025.

Kleinfelder, Inc. (Kleinfelder), 2024. Natural Environment Study. October 2024.

5 Cultural Resources

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

Impact Discussion

Methodology

Kleinfelder prepared a Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR), and Extended Phase I (XPI) testing report for the project to assess the potential for cultural resources within the Area of Potential Effects (APE). The APE was established as an irregularly shaped area encompassing areas that have the potential to be directly affected as a result of the project. The APE encompasses all project elements and staging areas. The APE extends approximately 250 feet north-south at its widest point and approximately 2,000 feet east-west. It encompasses the existing paved roadways, new right of way acquisitions, and temporary construction easements to the north and south of Sir Francis Drake Blvd at Olema Creek. The vertical APE below ground level varies throughout the APE with the deepest proposed disturbance, associated with the excavations for the removal of the existing bridge abutments and piers and the installation of new bridge abutments, extending 15 feet below surface.

The ASR, completed in February 2025, evaluated the potential for archaeological resources, including historical properties, through a combination of methods: (1) a records search and historic map review at the Northwest Information Center of the California Historic Resources Inventory System (CHRIS); (2) consultation with the Native American Heritage Commission and outreach to Native American groups and individuals; (3) coordination with local historical societies; (4) a buried site sensitivity assessment; and (5) a pedestrian field survey of the APE.

The field survey, conducted by Kleinfelder in July 2021, did not identify any pre-contact or historic-period archaeological resources or cultural materials within the APE. The historic-period sensitivity assessment concluded there is low potential for subsurface historic-period archaeological features. However, the buried site sensitivity analysis presented in the ASR indicated a high to moderate potential for encountering subsurface pre-contact archaeological deposits.

Based on this finding, an XPI investigation was warranted and subsequently conducted over three site visits on February 12–14, 2024; June 3, 2024; and June 28, 2024. The XPI testing

involved the hand auguring of four units to assess the potential for buried pre-contact resources. No subsurface pre-contact archaeological deposits were identified. All XPI work was conducted in coordination with and monitored by representatives from the Federated Indians of the Graton Rancheria (FIGR). The XPI Report was approved by Caltrans in 2025. The results of the ASR and XPI informed the conclusions of the HPSR.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less than Significant with Mitigation Incorporated. The ASR did not identify any cultural resources within the APE. Six cultural resources were formally recorded within 0.25 mile of the APE. All are historic-period resources associated with the development of Point Reyes Station and historic dairy ranches. The records search resulted in the identification of two previously conducted cultural resources investigations completed within the APE and 13 previously recorded cultural resources investigations were completed within 0.25 mile of the APE.

The Caltrans Structure and Maintenance Investigations identify the existing bridge over Olema Creek (Bridge No. 27C0104) in the Historic Bridges Inventory and indicates the bridge was built in 1930 and has been determined a Category 5 bridge and ineligible for listing in the National Register of Historic Places (NRHP). The ASR notes that this determination remains valid.

Based on the underlying native soils within the APE from the Holocene-aged landscape and presences of Olema Creek, there is a high to moderate sensitivity for the presence of buried pre-contact archaeological sites within the APE.

On October 22, 2020, Kleinfelder archaeologist emailed consultation letters to the Marin History Museum and the Point Reyes National Seashore Association. The letters detailed the project and requested information regarding historical cultural resources within and near the APE. Kleinfelder has received no response from either organization.

Overall, the project has the potential to cause a substantial adverse change in the significance of a historical resource. This represents a potentially significant impact, reduced to a less-than-significant level through implementation of **Mitigation Measure CUL-1** and **Mitigation Measure CUL-2**.

Mitigation Measure CUL-1: Archaeological and Tribal Construction Monitoring

Due to the potential for buried pre-contact deposits to be present within the project site, a Secretary of the Interior-qualified archaeologist and a representative of FIGR shall be required to monitor all ground-disturbing work associated with the project, with monitoring able to be reduced or discontinued based on a recommendation from the archaeologist and FIGR. Monitoring will not be required for ground-disturbing activities reoccurring in areas that have already been affected by project-related ground disturbance which were previously monitored with negative findings. Prior to the start of construction, the archaeologist will prepare an Archaeological Monitoring and Treatment Plan which will define specific roles and responsibilities of the parties involved in the project, communication protocols, pre-construction training, and specific tasks that will be carried out during the monitoring. If pre-contact archaeological deposits are identified during construction, all ground-disturbing work will halt within 100 feet of the discovery until a tribal representative from the FIGR can assess the find and provide treatment recommendations.

Mitigation Measure CUL-2: Unanticipated Cultural Resources

If buried cultural materials are encountered during project implementation, it is the policy of the California Department of Transportation that all work would stop within 100 feet of the discovery until a qualified archaeologist can evaluate the nature and significance of the find and provide recommendations. If feasible, preservation in place is the preferred manner of mitigating impacts to archaeological sites. Resources could include buried historic features such as artifact-filled privies, wells, and refuse pits, and artifact deposits, along with concentrations of adobe, stone, or concrete walls or foundations, and concentrations of ceramic, glass, or metal materials. Native American archaeological materials could include obsidian and chert flaked stone tools (such as projectile points and knives), midden (darkened soil created culturally from use and containing heat-affected rock, artifacts, animal bones, or shellfish remains), and/or groundstone implements (such as mortars and pestles). If on National Park Service (NPS)-administered lands, and the culturally affiliated Indian tribe identifies the Native American archaeological materials as items meeting the definition of “Cultural items” (43 Code of Federal Regulations (CFR) Section 10.2), the Native American Graves Protection and Repatriation Act regulations at 43 CFR Part 10 Subpart B will be followed by the NPS Appropriate Official.

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

Less than Significant with Mitigation Incorporated. According to the Marin Countywide Plan, there is potential for archaeological resources in Marin County. To assess the potential for buried archaeological resources within the APE, Kleinfelder conducted a geoarchaeological desktop analysis incorporating regional predictive models, soil and geomorphic data, and a pedestrian field survey. The analysis considered four key factors: geomorphology, hydrography, proximity to known pre-contact sites, and anticipated ground disturbance. While no pre-contact archaeological sites were recorded within 0.25 miles of the APE and none were identified during field survey, the APE is located along Olema Creek, within Holocene-aged floodplain deposits (Blucher-Cole complex and Fluvents) and a nearly flat landscape—conditions favorable for the preservation of pre-contact resources. Based on the results of the buried site sensitivity assessment, there is a high to moderate sensitivity for the presence of buried pre-contact archaeological sites within the APE where native soils are present. Because the project would involve excavations that extend to a maximum depth of 15 feet below the existing ground surface, ground disturbance associated with project construction could encounter unknown or previously unrecorded archaeological resources. The XPI investigation within the APE reported results from the depth of the proposed ground disturbance in order to complete a “reasonable and good faith effort” to determine the presence or absence of cultural resources (36 CFR 800.4). The purpose of this investigation was to identify historic properties within the APE where ground disturbance is proposed and to establish the presence or absence of subsurface archaeological materials within the APE. Overall, the XPI investigation resulted in no cultural resources being identified with the APE.

Compliance with **Mitigation measure CUL-1: Archaeological and Tribal Construction Monitoring** and **Mitigation Measure CUL-2: Unanticipated Cultural Resources**, would ensure archaeological resources are not adversely impacted should they be discovered during construction activities. This impact would be less than significant.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant with Mitigation Incorporated. As discussed above, the County contains known pre-contact archaeological sites. However, according to the ASR report, the possibility of encountering human remains during construction of the project remains low. Should human remains be discovered during construction, Compliance with **Mitigation Measure CUL-3**, would ensure that archaeological resources, including human remains, would not be adversely impacted should they be discovered during construction. This impact would be less than significant.

Mitigation Measure CUL-3: Encountering Human Remains

While the possibility is low, there remains a chance of encountering human remains either in association with pre-contact occupation sites or separately. Section 7050.5 of the California Health and Safety Code (H&SC 7050.5) states that it is a misdemeanor to knowingly disturb a human burial and Section 5097.99 of the Public Resources Code (PRC 5097.9) defines the obtaining or possession of Native American remains or grave goods to be a felony. If human remains are encountered as a result of construction activities on local right-of-way, any work in the vicinity shall stop, H&SC 7050.5 and PRC 5097.99 will be followed, and the Marin County Coroner shall be contacted immediately. In addition, a qualified archaeologist shall be contacted immediately to evaluate the discovery. If the human remains are Native American in origin, then the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. If human remains are encountered as a result of construction activities on NPS-administered lands, any work in the vicinity shall stop and the Native American Graves Protection and Repatriation Act regulations at 43 CFR Part 10 subpart B will be followed by the NPS Appropriate Official.

