

# 1 INTRODUCTION

Tiburon's General Plan was last comprehensively updated in the late 1980s and adopted in 1989. The 1989 General Plan was adopted following a bitter and divisive political battle over the appropriate amount of new development that should be allowed in the community. There was a broad public perception that the scale and pace of development were overwhelming the community, gobbling up open space, infringing on ridgelines, and fundamentally changing the character of the Tiburon peninsula for the worse. The 1989 General Plan made sweeping reductions in allowable densities on the Planning Area's major undeveloped residential properties, and the stringent limitations on commercial intensity in Downtown Tiburon, first set forth in the 1975 Downtown Plan, were carried over and strengthened. The 1989 General Plan slowed the pace of change and ushered in a much-needed period of stability for the community with respect to major land use issues.

*Tiburon 2020* has been developed without the divisiveness that characterized the last update of the General Plan. Through the General Plan update process, the community has expressed a broad consensus that the Town of Tiburon is a unique and special place because:

- The Town possesses some of the best views available anywhere in the world.
- The Town is, at heart, a small town with a village character, a residential refuge from the City of San Francisco and the more urbanized parts of Marin County.
- The Town has a vast network of open space, including most of the peninsula's backbone, the Tiburon Ridge, which provides a unique community resource that can be enjoyed by residents and visitors alike.

Overall, it is the purpose and intent of the General Plan to plan for the future while preserving these key characteristics.

## 1.1 GENERAL PLAN AUTHORITY AND REQUIREMENTS

State law (California Government Code Sec. 65300) requires each California county and city to prepare and adopt “a comprehensive, long-term General Plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency’s judgment bears relation to its planning.” Put more simply, the California Supreme Court has called the General Plan the “constitution for future development.”

State law and judicial decisions have established three overall guidelines for General Plans: that they be comprehensive, internally consistent, and take a long-term perspective.

- *Comprehensiveness* means that the General Plan must cover both a planning jurisdiction’s entire geographic planning area and address the broad range of issues associated with development.
- The concept of *internal consistency* holds that no policy conflicts can exist between all elements of the General Plan, nor can conflicts exist between text and diagrams.
- Since the General Plan affects the welfare of current and future generations, a General Plan is required to take a *long-term perspective*.

California Government Code Section 65302 requires that a General Plan address seven mandatory elements: land use, circulation, housing, conservation, open space, noise, and safety. In addition to the required elements, State law (Government Code Sec. 65303) authorizes General Plans to include any other elements which relate to the physical development of the county or city.

## 1.2 PUBLIC PARTICIPATION

Update of Tiburon’s General Plan began with a Public Participation Program conducted in the summer of 2002. That summer, the Community Development Department sent a General Plan newsletter and survey to every mailing address in Tiburon and hosted three community workshops. The Department received 484 survey responses and 75 people attended the three workshops.

## Key Conclusions of the Public Participation Process

The public participation process indicated that the community's values, as reflected in the Town's 1989 General Plan, remain largely unchanged. For participants in the public participation process, **views and natural beauty**, the **small-town village character**, and **open space** remain Tiburon's most valued characteristics.

**Traffic congestion** was by far the issue that most participants identified as challenging in Tiburon. To a lesser degree, people identified **excessive house size, development and growth**, and **parking** as issues in Tiburon as well.

Town goals from the 1989 General Plan which received the widest support of the participants were to **protect and enhance the Town's unique open space and natural beauty**, **protect and enhance the quiet residential image of the community**, and **maximize permanent open space**.

Most frequently mentioned as ideas for new or expanded goals and policies for the Town was to **establish alternative transportation programs for public schools**, **strongly control maximum house size**, **underground utility wires**, and **provide adequate and safe facilities for children and teens**.

Policy changes to enhance Downtown, such as **supporting mixed-use development Downtown**, requiring new buildings to be located near the street, prohibiting office uses on the first floor, and considering changes to the floor-area-ratio (FAR) and height limits, received support at the Downtown Tiburon workshop.



