



November 4, 2019

Patrick Barnes, Town Engineer & Director of Public Works
Town of Tiburon
1505 Tiburon Boulevard
Tiburon, CA 94920

Subject: Hawthorne Undergrounding District Project–Comments and Responses on the IS/MND

Dear Patrick:

The purpose of this memorandum is to document changes in the project that have occurred since the Initial Study/Mitigated Negative Declaration (IS/MND) was developed, and to respond to the comments received on the IS/MND prepared for the Hawthorne Undergrounding District Project (Project).

The IS/MND was circulated for a 30-day public review period from August 8th, 2017, to September 6th, 2017. It was submitted to the State Clearinghouse (SCH) and thus distributed to State agencies, including Caltrans District 4, Native American Heritage Commission, Office of Historic Preservation, California Department of Fish and Wildlife, California Department of Parks and Recreation, San Francisco Regional Water Quality Control Board and the San Francisco Bay Conservation and Development Commission.

Since the time of circulation, a number of changes in the project have occurred. These include:

- The construction methodology has been updated to include undergrounding utilities throughout the project area through either open trenching or directional boring techniques. The IS/MND included open trenching methodologies only. Through coordination with Caltrans, it was determined that the environmental impacts would be largely the same through either technique, and including both techniques will provide ongoing flexibility within the project if additional changes to construction methodologies are required.
- The potential alternative trenching route through the Belvedere Tennis Club parking lot has been removed. This alternative will no longer be included as a potential alternative for the project.
- There will be no removal of streetlights through project implementation; therefore, there will be no need to replace removed street lights.
- The duration of construction will occur between sixteen and eighteen months, plus one additional year for utility work. Previously the estimated construction window was four to six months. Utility service is expected to remain uninterrupted throughout project implementation, as was an assumption in the IS/MND analysis.
- Linear feet to be excavated and/or bored will be approximately 12,000 feet instead of the original estimate of 9,500 feet.

In consultation with the Federated Indians of Graton Rancheria, Mitigation Measures CR-1, CR-2 and TCR-1 were also updated, and the revised mitigation measures have been included below and will replace the existing Mitigation Measures. Minor revisions are shown in bold for CR-1 and CR-2. Because Mitigation Measure TCR-1

was revised to further define Native American monitoring for the project, the new text and original text, in strikeout, are included below for comparative purposes. Although the Mitigation Measure TCR-1 has been reorganized and the text replaced with new language, the overall mitigation measure has not changed, with the exception of more clearly defining the role of the Native American monitor for the project.

Mitigation Measure CR-1: Stop Work in the Event of Unexpected Occurrence of Cultural Resources during Construction. If cultural resources are identified during project construction, the construction crews will stop all work within 100 feet of the discovery until a qualified archaeologist **and Native American monitor** assess the previously unrecorded discovery and provides recommendations, and the Caltrans District 4 Office of Cultural Resources will be contacted.

Resources may include subsurface 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 may include obsidian and chert flaked stone tools (such as projectile and dart points), midden (culturally derived darkened soil containing heat-affected rock, artifacts, animal bones, and/or shellfish remains), and/or groundstone implements (such as mortars and pestles).

Mitigation Measure CR-2: Stop Work in the Event of Unexpected Occurrence of Human Remains during Construction. If human remains and associated and/or unassociated funerary objects are discovered during soil-disturbing activities, construction crews will stop work and immediately notify the Marin County Coroner, qualified archeologist **and Native American monitor**, in accordance with applicable State laws. In the event the Coroner determines that the human remains are Native American, the Town will notify NAHC according to the requirements in PRC Section 5097.98. NAHC will appoint a Most Likely Descendent (MLD). A qualified archaeologist, **Native American monitor**, a Town representative, and MLD will make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of any human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5[d]). The agreement will take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, and final disposition of the human remains and associated or unassociated funerary objects. The PRC allows 48 hours to reach agreement on these matters.