Cultural Resources References

Kleinfelder, 2025. Archaeological Survey Report for the Proposed Sir Francis Drake Boulevard Bridge over Olema Creek Replacement Project. February 2025.

Kleinfelder, 2025. Historic Property Survey Report (HPSR). February 10, 2025.

Marin County Community Development Agency, 2025. Marin Countywide Plan. Available: https://assets.marincounty.gov/marincounty-prod/public/2026-02/cwplan_2023_updated_2026.pdf. Accessed: April 2026.

6 Energy

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

Impact Discussion

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant. Construction equipment would require the temporary consumption of fuel and energy, but these minor energy demands would represent typical construction usage and would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Once construction is complete, the project would not stimulate new land uses or increase roadway capacity in a way that would encourage the consumption of energy. This impact would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The County’s energy goals are outlined in the Marin Countywide Plan Built Environment Element, Section 3.6, Energy and Green Building (Marin County Community Development Agency, 2023):²

- Goal EN-1: Decreased Energy Use. Reduce total and per-capita nonrenewable energy waste and peak electricity demand through energy efficiency and conservation.
- Goal EN-2: Increased Renewable Resource Use. Utilize local renewable energy resources, and shift imported energy to renewable resources.
- Goal EN-3: Adopt Green Building Standards. Integrate green building requirements into the development review and building permit process.

The project would not conflict with or obstruct the Marin Countywide Plan’s energy goals because it would neither increase energy use nor interfere with the adoption of renewable resources. No impact would occur.

² Several policies fall under these three overall goals, but since these goals are not applicable to the scope of the project, these policies are not listed here.

Energy References

Marin County Community Development Agency, 2025. Marin Countywide Plan. Available: https://assets.marincounty.gov/marincounty-prod/public/2026-02/cwplan_2023_updated_2026.pdf. Accessed: April 2026.

7 Geology, Soils and Seismicity

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

Impact Discussion

- a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
 - i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or**

based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

AND

ii) Strong seismic ground shaking?

Less than Significant with Mitigation Incorporated. The Alquist-Priolo Earthquake Fault Zoning Act requires the California Geological Survey (CGS) to delineate active and well-defined fault zones. According to the CGS, the project site is located within the San Andreas Fault Zone, North Coast Section (CGS, 2019). The project site, along with the entire Bay Area, is dominated seismically by the active San Andreas Fault system. The San Andreas Fault system forms the boundary between the northward-moving Pacific Plate (west of the fault) and the southward-moving North American Plate (east of the fault). In the Bay Area, this movement is distributed across a complex system of subparallel right-lateral strike-slip faults, which include the San Andreas, San Gregorio, Hayward, Rogers Creek, and Calaveras faults, among others. These faults are all considered active or potentially active and capable of producing significant intensities and durations of ground-shaking at the site. Historically, the County has been subject to intense seismic ground shaking and will likely experience seismic events from future earthquakes generated by active faults in the Bay Area.

Recent studies by the United States Geological Survey (USGS) indicate a 72 percent probability of a magnitude 6.7 or greater earthquake in the Bay Area in the next 30 years (USGS, 2025). The intensity of such an event and the severity of ground shaking at the project site would depend on the causative fault and the distance to the epicenter, the depth of the rupture below ground surface, the movement magnitude, and the duration of shaking. A seismic event in the Bay Area could produce violent shaking at the project site (MTC and ABAG, 2018), which could endanger people and facilities in the project site vicinity. This represents a potentially significant impact, reduced to a less-than-significant level through implementation of **Mitigation Measure GEO-1: Site-Specific Construction Methods and Recommendations.**

Mitigation Measure GEO-1: Site-Specific Construction Methods and Recommendations

Prior to approval of a demolition plan, a licensed geotechnical engineer shall prepare a design-level geotechnical report outlining site-specific construction methods and recommendations regarding grading activities, fill placement, soil corrosivity/expansion/erosion potential, compaction, foundation construction, drainage control (both surface and subsurface), and avoidance of settlement, liquefaction, differential settlement, and seismic hazards in accordance with current California Building Code requirements including Chapter 16, Section 1613. The report shall require that all subsurface improvements that include any materials susceptible to corrosive effects shall be engineered in conformance with the most recently adopted California Building Code requirements including the use of engineered backfill. The report shall also include stability analyses of final design cut and fill slopes, including recommendations for avoidance of slope failure. The final grading plan shall be designed and constructed in accordance with requirements of the final design-level geotechnical investigation prior to building.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant with Mitigation Incorporated. Liquefaction susceptibility is a soil's relative resistance to collapse or failure when subjected to ground shaking. Such failures, including localized ground settlement and lateral spreading, can cause significant property damage. According to liquefaction susceptibility maps produced by the USGS, the risk of liquefaction is very high at the project site (Marin County, 2023a). This represents a potentially significant impact. Site-specific liquefaction hazards at the project site would be addressed by the geotechnical investigation required by **Mitigation Measure GEO-1: Site-Specific Construction Methods and Recommendations** above. With implementation of this mitigation measure, potential impacts associated with seismic-induced ground failure would be less than significant.

iv) Landslides?

Less than Significant with Mitigation Incorporated. According to the Marin County GeoHub, the project site is within an area of surficial deposits, meaning that the landscape is not generally vulnerable to landslides. However, the project site also lies directly adjacent to an area of "mostly landslides," as noted on Marin County GeoHub data, southeast of Sir Francis Drake Blvd. The classification "mostly landslides" means having a Landslide Susceptibility Class Data value of eight on a scale of 0 (low) to 10 (high). This is determined by a combination of slope steepness and underlying rock strength. Because the project site is in an area that could be affected by landslides, this represents a potentially significant impact. The impact would be reduced to a less-than-significant level through implementation of **Mitigation Measure GEO-1: Site-Specific Construction Methods and Recommendations**, where site-specific landslide hazards at the project site would be addressed during an initial geotechnical investigation.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant. The primary soil properties that influence the erodibility of soil are texture, structure, organic matter content, and permeability. The collective influence of these soil properties on the erodibility of a soil is described as the soil-erodibility factor (K). Soils with properties that result in a high susceptibility to water erosion have K factors greater than 0.4. The project site has a factor of 0.10 to 0.37, indicating a low to moderate susceptibility of soil to erosion (California Water Boards, 2012). Project construction would involve ground disturbing activities such as excavation, which could mobilize sediment and cause erosion along the banks of Olema Creek. Temporary falsework will be required within the dewatered channel to support the cast-in-place structure until it achieves full strength. Additional temporary in-channel work within Olema Creek is expected to include removal of the existing bridge and its components (abutments, piers, foundations, and wingwalls), installation of new abutments, and placement of scour countermeasures. A temporary creek diversion is anticipated to facilitate completion of these activities within the waterway. Because of the anticipated relative size of the added impervious area to the overall watershed, the impacts of soil erosion and removal of top soil are anticipated to be minimal.

The SWPPP will reference the Caltrans Construction Site BMPs Manual. This manual is comprehensive, includes many other protective measures and guidance to prevent and minimize soil erosion or the loss of topsoil by pollutant discharges, and can be found at the following website: <https://dot.ca.gov/programs/construction/storm-water-and-water-pollution-control/manuals-and-handbooks>.

Protective measures to minimize soil erosion or the loss of topsoil would be included in the contract, including, at a minimum:

- Work areas where temporary disturbance has removed the pre-existing vegetation will be re-seeded with a native seed mix.
- Graded areas will be protected from erosion using a combination of silt fences, fiber rolls along toe of slopes or along edges of designated staging areas, and erosion-control netting (such as jute or coir) as appropriate.
- A Revegetation Plan will be prepared for restoration of temporary work areas. Pavement and base will be removed; topography blended with the surrounding area; and topsoil will be salvaged from the new alignment area to be placed over the restored area, which will then be revegetated with native grassland species.