*Participants at the General Plan Update kickoff workshop, June 22, 2002*

## Goal, Policy, and Program Review and Refinement

Following the Public Participation Program, the Community Development Department conducted the Goal, Policy, and Program review and refinement phase of the General Plan update. This process was facilitated by the preparation of a series of issues papers dealing with each element of the General Plan. The issues papers provided background information, including the relevant findings from the public participation program, and analysis to be used in the review of General Plan goals, policies, and programs. Additionally, the issues papers included recommendations for new and revised goals, policies, and programs. Each element's issues paper was the subject of a Planning Commission meeting in which public comment was invited and a Town Council meeting where public comment was invited and the Council provided direction on outstanding issues identified during the General Plan update.

*Tiburon 2020* is a product of this process.

### 1.3 ORGANIZATION OF TIBURON 2020

*Tiburon 2020* is made up of the following eight elements:

- Land Use (Required)
- Open Space & Conservation (Required - Combined)
- Downtown (Optional)
- Circulation (Required)
- Safety (Required)
- Noise (Required)
- Parks & Recreation (Optional)
- Housing (Required)

Each element contains background information related to existing conditions within the Planning Area as well as the context for subjects within each element. Each element also contains the Goals, Policies, and Programs which are the heart of the General Plan.

**Goals** are assigned capital letters, ex: LU-A

**Policies** are assigned numbers, ex: LU-1

**Programs** are assigned lower case letters, ex: LU-a

*Tiburon 2020* is intended to be used by decision-makers, developers, and the community as a unified document. No land use proposal should be submitted to the Town, nor should land use approval be granted by the Town, without consideration of the

entire General Plan. For example, the Open Space & Conservation and Safety Elements are every bit as relevant to the subdivision of land as is the Land Use Element.

#### **1.4 REGIONAL LOCATION AND PLANNING AREA**

The Town of Tiburon and its Planning Area are located on a peninsula which extends from southeastern Marin County into San Francisco Bay, approximately seven miles north of the City of San Francisco. Tiburon is centrally located among the cities which line San Francisco Bay and make up the greater Bay Area. Primary access to Tiburon is by U.S. Highway 101, which connects to San Francisco to the south and San Rafael and Sonoma County to the north. Tiburon is also served by private ferry service to and from San Francisco, Sausalito, and Angel Island.

The Planning Area is made up of the incorporated Town of Tiburon, the unincorporated properties which are located along Paradise Drive, and the unincorporated properties located north of Tiburon Boulevard between the Town's western corporate limits and U.S. Highway 101. Diagram 1.4-1 shows the Town's Planning Area.

#### **Sphere of Influence Update**

In 2004, the Marin Local Agency Formation Commission (LAFCO) amended the Town of Tiburon's Sphere of Influence by removing the Strawberry Peninsula and the Ring Mountain Open Space Preserve. Strawberry was removed because it has its own highway access, retail and service center, and receives enhanced local services from the Strawberry Design Review Board and the Strawberry Recreation District. The LAFCO concluded that gradual annexation of Strawberry would be unlikely and a single annexation to the Town of Tiburon would create significant service

The General Plan is implemented, in part, through the Municipal Code. The following are examples of chapters in the Municipal Code that implement and support policies of the General Plan.

- 13B Historical Landmarks
- 13E Water Conservation
- 14 Subdivision of Land
- 14B Public Facilities
  - Development Fees
- 15 View and Sunlight
  - Obstruction from Trees
- 15A Trees
- 16 Zoning
- 20A Urban Runoff Pollution
  - Prevention
- 30 Leaf Blowers and Hedge Trimmers

impacts. The Ring Mountain Open Space Preserve was removed because it is protected open space which will not be developed.

The Town Council supported LAFCO in this action. The Planning Area for *Tiburon 2020* is the same as the Sphere of Influence, with the exception of the Ring Mountain Open Space Preserve, which is included in the Planning Area because the trail network connects to the Town's network of trails, including the Tiburon Ridge Trail.

## 1.5 CENSUS 2000: A YOUNGER AND OLDER TIBURON

While Tiburon has remained largely unchanged since adoption of the 1989 General Plan, Census 2000 revealed that a subtle shift has occurred in the Town's demographics. The incorporated Town's population grew 15% between 1990 and 2000, from 7,532 to 8,666. However, the increase was not uniform across all age cohorts.

