

DEPARTMENT OF PUBLIC WORKS

Quality, Excellence, Innovation

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Board of Supervisors
County of Marin
3501 Civic Center Drive
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SUBJECT: Public Hearing for the Sir Francis Drake Boulevard
Rehabilitation Project (Hwy 101- Ross)
Draft Environmental Impact Report (Draft EIR)

Dear Board Members:

RECOMMENDATION: Staff recommends that after the presentation of a brief overview of the project proposal and a summary of the principal findings of the Draft EIR by staff and the EIR consultant, your Board open the public hearing to public comment. At the conclusion of all public testimony, staff recommends that your Board:

1. Close the public hearing on the Draft EIR;
2. Discuss those issues regarding the project's impacts that are of primary concern to your Board and provide direction to the EIR consultant on any additional items which should be addressed in the EIR; and
3. Instruct the EIR consultant to prepare a Final EIR based upon the written responses to all of the oral and written comments received at the Draft EIR hearing, as well as all of the written comments received during the public review and comment period.

SUMMARY:

Project Background

The Sir Francis Drake (SFD) Boulevard Rehabilitation project is a multi-faceted improvement project of SFD in the unincorporated area and in the City of Larkspur between Highway 101 and the Ross Town limits. The project's primary funding source is through the Transportation Authority of Marin's (TAM) Measure A Strategy 3.1 funds, with additional funding from other grant sources and Marin Municipal Water District (MMWD). As proposed, it is comprised of pavement rehabilitation of the roadway, modification to the geometry of several intersections to improve efficiency and flow, replacement of traffic signals with modern, connected technology, provision of accessibility improvements in compliance with the Americans with Disabilities Act, addition of active transportation improvements in various locations to facilitate the movement of pedestrians and bicyclists across and through the corridor, safety

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improvements for school access routes to Bacich and Kent Middle schools, and replacement of MMWD water lines in portions of the corridor.

The proposed project evolved over a series of community meetings and workshops, as well as data collection and analysis by the project team, to arrive at a project which meets the objectives identified by both the purpose of the grant funds and those of the community identified through the year-long outreach process: Rehabilitation of the roadway pavement, congestion and delay reduction, safety improvements for pedestrians and bicyclists, and transit access improvements. As with any project, compliance with the California Environmental Quality Act (CEQA) is required. Between the extensive list of project concepts and inclusion of the MMWD projects in the corridor analysis, it was determined that an Environmental Impact Report (EIR) is necessary to comply with CEQA. To date, the project team has been gathering the needed data and information to analyze potential impacts as a result of the project, in addition to several alternatives to the proposed project as required by CEQA. From this analysis, the Draft EIR identifies which components of the project may have environmental impacts and what, if any, mitigation measures may be applied to reduce or eliminate those impacts.

Project Impacts

The Draft EIR evaluates project-based, adverse, environmental impacts. Of these impacts, 25 are identified as significant. Significant impacts have been identified in the topic areas of Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Noise, Public Services, and Traffic and Circulation. Feasible mitigation measures are identified in the Draft EIR, which collectively reduces all of the project's significant project-based impacts to a less-than-significant level. The project does not have any significant, unavoidable impacts.

Most of the significant impacts identified in the analysis arise from construction activities of the project, as opposed to permanent impacts once the project is completed. The recommended mitigation measures include actions specific to construction activities including noise, traffic, and air quality concerns that are typical of road construction projects and reduce the various impacts to a less-than-significant level.

Cumulative Impacts

The Draft EIR evaluated cumulative impacts of the project in combination with other related past, present, and foreseeable future projects. The Draft EIR identifies 13 cumulative impacts, eight of which may be significant. With implementation of identified mitigation measures, all of the potential impacts can be reduced to less-than-significant.

Plan Consistency

The Draft EIR finds that the proposed project, with the incorporation of mitigation measures specified in this Draft EIR, is consistent with all relevant policies of the Countywide Plan 2007 and Marin County Code requirements.

Alternatives:

Five alternatives to the proposed project were analyzed in the Draft EIR:

- No Project alternative – No project is undertaken in the corridor, and conditions would continue as-is, including only spot pavement repairs instead of a full repaving.
- General Maintenance alternative – Repaves the roadway, updates signal timing to current standards, installs conduits for future adaptive signal technologies, does not modify intersections except for required ADA improvements, including an at-grade crosswalk at Wolfe Grade, and does not install the MMWD pipelines.
- Congestion Relief alternative – Modifies intersection geometry to improve efficiency, adds a third eastbound lane from El Portal Drive to US 101, and includes minor repaving and ADA improvements as required. The MMWD pipelines would be undertaken as a separate project in advance of the roadway project.
- Corridor Pedestrian and Bicycle Improvements alternative – Constructs various pedestrian and bicycle gap closure projects in the corridor without major modifications to intersection geometry and includes safety improvements at several intersections. The MMWD pipelines would be undertaken as a separate project.
- No Pipeline alternative – The proposed project would be undertaken in its entirety except that the MMWD pipelines would be constructed as a separate project by MMWD in advance of the roadway project.

Each of the five alternatives would likely result in fewer construction impacts than the proposed project to varying degrees, primarily because the activities for each alternative results in a lesser scope of work when compared with the complete project. In analysis of the project and various alternatives, the No Project alternative is the environmentally-superior alternative, but meets none of the project objectives. Both the proposed project and Congestion Relief alternative have similar environmental impacts, but the Congestion Relief alternative does not achieve the objective of improving safety for all modes.

COMMENTS RECEIVED - Comment letters received prior to the packet distribution date for the Board hearing on the Draft EIR are attached to the staff report (Attachment #1). Any additional written comments received after that time will be forwarded to your Board at or prior to the hearing date.

PUBLIC HEARING - The purpose of the public hearing is for your Board to receive oral and written comments on the adequacy of the Draft EIR. Following the public hearing and the close of the public review and comment period on December 6, 2017, the EIR consultant will compile written responses to all comments, which, along with the Draft EIR and any resulting changes to the Draft, will represent the Final EIR. The Final EIR will then be circulated for further review for a minimum 10-day period, limited to the


adequacy of the response to comments, prior to consideration of the Final EIR for certification by your Board. The Draft EIR is available for viewing at the Civic Center, Larkspur, and College of Marin libraries, and on the project website at:

<https://www.marincounty.org/depts/pw/divisions/transportation/transportation/sir-francis-drake-boulevard-rehabilitation>

FISCAL IMPACT: There is no impact to the General Fund by this action.

REVIEWED BY:	<input checked="" type="checkbox"/>	County Administrator	<input type="checkbox"/>	N/A
	<input type="checkbox"/>	Department of Finance	<input checked="" type="checkbox"/>	N/A
	<input type="checkbox"/>	County Counsel	<input checked="" type="checkbox"/>	N/A
	<input type="checkbox"/>	Human Resources	<input checked="" type="checkbox"/>	N/A

Respectfully submitted,


for Dan Dawson, AICP
Principal Transportation Planner

c: Bob Goralka, Principal Civil Engineer
RJ Suokko, Senior Civil Engineer
Jeff Ohmart, Marin Municipal Water District
Julian Skinner, City of Larkspur

- Attachments: 1. Letters of Comment on the Sir Francis Drake Boulevard Rehabilitation Project (Hwy 101-Ross)
2. Sir Francis Drake Boulevard Rehabilitation Project (Hwy 101-Ross) Draft EIR (Vol. 1 & 2), (previously distributed).