Development of a SWPPP and application of the above protective measures would minimize or avoid erosion or loss of topsoil; this impact would be less than significant.

c) Be located on 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 with Mitigation Incorporated. As stated above, the project site is partially located within a mapped landslide hazard. Additionally, USGS liquefaction susceptibility maps determine that risk of liquefaction is moderate at the project site (USGS, 2000). Site-specific landslide, liquefaction lateral spreading, subsidence, liquefaction, or collapse hazards at the project site would be addressed by the geotechnical investigation and recommendations required by **Mitigation Measure GEO-1: Site-Specific Construction Methods and Recommendations**, described above. As discussed in **A**, retaining walls and scour countermeasures consisting of vegetated RSP would reduce any project impacts pertaining to the lateral spreading and collapse of Olema Creek. This impact would be less than significant with mitigation.

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

Less than Significant with Mitigation Incorporated. The soils beneath the project site are predominantly Blucher and Cole complexes, which are somewhat poorly drained with moderate to high susceptibility to runoff and occasional flooding. These soils, consisting of silt loam and clay loam, have a moderately low to moderately high capacity to transmit water, and are classified under Hydrologic Soil Groups C/D (USDA, 2025). Additionally, the clay content in these soils indicates high expansiveness, which could lead to significant volume changes with variations in moisture content (Marin County, 2023b). Site-specific soil expansion hazards at the project site would be addressed by the geotechnical investigation and recommendations required by **Mitigation Measure GEO-1: Site-Specific Construction Methods and Recommendations**, described above. This impact would be less than significant with mitigation.

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

No Impact. The project does not require the use of septic tanks or other alternative wastewater disposal systems. No impact would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant with Mitigation Incorporated. According to the Neomap Mapping Portal, the community of Point Reyes Station does not contain recorded paleontological resources and the project's probability to encounter paleontological resources is low (University of California Museum of Paleontology, 2022). However, ground-disturbing activities could encounter undocumented paleontological resources during project construction. In the event that paleontological resources are discovered during construction, application of **Mitigation Measure GEO-1: Site-Specific Construction Methods and Recommendations** and **Mitigation Measure GEO-2: Discovery of Paleontological Resources**, described below, would reduce this impact to a less-than-significant level.

Mitigation Measure GEO-2: Discovery of Paleontological Resources

Discovery of a paleontological specimen during any phase of the project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Should loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to mitigate the impact to a less than significant level.

Geology, Soils and Seismicity References

Metropolitan Transportation Commission and Association of Bay Area Governments (MTC and ABAG), 2018. MTC/Hazard Viewer Map. Available:

<https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8>. Accessed: May 2025.

California Geologic Survey (CGS), 2019. Earthquake Zones of Required Investigation. California Department of Conservation EQ Zapp: California Earthquake Hazards Zone Application. Available: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed: May 2025.

California Water Boards, 2012. RUSLE K Values. Available:

https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/constpermits/guidance/k_factor_map.pdf. Accessed: June 2025.

Marin County, 2019. Marin GeoHub: Landslide. Available online:

https://gisopendata.marincounty.gov/datasets/7811067e896a44528833facd8a7a7b84_0/explore?location=38.069638%2C-122.685620%2C9. Accessed: May 2025.

Marin County, 2023a. Liquefaction. Available:

<https://gisopendata.marincounty.gov/datasets/marincounty:liquefaction-1/explore?location=38.067661%2C-122.807639%2C15.31>. Accessed: June 2025.

Marin County, 2023b. Expansive Soils. Available:

<https://gisopendata.marincounty.gov/datasets/marincounty::expansive-soil/explore?location=38.064705%2C-122.809800%2C16.70>. Accessed: June 2025.

United States Department of Agriculture (USDA), 2025. Marin County, California. Available:

<https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed: June 2025.

United States Geological Survey (USGS), 2025. What is the probability that an earthquake will occur in the Los Angeles Area? In the San Francisco Bay area? Available:

<https://www.usgs.gov/faqs/what-probability-earthquake-will-occur-los-angeles-area-san-francisco-bay-area>. Accessed: June 2025.

University of California Museum of Paleontology, 2018. Neogene Mammal Mapping Portal.

Available: <https://ucmp.berkeley.edu/neomap/use.html#InteractiveMapping>. Accessed: May 2025.

8 Greenhouse Gas Emissions

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

Impact Discussion

Regulatory Setting

Marin County Unincorporated Area Climate Action Plan

The Marin County Unincorporated Area Climate Action Plan 2030 (Marin CAP) outlines the County’s path towards reducing local greenhouse gas emissions associated with energy generation and use through the year 2030. The Marin CAP was originally adopted in December 2020 and most recently updated in January 2024 and includes goals and strategies to reduce GHG emissions and energy demand.

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

Less than Significant. Global warming associated with the “greenhouse effect” is a process whereby greenhouse gases (GHG) accumulating in the atmosphere contribute to an increase in the temperature of the earth’s atmosphere. The principal GHGs contributing to global warming and associated climate change are carbon dioxide, methane, nitrous oxide, and fluorinated compounds. GHG emissions contributing to global climate change are attributable to human activities associated with the transportation, industrial and manufacturing, utility, residential, commercial, and agricultural sectors. The target established by the Marin County Greenhouse Gas Reduction Plan is to reduce GHG emissions 40 percent below 1990 levels by the year 2030 for and 60 percent below 2005 levels by the year 2045. According to the updated Marin CAP, the county has exceeded California Air Resources Board’s recommended target by reducing GHG emissions by 23 percent since 2005. (Marin County Community Development Agency, 2020).

Bridge demolition and replacement would result in GHG emissions associated with construction equipment usage and vehicle trips to and from the project site. Construction activities would include demolition, excavation, site preparation, grading, paving, and building of the new bridge. Neither the County nor the BAAD has quantified thresholds for construction activities. However, the BAAD encourages the incorporation of BMPs to reduce GHG emissions during construction where feasible and applicable. BMPs may include, but are not limited to, using alternative fueled (e.g., biodiesel, electric) construction vehicles/equipment for at least 15 percent of the fleet; using at least 10 percent local building materials; and recycling or reusing at least 50 percent of

construction waste or demolition materials. Based on the level of expected GHG emissions for a construction project of this magnitude, and with BMPs incorporated, construction-related GHG emissions would not be regionally significant.

Additionally, as discussed in **17**, the project would not increase roadway capacity (add lanes), this resulting in no significant change in VMT during project operation. Thus, no change in automobile-related GHG emissions would occur during project operation. This impact would be less than significant.

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

Less than Significant. Once completed, the bridge would not create new lanes, increase vehicle travel, or lead to land conversions that would result in significant GHG emissions. Therefore, the project would not conflict with the GHG goals set forth in the Marin County GHG Reduction Plan. This impact would be less than significant.

Greenhouse Gas Emissions References

Marin County Community Development Agency, 2020. Marin County Climate Action Plan 2030. Available here: <https://www.marincounty.gov/departments/cda/sustainability/climate-action-plan/climate-action-plan-2030>. Accessed May 2025.

9 Hazards and Hazardous Materials

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

Crawford & Associates, Inc. prepared a Hazardous Materials Technical Memo (HTM) in October 2020 to identify potential hazardous material issues associated with the project. This memo includes a records review summary and potential hazardous materials issues.

Impact Discussion

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

AND

b) **Would the proposed project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Less than Significant. The HTM identified the following potential hazardous materials sources that should be considered in the future planning of project improvements.