**Table 1.5-1 Population by Age, Town of Tiburon**

Age	1990 Pop.	2000 Pop.	Pct. Change
Under 5 years	336	520	54.8%
5 to 9 years	390	563	44.4%
10 to 14 years	372	545	46.5%
15 to 19 years	388	348	-10.3%
20 to 24 years	293	164	-44.0%
25 to 34 years	874	655	-25.1%
35 to 44 years	1,431	1,461	2.1%
45 to 54 years	1,424	1,696	19.1%
55 to 59 years	500	730	46.0%
60 to 64 years	458	550	20.1%
65 to 74 years	686	790	9.1%
75 to 84 years	299	486	62.5%
85 years and over	81	158	95.1%
<i>Source: U.S. Census 2000</i>			

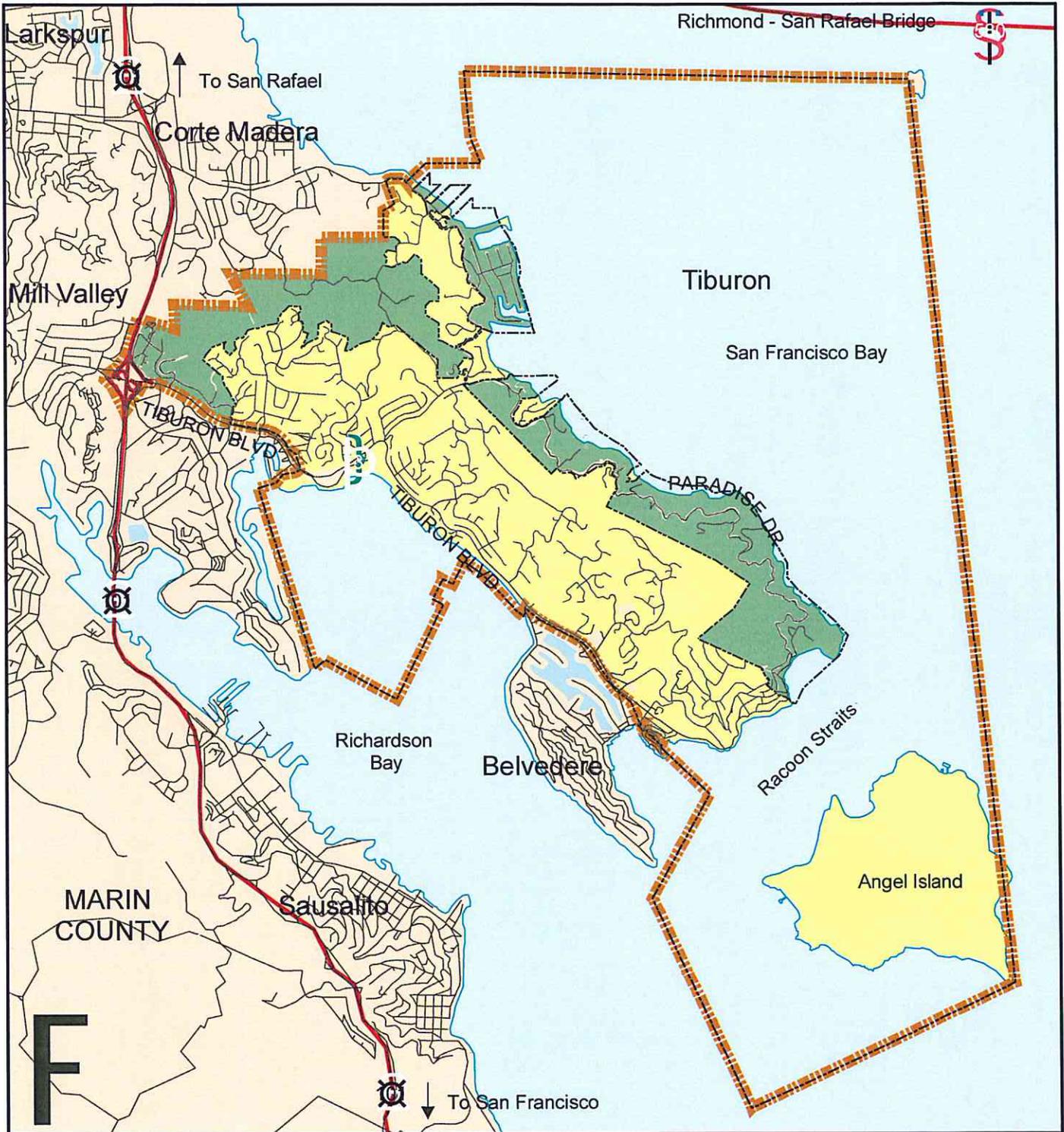
Census 2000 revealed that during the 1990s the population of Tiburon became both older and younger. At both the young and old end of the age spectrum, the Town's population growth was dramatic. The number of children under 5 years of age grew by 184 (54.8%). The number of elderly aged 85 nearly doubled, from 81 to 158 (95.1%).