Mitigation Measure TCR-1: Monitor Ground Disturbance during Construction. The Town will ensure that the construction specifications include the following protective measures for the unexpected occurrence of cultural or historic resources, and the Town staff or their construction contractor will be responsible for ensuring the following measures are implemented.

- Prior to excavation or other ground disturbing construction activities, the Town will retain a qualified archaeologist, who meets the Secretary of the Interior's Professional Qualifications Standards, as promulgated in 36 CFR 61, and who has experience with precontact, historic period, and tribal resources, and a Native American monitor. The archaeologist and Native American monitor shall attend a pre-construction meeting with the contractor and construction crew to review potential resources that may be encountered throughout construction activities.
- During the initial groundbreaking of construction, the archaeologist and Native American monitor shall be present to monitor excavation and other ground-disturbing activities to determine the overall sensitivity of the area for supporting cultural resources. Based on the results of this initial evaluation, it will be determined if the archaeologist and/or Native American monitor will be required for further monitoring along the project alignments.

- If cultural resources are encountered, the archaeologist and Native American monitor shall have the authority to temporarily halt or redirect ground-disturbing activities until the material is evaluated and appropriate course of action is determined by the archaeologist, Native American monitor, and the Town engineer. The Town engineer will work with the archaeologist and Native American monitor to determine the extent of the materials encountered, and develop an appropriate course of action. Such actions may include identifying alternative pipeline replacement methods or alignments that both provide the ability for the project to move forward and protect resources in place.

Potential resources include subsurface 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. Potential Native American archaeological materials include obsidian and chert flaked stone tools (such as projectile and dart points), midden (culturally derived darkened soil containing heat-affected rock, artifacts, animal bones, and/or shellfish remains), and/or groundstone implements (such as mortars and pestles).

- If cultural materials are encountered throughout project implementation, the archaeologist, in consultation with the Native American monitor, will prepare and submit a final report to the Town for review and approval. Consistent with the Secretary of Interior's Standards, the report shall describe any monitoring that was undertaken throughout project implementation, and provide interpretations about any cultural materials that were encountered during construction noting, to the extent feasible, each item's class, material, function, and origin.

The following mitigation measure has been removed from the IS/MND.

- ~~Mitigation Measure TCR-1. Monitor Ground Disturbance during Construction. Prior to the commencement of any ground-disturbing activities for the project, the Town shall retain a qualified archaeologist, who has experience with historical archaeological sites and who meets the Secretary of the Interior's Professional Qualifications Standards as promulgated in 36 CFR 61, and a Native American monitor, who shall perform the following activities.~~
 - ~~The archaeologist and the Native American monitor shall attend a pre-construction meeting with the grading contractor to explain the requirements of the monitoring program.~~
 - ~~The archaeologist and the Native American monitor shall be present to monitor ground-disturbing activities, brushing/grubbing, grading, and trenching. If cultural material is encountered, the archaeologist and the Native American monitor shall have the authority to temporarily halt or redirect grading and other ground-disturbing activity while the cultural material is documented and assessed.~~
 - ~~If cultural material is encountered, the archaeologist shall treat recovered items in accordance with current professional standards by properly provenancing, cleaning, analyzing, researching, reporting, and curating them in a collection facility meeting the Secretary of the Interior's Standards, as promulgated in 36 CFR 79.~~
 - ~~Within sixty days after completion of the ground-disturbing activity, the archaeologist shall prepare and submit a final report to the Town for review and approval, which shall discuss the monitoring program and its results, and provide interpretations about the recovered materials, noting to the extent feasible each item's class, material, function, and origin.~~

All changes to the project have been included in the design documents and specifications for the project, as needed, and all changes to the mitigation measures have been included in the project Mitigation and Monitoring Report. Therefore, no formal changes have been made to the text within the IS/MND that was prepared in 2017 and this letter will serve as the formal documentation for the project changes.