- Building materials - Certain materials associated with bridge replacement may be potentially hazardous. The existing bridge elements, which would be removed as part of the project, are constructed of unpainted steel frame and a wood deck. Asbestos and lead-based paint are not expected to be encountered during demolition; however, if these materials are encountered, they are to be properly surveyed according to the California Code of Regulations (CCR). Adhering to applicable CCRs would ensure that they are properly surveyed.
- Asphalt - Proposed project improvements may include removal of existing asphalt roadway and historical asphalt road sections. Asphalt is not regulated as a hazardous material, but potential contaminants in the asphalt binder require off-site disposal restrictions imposed by the California Department of Resources Recycling and Recovery (CalRecycle). Asphalt removal from the project would be disposed of in accordance with CCR.
- Yellow traffic stripes – Yellow traffic stripes can contain heavy metals, including lead and chromium, at concentrations in excess of the hazardous waste thresholds established by the CCR and may produce toxic fumes when heated. Yellow traffic striping within the project site would require proper disposal, which may include a Class 1 disposal facility. Testing and removal requirements should be in accordance with Caltrans Standard Special Provision 14-11.07 and 15-2.02C(2).
- Transformers – Pole-mounted transformers may be removed or relocated during construction activities. If the relocation of power poles or high voltage power lines is required, existing transformers should be checked for the presence of polychlorinated biphenyls (PCBs) or other hazardous materials by the utility owner, and if present, should be properly remediated and/or disposed of in accordance with CFR 40 Section 761.

The issues discussed above would be addressed through the implementation of standard procedures outlined in existing regulations identified above. Project construction would require implementation of BMPs to comply with the NPDES Permit. BMPs for construction would include site housekeeping practices, hazardous material storage, inspections, worker training in pollution prevention measures, and containment of releases to prevent runoff via stormwater. Given the above, this impact would be less than significant.

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

No Impact. There are no existing or proposed schools within one-quarter mile of the project site. The nearest school is West Marin Elementary School, approximately 0.6-mile away along Shoreline Highway. The project does not include uses or activities that would emit hazardous emissions or handle hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. No impact would occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less than Significant. According to the HTM, site reconnaissance and review of regulatory databases maintained by county, state, tribal, and federal agencies determined that the project is not located on a site with hazardous materials violations or discharges. However, two nearby sites on Sir Francis Drake Blvd were listed on federal and state databases.

11250 Sir Francis Drake Blvd is approximately 500 feet northeast of the bridge site and is listed on the HIST UST databases due to the presence of a historical underground 500 gallon fuel storage tank. The tank contained unleaded gasoline. 11150 Sir Francis Drake Blvd is approximately 1,500 feet east of the bridge site and is listed on the Marin County UST databases due to the presence of a historical underground tank. The tank was pulled in 1986.

It is unlikely that project activities would exacerbate the risks associated with the two former storage tank sites. Because this site does not pose an immediate threat to the public or the environment during project construction or operation, this impact would be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The project site is not located within an airport land use plan, nor is it within 2 miles of a public airport or public use airport. The nearest airport is the Gness Field Airport, a small public airport located approximately 15 miles east of the project site. The project would not exacerbate safety hazards or excessive noise for people residing or working within the project site, and no impact would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant with Mitigation Incorporated. The Marin County Sheriff's Office of Emergency Services' (OES) Marin Operational Area Emergency Operations Plan addresses large-scale disaster response by ensuring the effective management of emergency operations within the Marin Operational Area. It provides information on the Marin Operational Area emergency management structure and on the activation of Emergency Operations Center staff (OES, 2014). The project would temporarily shut down both lanes of Sir Francis Drake Blvd to facilitate bridge construction. The Emergency Operations Center would be notified of the closure and would make arrangements accordingly. Additionally, access will remain to Highway 1 via Bear Valley Road which would serve as an alternative route. Therefore, the project has the

potential to cause a delays in emergency response plan or emergency evacuation plan. This represents a potentially significant impact, reduced to a less-than-significant level through implementation of **Mitigation Measure HAZ-1: Notify Emergency Operations Center.**

Mitigation Measure HAZ-1: Notify Emergency Operations Center

At least ten days prior to the commencement of construction, the Emergency Operations Center would be notified regarding the planned closure of Sir Francis Drake Blvd. The Emergency Operations Center will notify the public about planned closures.

g) Expose people or structures either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than Significant. The project site is surrounded by non-fire hazard zones and moderate fire hazard severity zones. During construction, construction workers who would be on-site would be potentially exposed to dangers related to wildland fires. However, this would only be temporary, and people and structures would not be exposed to increased risk of loss, injury or death due to wildland fires after construction. This impact would be less than significant.

Hazards and Hazardous Materials References

Marin County Sheriff's Office of Emergency Services (OES), 2014. Marin Operational Area Emergency Operations Plan. Available: <https://assets.marincounty.gov/marincounty-prod/public/2026-01/Marin%20Operational%20Area%20Emergency%20Operations%20Plan.pdf>. Accessed: May 2025.

10 Hydrology and Water Quality

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

Impact Discussion

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than Significant. The SWRCB and nine RWQCB regulate the water quality of surface water and groundwater bodies throughout California. In the San Francisco Bay Area, including the project site, the San Francisco Bay RWQCB is responsible for implementation of the Water Quality Control Plan (Basin Plan). The Basin Plan establishes beneficial water uses for waterways and water bodies within the region. Runoff water quality is regulated by NPDES

Program (established through the federal Clean Water Act). The NPDES program's objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by state and federal statutes and regulations. Locally, the NPDES is administered by the San Francisco Bay RWQCB.

According to the San Francisco Bay RWQCB water quality control plans, any construction activities, including grading, that would result in the disturbance of 1 acre or more would require compliance with the General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activity (Construction General Permit). Project construction would involve approximately 1.6 acres of ground disturbing activities, such as excavation, removal of existing pavement, and vegetation removal. Therefore, the project is subject to an NPDES General Construction Permit.

Construction activities have the potential to result in runoff that contains sediment and other pollutants that could degrade water quality if not properly controlled. Sources of pollution associated with construction include the use, management, and storage of construction equipment and vehicles, which increase the possibility of chemical spills, possibly introducing chemicals into Olema Creek. Compliance with the existing NPDES Permit would ensure that development of the project would not violate any water quality standards or waste discharge requirements.

Waste discharge requirements are stipulated in the NPDES Permit issued by the RWQCB. These requirements include the preparation and implementation of an SWPPP. The purpose of the SWPPP is to identify potential sediment sources and other pollutants and prescribe BMPs to ensure that potential adverse erosion, siltation, and contamination impacts would not occur during construction activities. Implementation of a SWPPP would control discharge and protect water quality from potential contaminants in stormwater runoff emanating from the construction site. BMPs may include damp street sweeping, providing appropriate covers, drains, and storage precautions for outdoor material storage areas, temporary cover of disturbed surfaces, etc., that would help protect water quality.

Furthermore, the project site is within the Point Reyes Station Community Plan Area, and is subject to water quality policies outlined in the plan, of which include the following (Point Reyes Station, 2001):

- Policy NR-5.1: Water Quality. The water quality of Lagunitas Creek and of the North Marin Water District wells shall be protected from any adverse impact of development, such as contamination with septic effluent, fertilizer, insecticides or herbicides.
- Policy NR-5.2: Erosion and Sediment Control. The erosion of soils and release of sediment into Lagunitas Creek from any upland development should be minimized by incorporating surface runoff pollution control measures into development projects.

The project site is not located within a recognized groundwater basin and there are no groundwater recharge facilities located within the project site; therefore, there are no anticipated impacts to groundwater quality (State Water Resource Control Board, n.d). If groundwater is encountered during construction, dewatering activities would also be subject to NPDES Permit provisions.

Because the new bridge would be longer and wider than the existing bridge, the project would result in increases in impervious surface area. The existing bridge is a two-lane, 24-foot-wide

road that serves two-way traffic with two 11-foot lanes and 1-foot shoulders in each direction. The project would replace the existing bridge with a slab bridge approximately 77 feet in length and accommodating two 11-foot-wide lanes, 6-foot-wide shoulders in each direction, and new 2-foot-wide bridge barriers in each direction, resulting in an approximate bridge width of 38 feet. As is standard with all roadway projects, the contractor will be required to install temporary BMPs to control any runoff or erosion from the project site into any nearby waterways (Olema and Lagunitas creeks).

Additionally, because anticipated traffic and use of these surfaces is not intended to increase once the project is complete, there would not be an increase in polluted runoff. Project operation is not anticipated to increase long-term erosion or sedimentation and would not otherwise impact water quality.

Given the above, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. This impact would be less than significant.

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

No Impact. The project site does not overlay a groundwater basin and there are no groundwater recharge sites located within the project site (County of Marin et al., 2019). While the project would add new impervious surface area, this area is minimal compared to the total watershed area of the project and would not interfere with groundwater recharge. No impact would occur.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:

i) result in substantial erosion or siltation on- or off-site;

Less than Significant. Construction of the project would involve ground disturbing activities such as excavation, trenching, and grading, which could mobilize sediment and cause erosion.