By contrast, the population of 15 to 34 year-old residents declined during the 1990s. A continuing increase in the number of the youngest and oldest residents could have an impact on public policy issues that come before the Town over the next 10 to 15 years.

## 1.6 DEFINITIONS

The following words and phrases are defined as follows for the purpose of this General Plan. The definitions in this section shall be utilized in the

# Diagram 1.4-1 Tiburon Planning Area



TIBURON 2020  
Town of Tiburon  
General Plan  
September 2005

**PLANNING AREA**

-  Planning Area
-  Town of Tiburon
-  Marin County

interpretation of terms throughout *Tiburon 2020* unless the context in which they are used plainly indicates otherwise.

Acre-foot: An acre-foot equals 325,851 gallons, enough water to cover one acre to a depth of one foot. It is approximately enough water for two small families for one year.

Average Stopped Delay: The amount of time (in seconds) which vehicles are stopped prior to entering an intersection, averaged over all approaches to the intersection.

Circulation: Circulation includes all forms of mobility. Circulation includes all modes of transportation, including walking.

Community Noise Equivalent (CNEL): A 24-hour energy equivalent level derived from a variety of single-noise events, weighting factors of 5 and 10 dB applied to the evening (7 p.m. to 10 p.m.) and nighttime (10 p.m. to 7 a.m.) periods to allow for greater sensitivity to noise during these hours.

Construction: The building of a structure on a lot or parcel. A lot or parcel can be “developed” without having “construction” on it.

Day/Night Average Sound Levels (Ldn): The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to nighttime sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Decibel (dB): A decibel is a unit of measurement describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

Density: The ratio between the number of residential units on a given area of land and the acreage of that area of land. All densities used in *Tiburon 2020* are gross densities.

Development: The preparation of land for eventual construction, either by division of the land into lots or the approval of land for a building site or sites, and the provision of necessary infrastructure to serve future construction.

Floor Area Ratio (FAR): A fraction expressed as a decimal which divides the total amount of space (floor area) in a building by the lot area on which it sits. If the building has half as much area as the lot, the FAR is 0.5. If the building is multi-story and has twice as much area as the lot on which it sits, the FAR is 2.0.

Housing Element Area (HEA): Identical to the Planning Area.

Infrastructure: The physical facilities required to service construction. Typically, infrastructure includes roads, water lines, sewer lines, and storm drainage systems.

Intensity: The degree to which non-residential construction is allowed on a lot. Intensity is usually expressed as a Floor Area Ratio (FAR).

Large Undeveloped Parcel(s): Undeveloped or under-developed land comprised of four (4) or more acres. This includes all contiguous parcels under the same ownership.

Level of Service (LOS): A criterion of adequacy and effectiveness applied to transportation facilities (e.g., intersections, roadway segments, etc.) used by traffic engineers.

Lot: Land occupied or to be occupied by a building and having access to a street; and which is shown on a duly approved and recorded subdivision map, or otherwise legally subdivided, or recognized by a Certificate of Compliance.

Noise Contours: Noise contours are lines drawn around or along a noise source indicating a constant level of noise exposure.

Parcel: An area of land under single ownership which may or may not be capable of further division. A parcel may or may not have frontage on a street, or may contain a street within it. A parcel may or may not qualify as a lot or building site, and may or may not coincide with an assessor parcel shown on County assessment maps.