During the circulation period for the document, a comment letter was received by Patricia Maurice, District Branch Chief of the Local Development for Caltrans District 4. Attached is the letter received, in addition to the letter from the State Clearinghouse that acknowledges the agencies that received copies of the IS/MND to review. A summary of the comments received and responses to those comments developed in coordination with the Project engineers and County staff is provided below in **Table 1**.

In response to the comments received from Caltrans, no revisions to the IS/MND are necessary to provide additional clarification and/or detail, and therefore did not result in a “substantial revision” as defined by CEQA (Section 15073.5[b]). Therefore, the IS/MND will not require recirculation.

Sincerely,

Wendy Young
Environmental Coordinator



Table 1. Summary of Comments and Responses for the Hawthorne Undergrounding District Project IS/MND

Date	Name	Comment	Response
August 31, 2017	Patricia Maurice, District Branch Chief, Local Development – Intergovernmental Review, Caltrans District 4	<p>1. Cultural Resources. An encroachment permit will be required for project implementation from Caltrans. In accordance with CEQA Public Resources Code 5024, and the Caltrans Standard Environmental Reference Chapter 2, Section V. Cultural Resources should add to the mitigation measures that should ground-disturbing activities take place within the ROW and there is an inadvertent archaeological or burial discovery, all construction within 60 feet of the find shall cease and the Caltrans District 4 Office of Cultural Resource Studies shall be immediately contacted at (510) 622-1673.</p> <p>2. Transportation Management Plan. Please identify whether any construction staging adjacent to State Route (SR) 131 in anticipated. Where traffic restrictions and</p>	<p>This information has been added to the revised Mitigation Measure CR-1.</p> <p>Mitigation Measure CR-1: Stop Work in the Event of Unexpected Occurrence of Cultural Resources during Construction. If cultural resources are identified during project construction, the construction crews will stop all work within 100 feet of the discovery until a qualified archaeologist and Native American monitor assess the previously unrecorded discovery and provides recommendations, and the Caltrans District 4 Office of Cultural Resources shall be immediately notified.</p> <p>Resources may include subsurface 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 may include obsidian and chert flaked stone tools (such as projectile and dart points), midden (culturally derived darkened soil containing heat-affected rock, artifacts, animal bones, and/or shellfish remains), and/or groundstone implements (such as mortars and pestles).</p> <p>No revisions to the IS/MND are necessary.</p> <p>In Section 8. Description of Project under Traffic Control Plan on page 3 of the IS/MND, the project includes the preparation of a Transportation Management Plan (Traffic Control Plan). The Traffic Control Plan would will be submitted to Caltrans for review as part of the process to obtain an encroachment permit for the project,</p>

Date	Name	Comment	Response
		<p>detours might be needed on or near SR 131, a Transportation Management Plan is required by the Town for approval by Caltrans prior to construction. Plans for lane or shoulder closures that interfere with the operation of SR 131 shall be submitted to Caltrans for review and approval. The Transportation Management Plan must be prepared in accordance with the <i>California Manual on Uniform Traffic Control Devices</i>, and in accordance with Transportation Management Plan requirements of the Town.</p>	<p>and will be prepared in accordance with the <i>California Manual on Uniform Traffic Control Devices</i>, and in accordance with Traffic Management Plan requirements of the Town.</p> <p>No revisions to the IS/MND are necessary.</p>
		<p>3. Multimodal Planning. Please submit traffic control plans that adhere to Caltrans Construction Procedure Directive (CPD) 11-1 ADA Requirements for Temporary Pedestrian Facilities. A temporary pedestrian route should be provide directly around the work areas to avoid requiring pedestrians to cross the highway and travel out of direction. Where a temporary pedestrian route is provided within a roadway, use a channelizing device and barriers that separate vehicle and pedestrian traffic within the roadway. Where construction will result in temporary narrowing</p>	<p>As discussed above, in Section 8. Description of Project under Traffic Control Plan on page 3 of the IS/MND, the project includes the preparation of a Transportation Management Plan (Traffic Control Plan). The Transportation Management Plan will adhere to the Caltrans CPD 11-1 ADA Requirements for Temporary Pedestrian Facilities, and will include the appropriate measures indicated for both pedestrian and bicycle use of SR 131. Prior to obtaining the encroachment permit for the project, Caltrans will review the Traffic Management Plan to ensure compliance with these requirements.</p> <p>No revisions to the IS/MND are necessary.</p>