As is standard with all roadway projects, the contractor will be required to install temporary BMPs to control any runoff or erosion from the project site into any nearby waterways (Olema and Lagunitas creeks). BMPs would consist of all applicable federal, state, and local erosion and sediment control policies including those outlined under the County's Stormwater Pollution Prevention Program. These temporary BMPs will be installed prior to any construction operations and will be in place for the duration of the contract. The removal of these BMPs will be the final operation, along with the project site cleanup.

Once project construction in the creek is complete, water will be slowly released back into the work area as to prevent erosion and increased turbidity. Existing drainage ditches along Sir Francis Drake Blvd will be reconstructed after project construction. No existing storm drain inlets or pipes are present within the project site. Through the implementation of temporary BMPs, the project would result in reduced erosion and siltation on- or off-site. This impact is less than significant.

- ii) **substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;**

AND

- iii) **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**

Less than Significant. The replacement bridge is proposed to be wider and longer than the existing bridge which would result in adding a marginal amount of impervious surface area. However, as stated above in **Section 10, Hydrology and Water Quality, Item (c)**, the contractor will be required to install temporary BMPs to control any runoff or erosion from the project site into any nearby waterways (Olema and Lagunitas creeks). Additionally, bio-swailes and bio-filtration systems will be installed adjacent to roadways at the project site to avoid and minimize sediment loading and point source pollutants.

Along with BMPs, the County will implement AMMs as discussed in **Section 4, Biological Resources**, that will control potential runoff into surrounding waterways. These include the following: **AMM BIO-3: Water Diversion and Dewatering** and **AMM BIO-6: Debris Containment**.

During operations, impervious areas would not substantially increase the amount of polluted runoff in a manner that would exceed the capacity of existing or planned stormwater drainage systems. Because the project would not result in additional vehicle use, there would be no increase in polluted runoff from the bridge. With the implementation of the mitigation measures listed above, this impact would be less than significant.

iv) Impede or redirect flood flows?

Less than Significant. The project has the potential to impede or redirect flows during construction that could potentially interfere with flood drainage pathways. Construction activities within the banks of Olema Creek will be performed between May 1 and October 15, which will correspond to when there is little or no precipitation and when stream flow is lowest. Work within the Olema Creek channel, including use of an excavator and backhoe, will be necessary in order to install temporary shoring, remove the existing piers and abutments, install the new abutments, and RSP placement. If water is present in the channel, a temporary creek diversion is proposed to dewater the work area within the creek bed during the construction window. Access roads for installation of the creek diversion will be constructed as needed during the creek work window and contained within the temporary impact areas.

The project will widen the bridge abutments and the roadway profile will be raised slightly. However, as indicated through modeling, there will be no changes to the water surface elevation resulting in no expected impact of the existing floodplain. During operation, the project would not change the overall land use within the watershed and would not cause significant impacts to impede or redirect flood flow due to increased impervious areas. The impact would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant. The potential hazards related to tsunamis and seiche zones within the County has been analyzed and mapped by California Department of Conservation (CDC), which

show no inundation areas that coincide with the existing bridge but Olema Creek and the adjacent Lagunitas Creek are both tsunami hazard areas (CDC, 2022).

The project is located within the California Coastal Commission's coastal zone boundary. According to the Commission's sea-level rise guidance, it is recommended to investigate various storm events and tidal scenarios when developing the project's flood inundation model. The project site is situated within the base floodplain between two intersections. The flood inundation model used in the Floodplain Evaluation Report indicated that a sea-level rise of 7 feet above the 100-year base flood elevation represents a significant increase.

The project would not expose people or new structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow, nor does the project pose a greater risk of pollutant release during such events. This impact would be less than significant.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant. As stated above in **Section 10, Hydrology and Water Quality, Item (b)**, the project would not affect groundwater resources. The project site is located within the San Francisco Bay Basin (Region 2) and would be subject to restrictions and controls outlined in the associated Basin Plan that establishes beneficial water uses for waterways and water bodies. Additionally, there are no sustainability groundwater management plans required for Marin County because its groundwater basins are not classified as high- or medium-priority under California's Sustainable Groundwater Management Act.

As discussed in **Section 4, Biological Resources**, the project would prepare and implement a SWPPP that would prevent construction-related water quality impacts. Given the above, the project would not result in water quality impacts that would interfere with the Basin Plan. This impact would be less than significant.

Hydrology and Water Quality References

California Department of Conservation (CDC), 2022. Marin County Tsunami Inundation Maps. Available at: <https://www.conservation.ca.gov/cgs/tsunami/maps/Marin>. Accessed on: May 2025.

California Department of Transportation (Caltrans), 2017. Caltrans Storm Water Quality Handbook. Available at: <https://dot.ca.gov/-/media/dot-media/programs/construction/documents/environmental-compliance/csbmp-may-2017-final.pdf>. Accessed on: May 2025.

State Water Resource Control Board, n.d. Groundwater Basin Boundary Assessment Tool. Available: https://www.waterboards.ca.gov/sgma/groundwater_basins/. Accessed: May 2025.

Point Reyes Station, 2001. Point Reyes Station Community Plan. Available: https://assets.marincounty.gov/marincounty-prod/public/2024-03/pt_reyes_community_plan_2001.pdf. Accessed May 2025.

11 Land Use and Planning

<i>Would the project:</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Physically divide an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion

a) Physically divide an established community (including a low-income or minority community)?

No Impact. The existing bridge would be replaced in the same location and there would be no change to surrounding roadways or displacement of any residence or business. No new permanent physical or perceptual barriers would be created as a result of the project that would divide an established community. No impact would occur.

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

Less than Significant. The Marin Countywide Plan includes policies adopted to prevent or mitigate environmental effects (Marin County Community Development Agency, 2023). **Appendix B**, Policy Consistency Analysis, provides statements describing the project's alignment with applicable Countywide and community policies. Although the County, as the lead implementing agency, is not subject to discretionary land-use permitting and formal consistency review is not technically required, the project was designed to align with these policies to support sustainability, infrastructure, and environmental stewardship objectives. Because the project is consistent with the policies identified in **Appendix B**, no conflict with applicable plans or policies would occur, and this impact is therefore considered less than significant.

Land Use and Planning References

Marin County Community Development Agency, 2025. Marin Countywide Plan. Available: https://assets.marincounty.gov/marincounty-prod/public/2026-02/cwplan_2023_updated_2026.pdf. Accessed: April 2026.

12 Mineral Resources

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

Impact Discussion

a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

AND

b) **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

No Impact. According to the Marin Countywide Plan map of Mineral Resource Preservation Sites, the project site is not located on a Designated Mineral Resource Preservation Site or County Permitted Mineral Resource Site (Marin County Community Development Agency, 2023). No impact will occur.

Mineral Resources References

Marin County Community Development Agency, 2025. Marin Countywide Plan. Available: https://assets.marincounty.gov/marincounty-prod/public/2026-02/cwplan_2023_updated_2026.pdf. Accessed: April 2026.

13 Noise

<i>Would the project result in:</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion

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

Less than Significant. The project is within a rural community surrounded by residential, open space, and agriculture land uses, including portions of the Point Reyes National Seashore, interspersed with sensitive receptors. A noise sensitive receptor is a property where frequent outside human use occurs and where a lowered noise level would be beneficial. In this instance, the nearest noise-sensitive receptors are single-family residences located approximately 66-970 feet from the project site along Sir Francis Drake Blvd. Project construction would generate noise that could affect sensitive receptors within the project vicinity. Any project-related construction noise would be temporary, and noise during project operation would be no different from current conditions.

Construction

Noise sources associated with project construction would include excavation, construction truck traffic, and other noises typically associated with a construction site of this size. After bridge demolition, excavators will be used to excavate around the proposed abutments and wingwalls. While cast-in-drilled-hole piles will not be used, steel pipe impact pile driving is anticipated as part of the project. **Table 2** outlines typical noise levels various construction equipment and activities, including actual measured sound levels at a distance of 50 feet from the source.