Peak Hour: The time segment of four consecutive 15-minute intervals within a 24-hour period, primarily on weekdays, during which the volume of traffic is greatest. A typical morning peak hour would

be 8:00 – 9:00 a.m. and a typical evening peak hour would be 5:00 – 6:00 p.m.

Planning Area: The Tiburon Planning Area includes incorporated Town of Tiburon, the unincorporated part of Paradise Drive, the unincorporated area between the western border of incorporated Tiburon and U.S. Highway 101 north of Tiburon Boulevard, and all portions of the Ring Mountain Open Space Preserve not within the Town of Corte Madera.

Rule 20A: Under California Public Utilities Commission (CPUC) Tariff Rule 20A, a per capita allocation is set aside annually for each municipality within the Pacific Gas & Electric service area for utility undergrounding.

Significant Ridgeline: A ridgeline defined in Town Council Resolution 2859 to be subject to General Plan and Zoning Ordinance policies and regulations concerning ridgelines. Significant Ridgelines are shown on Diagram 3.3-1.

Transfer of Intensity: The relocation of development potential from one site to another site.

Vacant Legal Lot: A lot legally recognized by the Town of Tiburon that is less than four (4) acres in area and that is not constructed upon.

Volume to Capacity Ratio: A measurement of actual traffic moving through a section of roadway or an intersection in proportion to the maximum traffic-moving capacity of the section of roadway or intersection.

Yield: The number of dwelling units which results from multiplying the number of gross acres of a parcel by the density of the land use designation within which the parcel is located.

## **1.7 A BRIEF HISTORY OF TIBURON**

*Written by Branwell Fanning, Town Historian*

Tiburon means “shark” in Spanish. Whether Lt. Juan Manuel de Ayala saw a number of sharks near where he anchored the *San Carlos* in August 1775, off what is now Angel Island, or whether the tree covered Tiburon Peninsula looked like a shark we shall never know. In any case he named

the land *Punta del Tiburon*, or Shark Point. The Miwok Indians had lived here for thousands of years but we have no idea what they called our peninsula.

John Reed, from Dublin, received a provisional grant for much of Southern Marin, including the Tiburon Peninsula, from the Mexican authorities in 1831, and was formally granted the *Rancho Corte de Madera del Presidio* in 1834. Reed married Hilaria Sanchez, daughter of the *commandante* of the San Francisco Presidio in 1836. The Reed name is preserved on streets, subdivisions, and the local school district. Various forms of Hilaria's name, and that of her granddaughter Hilarita Reed, are found on streets, a housing development, and the Catholic Church. Hilarita married Dr. Benjamin Lyford, who became the first land developer with his Lyford's Hygeia, now Old Tiburon. Their house, formerly located on their dairy farm on Strawberry Point, is now a feature of the Audubon Society's Western Headquarters and Sanctuary on Greenwood Beach Road.

Life changed little in the 40 years between the death of John Reed in 1842, and the arrival of Peter Donahue in 1882. Donahue brought with him the North Pacific Railroad (later the Northwestern Pacific Railroad). He made a deal with the Reed family for a right-of-way, blasted out the rock at Point Tiburon, and built a railroad yard and ferry terminal. The passenger ferries took commuters and automobiles to San Francisco and Sausalito, while barges carried loaded freight cars to San Francisco and Richmond. The last railroad operated passenger ferry left Tiburon in 1941, but the passenger and freight trains ran until 1967. Passenger ferry service was resumed in the 1960s when Harbor Carriers utilized sightseeing boats in the early morning and evening hours. In the 1970s the railroad tore up the tracks, plugged the tunnels, removed the trestle over Trestle Glen, and demolished the railroad ferry pier. The railroad right-of-way was

purchased by the City of Tiburon and is now the waterfront Multi-Use Path. After years of hearings and studies, the former railroad yards became the Point Tiburon housing and commercial project.