Date	Name	Comment	Response
		<p>of the outside lane of SR 131 (Tiburon Blvd), sign R4-11 “Bikes May Use Full Lane” and sign W11-1 “Bicycle Warning Sign” should be placed ahead of the lane taper to notify motorists and bicyclists that bicyclists may use the full lane.</p>	
		<p>4. Transportation Permit. Project work that requires movement of oversized or excessive load vehicles on the California Transportation Network (STN) requires a transportation permit that is issued by Caltrans. A completed transportation permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to the Caltrans Transportation Permits Office at 1823 14th Street, Sacramento, CA 95811-7119.</p>	<p>Implementation of the project will require the shipment of materials along SR 131, which is part of the STN, and will require a transportation permit issued by Caltrans. The completed permit application with the specific route(s) that will be utilized throughout project construction will be submitted to the Caltrans Transportation Permits Office in Sacramento.</p> <p>No revisions to the IS/MND are necessary.</p>

Date	Name	Comment	Response
		<p>5. Encroachment Permit. The applicant will be required to apply for and obtain an encroachment permit for any work within Caltrans ROW prior to construction. As part of the encroachment permit process, the applicant must provide appropriate CEQA environmental approval for potential environmental impacts within the ROW.</p> <p>We are concerned with the proposed construction hours which may incur delay over 15 minutes along SR 131. Caltrans encourages the Town to develop traffic handling or detour plans that analyze potential impacts on SR 131. The Town should implement a robust Public Information Outreach (PIO) campaign that keeps the public abreast of construction activities and have a fiscally sound budget for the PIO efforts.</p> <p>Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process.</p>	<p>Prior to the onset of construction activities, the Town will apply for an encroachment permit. The application will include the CEQA IS/MND that has been prepared for the project. The Hawthorne Undergrounding District IS/MND provides the appropriate CEQA environmental approval for the potential environmental impacts that have been identified within the ROW.</p> <p>As discussed above, in Section 8. Description of Project under Traffic Control Plan on page 3 of the IS/MND, the project includes the preparation of a Transportation Management Plan (Traffic Control Plan). The plan will include measures to minimize traffic impacts that may occur along SR 131 throughout project construction, and will include traffic handling and detour plans to minimize project impacts. These traffic-related measures will be incorporated into the construction plans prior to the submission to obtain an encroachment permit for the project. The Town has also engaged in an active PIO campaign, keeping the neighborhoods within and surrounding the project area informed on the details of the project.</p> <p>No revisions to the IS/MND are necessary.</p>

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

P.O. BOX 23660

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

FAX (510) 286-5559

TTY 711

www.dot.ca.gov

*Making Conservation
a California Way of Life!*

August 31, 2017

Mr. Patrick Barnes
Town Engineer & Director of Public Works
Town of Tiburon
1505 Tiburon Boulevard
Tiburon, CA 94920

04-MRN-2017-00064
SCH# 2017082022
SON-131- PM2.6/2.7
GTS ID 7367

Hawthorne Undergrounding District Project – Mitigated Negative Declaration (MND)

Dear Mr. Barnes:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans mission signals a modernization of our approach in evaluating and mitigating impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Travelled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the MND. Additional comments may be forthcoming pending final review.

Project Description

The proposed Hawthorne Undergrounding Utility Project will relocate existing Pacific Gas & Electric (PG&E) Power, AT&T Telephone, and Comcast Communications aerial facilities to underground along Delmar Drive, Hawthorne Drive, Maravista Court, Palmer Court, Rock Hill Road, Hilary Court, Hilary Drive and portions of Tiburon Boulevard within the Town of Tiburon. This area is primarily zoned for single-family use residential and includes the Belvedere Tennis Club, and local schools and churches.