Based on benchmarks for allowable noise exposure from stationary noise sources in the Marin Countywide Plan, construction noise impacts would be significant where noise from construction activities exceed 60 dBA. However, noise sources that do not generate noise levels in excess of

an annual average of 60 dBA beyond the right-of-way line, in the case of highways, major local streets, and railroad rights-of-way, or the property line for stationary noise sources, are generally not included unless otherwise indicated.

Table 2 Construction Equipment Noise Levels

Construction Equipment	Maximum Noise Level dBA ¹ at 50 feet
Backhoe	78
Compactor (ground)	83
Compressor (air)	78
Concrete Mixer Truck	79
Concrete Pump Truck	81
Crane	81
Dozer	82
Dump Truck	76
Excavator	81
Front End Loader	79
Generator	81
Impact Pile Driver	101
Paver	77
Pneumatic Tools	85
Pumps	81
Roller	80
Scraper	84

Note: 1 A-weighted decibels (dBA) are an expression of the relative loudness of sounds as perceived by the human ear.

Source: FHWA Roadway Construction Noise Model User's Guide, 2006 (FHWA-HEP-05-054).

Project construction would be required to implement noise BMPs listed below and outlined in Section 14-8.02 of the 2018 Caltrans Standard Specifications. This impact would be less than significant.

Caltrans Standard Specifications Section 14-8.02 Noise Control:

Noise Monitoring and Avoidance - If work is necessary outside of allowable hours, the contractor(s) would be required to implement a construction noise monitoring program and, if feasible, provide additional avoidance measures as necessary (in the form of noise control blankets or other temporary noise barriers, etc.) for affected receptors.

Mufflers - The contractor(s) would be required to equip all internal combustion engine equipment with intake and exhaust mufflers that are in good condition and appropriate for the machines.

No Vehicle Idling - Unnecessary idling of internal combustion engines within 100 feet of residences would be strictly prohibited.

Positioning of Construction Equipment - The contractor(s) would be required to locate stationary noise generating equipment as far as possible from sensitive receptors.

Use of More Quiet Equipment - The contractor(s) would be required to utilize "quiet" air compressors and other "quiet" equipment, where such technology exists.

Noise Construction Plan - The contractor(s) would prepare a detailed construction plan identifying the schedule for major noise-generating construction activities and distribute this plan to adjacent noise-sensitive receptors. The construction plan would also list the construction noise reduction measures listed above, as applicable.

Operation

Less than Significant. Once completed, the replaced bridge would remain a similar width and would not result in additional automobile travel across the bridge. Therefore, nearby sensitive receptors (residences) would not experience increased noise levels. The replaced bridge would have a slight shift south in its location away from noise-sensitive receptors. The closest residence to the project is located just north of the project site. The closest residence south of the project site is at the eastern limits of the project, where the project alignment would conform with the existing roadway. Given the above, project operation would not result in permanent noise effects. Impacts associated with operational noise would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant. Construction of the project would generate temporary groundborne vibration associated primarily with impact pile driving, haul trucks, excavators, and other typical construction equipment. The nearest sensitive receptor is approximately 50 feet from the bridge abutment where pile driving would occur.

Pile driving would not take place in the open channel and be limited to daytime hours and is expected to take approximately two days per abutment, totaling four days of activity. While pile driving can generate noticeable vibration and noise, the short duration, limited number of workdays, and daytime scheduling would substantially reduce potential effects. In addition, vibration levels attenuate rapidly with distance, and at 50 feet are expected to be below thresholds commonly associated with human annoyance or structural damage (Caltrans, 2020).

The activity would not occur during nighttime hours and would not represent a prolonged or recurring source of disturbance. Therefore, given the temporary nature, distance to receptors, and adherence to daytime construction hours, the project would not expose persons to excessive groundborne vibration or noise, and the impact would be less than significant.

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?

No Impact. As discussed in 59, the project site is not within the vicinity of a private airstrip or an airport land use plan and would not involve development of noise-sensitive land uses that would be exposed to aircraft noise. No impact would occur.

Noise References

California Department of Transportation (Caltrans). 2020. Transportation and Construction Vibration Guidance Manual. Available: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>. Accessed: June 2025.

Federal Highway Administration (FHWA), 2006. FHWA Roadway Construction Noise Model User's Guide (FHWA-HEP-05-054). Available: https://www.fhwa.dot.gov/Environment/noise/construction_noise/rcnm/rcnm.pdf. Accessed: May 2025.

Marin County Community Development Agency, 2025. Marin Countywide Plan. Available: https://assets.marincounty.gov/marincounty-prod/public/2026-02/cwplan_2023_updated_2026.pdf. Accessed: April 2026.

14 Population and Housing

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

Impact Discussion

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

No Impact. Because the project would not increase the capacity of Sir Francis Drake Blvd or allow for more traffic crossings, it would not indirectly induce population growth in the area. No impact would occur.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. Temporary accessibility impacts to nearby driveways are discussed in **Section 17, Transportation** . No people or housing would be temporarily or permanently displaced as a result of the project because there are no residences within the project site. No impact would occur.

15 Public Services

<i>Would the project:</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

i) Fire protection?

AND

ii) Police protection?

Less than Significant with Mitigation Incorporated. The Marin County Fire Department (MCFD) serves and provides fire protection and emergency services within the project site. The closest fire station to the project site is Point Reyes Fire Station, approximately 0.30 mile to the northeast (Marin County, 2025). The Marin County Sheriff’s Office (MCSO) provides administrative support, detention support, and field services to the County. The closest police station to the project site is Marin County Sheriff Office, Point Reyes Substation, approximately 0.28 mile to the northeast (Marin County Sheriff’s Office, 2025).

Fire and police protection are currently provided at the existing bridge by the MCFD and MCSO for the town of Point Reyes Station. The project would adhere with current fire codes to reduce potential fire hazards and would be consistent with appropriate safety measures to minimize criminal activity. Because the project would not include housing or other uses that would induce

substantial growth in the area, the project would not increase demand on fire or police protection providers such that new facilities would be required.

The project would temporarily close Sir Francis Drake Blvd in both directions at the project site to facilitate bridge construction. Connectivity to Highway 1 would be maintained through the south of the project site via Bear Valley Road and would not interfere with the Marin Operational Area Emergency Operations Plan. As discussed in **Section 9, Hazards and Hazardous Materials, Mitigation Measure HAZ-1, Notify Emergency Operation Center**, would notify Emergency Operations Center a minimum of ten days prior to closure. Main arterials would still be available, and it is unlikely that they would significantly impede response times during project construction. Furthermore, once completed, the bridge would provide the same access as the current bridge and with implementation of the mitigation measure discussed above, this impact would be less than significant.

iii) Schools?

AND

iv) Parks?

No Impact. The project site is located within the Shoreline Unified School District. There is currently only one school within approximately 1 mile of the project site, that being the West Marin Elementary School just at 0.6 mile from the project site (Shoreline Unified School District, 2025).

There are approximately two parks within 0.5 miles of the project site, the closest being the Whitehouse Pool at approximately 0.37 mile from the project site, followed by Point Reyes Playground at approximately 0.42 mile from the project site.

The project itself would not include any residential uses. Due to the nature of the project, safer connectivity will provide safer travel routes for existing residents to schools, parks, and recreational facilities. As the project is a safety improvement project, the project would not have an impact to schools or park facilities, and no mitigation is required.

v) Other public facilities?

No Impact. Open space and other public facilities are typically provided to serve residents within their respective jurisdictions. The project does not propose land uses that would induce regional population growth or increase demand for public facilities. Project implementation would not trigger the need for new or physically altered government facilities. No impact would occur.

Public Services References

Marin County, 2025. Find a Fire Station. Available: <https://www.marincounty.gov/departments/fire/operations/find-fire-station>. Accessed: May 2025.

Marin County Sheriff's Office, 2025. Contact. Available: <https://www.marinsheriff.org/contact>. Accessed: May 2025.

Shoreline Unified School District, 2025. District Information. Available: <https://www.shorelineunified.org/page/district-information/>. Accessed: May 2025.

16 Recreation

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

Impact Discussion

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

No Impact. The project does not include residential development that would induce permanent population growth and increase demand for recreational facilities. No impact would occur.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

No Impact. The existing bridge links the Inverness and Point Reyes Station communities where several private driveways are present within the project limits. One private driveway at 12214 Sir Francis Drake Blvd would be reconstructed, however access would be provided to this residence. If blocking access is temporarily unavoidable, the Contractor will be required to work with the residence on the scheduling of activities. Additional private driveways, 11270 and 11260 Sir Francis Drake Blvd, will be required to conform to the driveway elevation and slope match the roadway. This will ensure a smooth connection, with the driveway conforming to the new roadway's grade, elevation, and alignment. Construction activities along the aforementioned facilities would not result in adverse physical effect on the environment.

Furthermore, outside of the private driveways, the project does not include recreational facilities or require the construction or expansion of recreational facilities that could result in adverse physical effect on the environment. No impact would occur.

17 Transportation

<i>Would the project:</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant. Within the Point Reyes community, local traffic includes in-commuting by non-resident workers employed by in West Marin, and out commuting by residents from communities of Point Reyes Station, Inverness Park and Marshall. Visitor parking occurs throughout the week but is the heaviest on weekends. The project is located in a rural area surrounded by undeveloped open space residential land uses with several private driveways present within the project limits. Because the project is within the Point Reyes Station Community Plan Area, it is subject to policies outlined in the plan, including the following (Point Reyes Station, 2001):

- Policy T-1.1 Maintain Rural Character of Roadways. Roadway improvements should be limited to projects that enhance safety only and do not increase the capacity of the road network. Specifically, all roads in the Planning Area, including State Highway 1, should retain their rural, scenic character with a two-lane width or less and without curbs, gutters, sidewalks, traffic lights, and street lights. The only area to be considered for sidewalks and similar roadway improvements shall be the Downtown Area. Other permitted roadway projects should be limited to: slope stabilization, drainage control, safety improvements, expansion of shoulder paving to accommodate bicyclists and pedestrians, creation of vista and slower traffic turn-outs, and improvements to accommodate public transit.
- Policy CL-4.1 Vehicular Access. Adequate vehicular access as determined by the Marin County Department of Public Works must be available without unreasonable disturbance to existing traffic patterns. Development that requires urban traffic improvements (such as traffic lights, median strips) is strongly discouraged.

Construction workers and vehicles would enter and exit the project site from surrounding roadways during the construction period. However, construction-related trips represent a negligible traffic increase, would cease after construction, and would not permanently impact traffic circulation in the area.

During construction, one private driveway at 12214 Sir Francis Drake Blvd (Accessor's Parcel Number 119-240-19) would be reconstructed, however, access would be provided to this residence for the duration of construction. There may be periods of time (up to 8 hours) where access to the driveway at 12214 Sir Francis Drake Blvd would be blocked due to paving activities. The residents will be given five days advance notice and the contract documents will require the Contractor to work with the residents on the scheduling of the activities.

Two additional private driveways at 11270 and 11260 Sir Francis Drake Blvd would require reconstruction to conform to the new roadway. The contractor would maintain access to all properties other than the above-described impact at 12214 Sir Francis Drake Blvd during construction. The project would affect no other public or private access areas.

During operation, the new bridge would remain a two-lane facility (one lane in each direction) and the project would not induce or encourage additional vehicle traffic during operation. Furthermore, this bridge replacement project does not include permanent modifications that would interfere with adopted transit policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. This impact would be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less than Significant. CEQA Guidelines Section 15064.3 describes specific considerations for evaluating a project's transportation impacts. Generally, VMT is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project.

Road closure of Sir Francis Drake Blvd over Olema Creek and roadway approach work is anticipated for the entire duration of project construction (six months). Sir Francis Drake Blvd provides the main access point to Highway 1 and the Point Reyes Station community for those travelling to and from Tomales Bay area. However, connectivity to Highway 1 is also provided south of the project site via Bear Valley Road. The detour along Bear Valley Road is approximately an additional 4 miles and would add an additional 10 minutes of travel time for motorists without traffic. The contract documents will require the Contractor to work with the local residents to provide access to their properties.

Once completed, the replaced Sir Francis Drake Blvd over Olema Creek Bridge would provide the same access and automobile capacity as the current bridge. The replaced bridge would have a slight shift south and would be raised slightly. This would not substantively affect access or capacity of the roadway. Therefore, project operation would not result in adverse transportation or traffic effects.

Furthermore, as stated above, construction-related traffic would represent a negligible traffic increase, which would cease after construction ends. The project would replace the existing bridge infrastructure without increasing capacity, and it would not result in land uses or facilities, such as residences, offices, or public parks, which would generate automobile trips. Bridge replacement projects that do not add additional motor capacity are not likely to lead to substantial or measurable increase in VMT, and therefore do not require an induced travel

analysis. The County also considers projects that would generate fewer than 110 trips per day to result in a less-than-significant VMT increase, based on guidance from the State (California Governor's Office of Land Use and Climate Innovation, 2018). Because the project would not lead to increased VMT during operation, it would not conflict with CEQA Guidelines Section 15064.3(b). This impact would be less than significant.

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

AND

d) Result in inadequate emergency access?

Less than Significant. The project is designed to improve safety by replacing a bridge in generally the same layout and configuration as the existing system and would not introduce new permanent design elements that would increase safety hazards.

The main transportation arteries through Marin County are U.S. Highway 101, State Route 37, Highway 580, and Highway 1 (Marin County, 2014). During temporary construction, emergency responders would need to use the detour along Bear Valley Road that would approximately add an additional 4 miles or 10 minutes without traffic to travel time if an emergency were to occur within the project site. However, as discussed, the project would maintain connectivity to Highway 1 through the south of the project site via Bear Valley Road and would not interfere with the Marin Operational Area Emergency Operations Plan insofar as it would not interfere with Emergency Operations Center staff operations in the event of an emergency. Main arterials would still be available, and it is unlikely that they would be impeded during project construction. Furthermore, once completed, the bridge would provide the same access and automobile capacity as the current bridge. This impact would be less than significant.

Transportation References

California Governor's Office of Land Use and Climate Innovation (formerly known as California Governor's Office of Planning and Research), 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. Available: https://lci.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf. Accessed: May 2025.

Marin County Sheriff's Office of Emergency Services (OES), 2014. Marin Operational Area Emergency Operations Plan. Available: <https://assets.marincounty.gov/marincounty-prod/public/2026-01/Marin%20Operational%20Area%20Emergency%20Operations%20Plan.pdf>. Accessed: May 2025.

Point Reyes Station, 2001. Point Reyes Station Community Plan. Available: https://assets.marincounty.gov/marincounty-prod/public/2024-03/pt_reyes_community_plan_2001.pdf. Accessed May 2025.

18 Tribal Cultural Resources

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

Impact Discussion

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

5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant with Mitigation Incorporated. As established by subdivision (c) of Public Resources Code Section 5024.1, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe that are listed, or determined to be eligible for listing, in the national, state, or local register of historical resources. Additionally, a tribal cultural resource may also be a resource that the lead agency determines, in its discretion, is a tribal cultural resource.

The Sacred Lands File, operated by the Native American Heritage Commission (NAHC), is a confidential set of records containing places of religious or social significance to Native Americans. The NAHC prepared a Sacred Lands File search for the project site on October 22, 2020. The NAHC response on October 28, 2020, indicated that no known Native American cultural resources exist within the APE. The NAHC results noted, however, that the absence of specific site information in the Sacred Lands File does not indicate the absence of Native American cultural resources in the project vicinity.

The NAHC also responded with a list of interested Native American groups and individuals who might have information regarding resources within or near the project's APE. A list of Tribal representatives to contact for additional information for this area was provided by the NAHC and representatives were contacted. Pursuant to Assembly Bill 52, the following Native American tribes, groups and individuals were contacted:

- Greg Sarris of the FIGR
- Buffy McQuillen of the Federated Indians of Graton Rancheria
- Merlene Sanchez of Guidiville Indian Reservation

Pursuant to AB 52, letters of request for consultation were sent via certified mail and email by Philip A. Buckley, Senior Civil Engineer of Marin County Public Works, on December 2, 2020. On March 5, 2021, Buffy McQuillen, the Tribal Historic Preservation Officer (THPO) for FIGR, responded on behalf of the Tribe via email to Mr. Buckley. In their response, they indicated that the Tribe was concerned that Tribal Cultural Resources (TCRs) have a potential to be present within the APE and may be impacted by project implementation. Ms. McQuillen requested that consultation efforts between Marin County Public Works and the Tribe continue based on this potential for TCRs within the APE. No separate response was received from Greg Sarris. No response was received from Merlene Sanchez. The County sent the project's HPSR and ASR to FIGR for review on April 29, 2022 along with additional correspondence for further follow-up.