The Project will be implemented in three phases for approximately four to six months and service is expected to remain uninterrupted throughout project implementation. Phase one will install utility vaults underground. Phase two will install the utility conduits. Phase three will demolish and remove the existing utility poles. Once all of the conduits are installed for electric, cable and telephone, each utility company will install their conductors. PG&E would install first, then Comcast and AT&T. Once PG&E has installed their conductor and energized the underground system, they would begin the process of installing and transferring the services to the underground system. When all of the overhead services and streetlights are converted, PG&E will remove its overhead facilities. The process will be repeated for Comcast and AT&T.

The proposed project will install the following:

- Mainline underground power, telephone and cable conduit, appurtenant manholes and pullboxes, and subsurface and surface-located transformers within the residential area of the proposed project;
- Service conduit and appurtenances to property lines within the project area; and
- New conductors within conduits and underground structures by the utility companies.

The existing overhead power, telephone and cable wires, utility poles, residential service drops and streetlights will be removed, and new streetlights will be installed. The purpose of the project is to improve system safety and reliability, as well as neighborhood aesthetics. Undergrounding the utilities improves the safety and reliability of the system, as storms and adverse environmental changes may result in broken lines, falling poles and degradation over time. New streetlights along Tiburon Boulevard would replace the existing older structures, maintaining safety to adjacent residences.

Cultural Resources

An encroachment permit is needed for work within Caltrans right-of-way (ROW), the mitigation measures in Section V. Cultural Resources need to include that, per California Environmental Quality Act (CEQA), Public Resources Code 5024, and the Caltrans Standard Environmental Reference Chapter 2 (<http://www.dot.ca.gov/ser/vol2/vol2.htm>), should ground-disturbing activities take place within ROW and there is an inadvertent archaeological or burial discovery, all construction within 60 feet of the find shall cease and the Caltrans District 4 Office of Cultural Resource Studies shall be immediately contacted at (510) 622-1673.

Transportation Management Plan

Please identify whether any construction staging adjacent to State Route (SR) 131 is anticipated. Where traffic restrictions and detours might be needed on or near SR 131, a Transportation Management Plan (TMP) is required from the applicant for approval by Caltrans prior to construction. Lane or shoulder closure charts for any work which interferes with operations of SR 131 shall be submitted to Caltrans for review and approval. TMPs must be prepared in accordance with the California *Manual on Uniform Traffic Control Devices*. Further information is available for download at the web address below. Please ensure that such plans are also prepared in accordance with the TMP requirements of the Town of Tiburon.

<http://www.dot.ca.gov/hq/traffops/engineering/mutcd/pdf/camutcd2014/Part6.pdf>

Multimodal Planning

Please submit traffic control plans that adheres to Caltrans Construction Procedure Directive (CPD) 11-1 ADA Requirements for Temporary Pedestrian Facilities. A temporary pedestrian route should be provided directly around the work areas to avoid requiring pedestrians to cross the highway and travel out of direction. Where a temporary pedestrian route is provided within the roadway, use a channelizing device such as cane-detectable barrier protection and barriers that separate vehicle and pedestrian traffic within the roadway. The channelizing device should be

Mr. Patrick Barnes, Town of Tiburon
August 31, 2017
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provided on a continuous basis. For guidance, see Pedestrian Considerations for Temporary Traffic Control Zones: <http://dot.ca.gov/hq/traffops/engineering/control-devices/pdf/PedBrochure.pdf>.

Where construction will result in temporary narrowing of the outside lane on SR 131 (Tiburon Blvd), sign R4-11 "Bikes May Use Full Lane" and sign W11-1 "Bicycle Warning Sign" should be placed ahead of the lane taper to notify motorists and bicyclists that bicyclists may use the full lane.