As a result of the ASR findings, XPI testing was required due to the moderate to high potential for encountering subsurface prehistoric archaeological deposits during construction. FIGR monitored XPI testing to ensure appropriate approach to any potential tribal cultural resources. The results and report were discussed with FIGR at virtual meetings. Additionally, a follow-up email was sent to FIGR, but no response on the report has been received to date. In addition to these consultation efforts, the County sent the project's HPSR and ASR prepared by Kleinfelder to FIGR for their review. The reports, along with additional correspondence for further follow-up, were initially sent to FIGR for comment on April 29, 2022 and, upon no response, again on May 19, 2021 and June 16, 2021. The County additionally provided FIGR a draft of an XPI testing results report prepared by Kleinfelder for their review on September 13, 2024, but no response

was received. No additional response from FIGR has been received to date; however, consultation remains ongoing.

According to the Marin Countywide Plan, there are recorded archaeological sites in the County, which include settlements and villages, hunting camps, quarries, rock art, and trails associated with Native American habitation (Marin County Community Development Agency, 2023). As discussed in **Section 5, Cultural Resources**, the CHRIS records search identified no cultural resources within the APE and six cultural resources within 0.25 miles of the APE. All are historic-period resources associated with the development of Point Reyes Station and historic dairy ranches.

It is possible that the project could disturb unmarked pre-contact archaeological or Native American burial sites during construction. **Mitigation Measure CUL-1: Archaeological Construction Monitoring, Mitigation Measure CUL-2: Unanticipated Cultural Resources, and Mitigation Measure CUL-3: Encountering Human Remains**, described above in **Section 5, Cultural Resources**, would ensure adequate protection of these resources, if encountered, during construction. With the implementation of mitigation measures, this impact would be less than significant.

Tribal Cultural Resources References

Kleinfelder, 2025. Historic Property Survey Report (HPSR). February 2025.

Kleinfelder, 2025. Archaeological Survey Report (ASR). February 2025.

Marin County Community Development Agency, 2025. Marin Countywide Plan. Available: https://assets.marincounty.gov/marincounty-prod/public/2026-02/cwplan_2023_updated_2026.pdf. Accessed: April 2026.

19 Utilities and Service Systems

<i>Would the project:</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion

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

Less than Significant. The project does not include uses that would increase demand for expanded utility services. Relocation of overhead and underground utilities is anticipated as part of the project. Water provided by the North Marin Water District and communication lines provided by AT&T that are attached to the existing bridge will be relocated onto the new structure. If the existing water distribution line cannot be temporarily shut down to facilitate bridge construction, it will be relocated onto a temporary structure during construction. Existing overhead electric poles provided by PG&E will be relocated as part of the project. The specific extent and details of utility relocations will be confirmed during the design phase in coordination with the respective utility providers.

Because these relocations would occur within the project footprint in areas already being used by these utilities and is accounted for in this analysis, no additional environmental effects are anticipated. This impact would be less than significant.

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

Less than Significant. Project operation would not require water supply because the replacement bridge does not require water use. Project construction would temporarily require water for activities such as dust management and vehicle cleaning, but this water demand would end after the construction period and would be negligible in the context of regional water supply. This impact would be less than significant.

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

Less than Significant. The project does not include residential, industrial, or commercial elements that would generate wastewater. Therefore, the project would not require new or expanded wastewater facilities. This impact would be less than significant.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

AND

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant. Operation of the project would not generate solid waste because the new bridge would not generate activity that would require solid waste disposal. However, project construction would require disposal of demolition debris generated by removal of the existing bridge, vegetation from grubbing and tree removal, and sediment from grading or dredging within Olema Creek.

Debris containment would be provided to keep bridge debris from falling into Olema Creek during construction activities. All grindings and asphaltic-concrete waste would be stored in areas previously disturbed and absent of habitat at a minimum of 150 feet from any aquatic habitat, culvert, or drainage feature. As part of Caltrans Standard BMPs, concrete wastes would be collected in washouts and water from curing operations would be collected and disposed of, avoiding water courses. The project would also be required to follow provisions within the Porter-Cologne Act Water Quality Control Act, the water quality control law for California.

The materials accumulated from the previously listed activities would be disposed of in a landfill, such as the Mill Valley Refuse Service. Considering the solid waste from construction of the project represents a small proportion of remaining landfill capacity at local landfills, there is adequate existing landfill capacity to dispose of construction waste. This impact would be less than significant.

20 Wildfire

<i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The California Department of Forestry and Fire Protection (CAL FIRE) identifies fire hazards based on relevant factors such as fuels, terrain, and weather. The project site is located within the State Responsibility Area (SRA) and within a Moderate Fire Hazard Safety Zone (FHSZ) (CAL FIRE, 2024). However, a Moderate FHSZ surrounds the project on the south side of the project less than a mile away.

Impact Discussion

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

AND

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

No Impact. The project site is surrounded by non-fire hazard zones and moderate fire hazard severity zones. However, this bridge replacement project would not house or contain occupants. Bridge users are transient and would not be exposed to wildfire threats. No impact would occur.

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

Less than Significant. The project would replace an existing bridge and its associated infrastructure, such as overhead and underground utilities, which may include PG&E lines. It would not require the installation of new facilities that would exacerbate fire risks. This impact would be less than significant.

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

Less than Significant. During construction, the contractor will be required to install temporary BMPs to control any runoff or erosion from the project site into any nearby waterways such as Olema Creek and Lagunitas Creek. These temporary BMPs will be installed prior to any construction operations and will be in place for the duration of project construction. The removal of BMPs and project site cleanup will be the final step to complete project construction. The implementation of the temporary BMPs for erosion and runoff control during construction would mitigate the potential risk of downslope or downstream flooding or landslides for the surrounding community.

Because the project would replace an existing bridge structure, the surrounding community would not be exposed to significant risks from downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes during project operation. This impact would be less than significant.

Wildfire References

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21 Mandatory Findings of Significance

<i>Pursuant to Section 15065 of the State EIR Guidelines, a project shall be found to have a significant effect on the environment if any of the following are true:</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion

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

Less than Significant with Mitigation Incorporated. As discussed in **Section 4, Biological Resources**, project implementation could impact special-status species or other protected biological resources. However, these impacts would be reduced to a less-than-significant level with application of AMMs and BMPs. The project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal.

As discussed in **Section 5, Cultural Resources** and **Section 18, Tribal Cultural Resources**, there are no known archaeological and tribal cultural resources within the project site that could be damaged as a result of project implementation, and the project would implement **Mitigation Measure CUL-1: Archaeological Construction Monitoring, Mitigation Measure CUL-2:**

Unanticipated Cultural Resources, and Mitigation Measure CUL-3: Encountering Human Remains to minimize potential impacts to undiscovered cultural resources, should they exist within the project site.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant with Mitigation Incorporated. The project would result in potentially significant project-level impacts related to biological resources, cultural resources, tribal cultural resources, as well as geology and soils. All other impacts of the project were determined either to have no impact or to be less than significant without the need for mitigation. Mitigation measures outlined within this Initial Study shall be implemented to reduce project impacts to a less-than-significant level. As such, the project would not result in any impacts that would substantially combine with impacts of other current or foreseeable future projects.

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

No Impact. Project implementation would replace the existing Bridge with a new bridge of similar attributes and would not result in significant unavoidable impacts. Mitigation measures identified herein would reduce all potential impacts to a less-than-significant level. Therefore, the project would not result in impacts that would cause substantial direct or indirect adverse effects on human beings. There would be no impact.

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VIII. DETERMINATION

(Completed by Marin County Environmental Planning Manager). Pursuant to Sections 15081 and 15070 of the State Guidelines, the forgoing Initial Study evaluation, and the entire administrative record for the project:

- I find that the proposed project WILL NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



Rachel Reid, Environmental Planning Manager

May 11, 2026

Date

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