Transportation Permit

Project work that requires movement of oversized or excessive load vehicles on the STN requires a transportation permit that is issued by Caltrans. To apply, a completed transportation permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to: Caltrans Transportation Permits Office, 1823 14th Street, Sacramento, CA 95811-7119. See the following website for more information: <http://www.dot.ca.gov/hq/traffops/permits>.

Encroachment Permit

The applicant will be required to apply for and obtain an encroachment permit for any work within Caltrans ROW prior to construction. As part of the encroachment permit process, the applicant must provide appropriate CEQA environmental approval, where applicable, for potential environmental impacts within the ROW. The applicant is responsible for quantifying the environmental impacts of the improvements within Caltrans ROW (project-level analysis) and completing appropriate avoidance, minimization and mitigation measures. Any improvements/mitigation measure affecting the operations of SR 131 requires Caltrans review and approval. The applicant can schedule an encroachment pre-application meeting with Arun Guduguntla at arun.guduguntla@dot.ca.gov.

We are concerned with the proposed construction hours which may incur delay over 15 minutes along SR 131. Caltrans encourages the Town of Tiburon to develop traffic handling or detour plans that analyze potential impact on SR 131. The traffic handling or detour plans will help the reviewers at the Encroachment Permit stage. The Town should implement a robust Public Information Outreach (PIO) campaign that keeps the public abreast of construction activities and a fiscally sound budget for the PIO efforts.

To apply for an encroachment permit, please complete an encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW, and submit to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website linked below for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>.

Mr. Patrick Barnes, Town of Tiburon
August 31, 2017
Page 4

Should you have any questions regarding this letter, please contact Stephen Conteh at (510) 286-5534 or stephen.conteh@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse



EDMUND G. BROWN JR.
GOVERNOR

September 7, 2017

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

RECEIVED
SEP 11 2017

Patrick Barnes
City of Tiburon
1505 Tiburon Boulevard
Tiburon, CA 94920

DIRECTOR OF PUBLIC WORKS
TOWN OF TIBURON

Subject: Hawthorne Undergrounding District Project
SCH#: 2017082022

Dear Patrick Barnes:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 6, 2017, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures

cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2017082022
Project Title Hawthorne Undergrounding District Project
Lead Agency Tiburon, City of

Type MND Mitigated Negative Declaration

Description The Town of Tiburon Public Works Department is proposing the Hawthorne Undergrounding Utility Project. The project includes relocating the PG&E Power, AT&T Telephone, and Comcast Communications aerial facilities to underground along Delmar Drive, Hawthorne Dr, Maravista Court, Palmer Court, Rock Hill Rd, Hilary Court, Hilary Dr and portions of Tiburon Blvd within the Town of Tiburon. This area is primarily single-family residential and includes the Belvedere Tennis Club, and local schools and churches. The purpose of the project is to improve system safety and reliability, as well as neighborhood aesthetics. The project would be located in the Town of Tiburon.

Lead Agency Contact

Name Patrick Barnes
Agency City of Tiburon
Phone (415) 435-7354
email
Address 1505 Tiburon Boulevard
City Tiburon
Fax
State CA **Zip** 94920

Project Location

County Marin
City Tiburon
Region
Lat / Long 37° 52' 24.7" N / 122° 27' 23.9" W
Cross Streets Tiburon Blvd, Rock Hill Rd
Parcel No.

Township	Range	Section	Base
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Proximity to:

Highways 101
Airports
Railways
Waterways Richardson Bay
Schools St. Hilary's, Del Mar MS
Land Use commercial, parks and rec, parks and open space, single family residential parks, vacant

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 3; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Regional Water Quality Control Board, Region 2; Native American Heritage Commission; Public Utilities Commission; Department of Fish and Wildlife, Marine Region

Date Received 08/08/2017 **Start of Review** 08/08/2017 **End of Review** 09/06/2017