*The railroad trestle near modern day Blackie's Pasture.*

During its heyday the railroad-ferry service brought many other industries to Tiburon. Codfish canneries sprouted along the bay

shore to can fish brought down from Alaska. Ship dismantlers broke up many obsolete ocean going vessels, and the Navy established a huge coaling station on the east shore of the peninsula. Brick kilns were built and several powder plants opened, and oyster beds developed in the shallow waters of the bay. The rail yards were fully equipped to not only repair and service trains but to build passenger and freight cars and locomotives. Several of the largest San Francisco Bay ferries were built in the Tiburon yards.

The Navy coaling station has played a prominent part in Tiburon and Bay Area history. Theodore Roosevelt's Great White Fleet was refueled there on its famous round-the-world cruise. Coaling service ended in 1931 and the California Maritime Academy moved in to train officers for the merchant fleet. Because the large cranes left over from the coaling operations were still operational, the company spinning the cables for the Golden Gate Bridge set up shop. As World War II loomed the site was converted to the manufacture and service of huge anti-submarine nets which guarded the Golden Gate and other harbors across the Pacific, and to train the sailors to handle them. Later, the U.S. Bureau of Mines and the Bureau of Fisheries established research facilities on the site and the Coast Guard's ice breakers made this their summer home. It is now the Romberg Environmental Center operated by San Francisco State University.

With all the seamen, sailors, railroad workers, cannery employees, and local dairymen in Tiburon, the bars taverns, and other attractions of Main Street were very popular on Saturday night. Prohibition did not interrupt Main Street activities as the railroad workers were able to signal the Tiburon depot as soon as any revenueurs boarded a train or ferry headed for town. By the time they got to Tiburon prayer meetings were being held in the taverns. The volunteer fire department organized highly spirited baseball games, and the Corinthian Yacht Club was in full swing, so Main Street was not the only activity center.



World War II brought more people to Tiburon as the Navy built housing for Net *Main Street, 1900*

Depot workers on the site of the present Hilarita Housing, for sailors from submarines at an annex to the Net Depot (now Paradise Beach County Park). Real estate development did not get under way in any meaningful form until after the end of the war. The descendants of the Reed family still controlled most of the land which was used for cattle ranching. Small areas of filled land were sold off to create the Bel Aire and Belveron Gardens subdivisions. The Little Reed Ranch was sold and Hawthorne Terrace, Del Mar and Reed Heights subdivisions were well under way by the time the County finally got around to preparing a Master Plan for the Tiburon Peninsula.

After several years of public hearings and discussions with the primary land owners a Master Plan was finally completed in 1956. It had something for everyone: freeways on both sides of the peninsula, a four lane "ridge route" down the center of the peninsula (with a high level bridge over Trestle Glen Blvd.), a shopping center on the crest of Ring Mountain, and a bridge to San Francisco (via Angel Island and Alcatraz) off the end. A land use density of 2 homes to the acre, plus areas zoned for apartments and duplexes, would have permitted 50,000 to 60,000 people to live here.

There had been numerous attempts to incorporate a City of Tiburon over the years but they had all failed to come to a vote due to the opposition of the large land owners. The only semblance of local land use input came from the Tiburon Peninsula Coordinating Council (TPCC). This was made up of representatives of each of the home owners associations; the school, fire and sanitary districts; and the City of Belvedere. In 1963, after a number of adverse rulings by County planners regarding development on the Tiburon Peninsula, the leaders of the TPCC decided that another attempt to incorporate was justified. A separate incorporation committee was established and work began. The main issues were: revision of the 1956 Master Plan, improved police services, the bridge to San Francisco, preserving open space, and getting some form of effective local government.

One of the first challenges to be decided was just what properties were to be included in the incorporated area. The mapping committee started with the Tiburon Fire Protection District map as a base. The properties of large land owners who had been able to frustrate previous attempts were eliminated from the map. Certain areas, such as the Reedlands and part of Belveron Gardens, which were outside the Tiburon Fire District, but which wanted to be in the new city, were added. Angel Island, also

outside the fire district boundary, was more controversial. Most did not see any value to having it within the city limits as it was a state park. The counter argument was that it was “there”, and we wanted a say in whatever future development might be planned. The County Boundary Commission (later LAFCO), at the time made up of the members of the Board of Supervisors wanted it out of the new city because of potential sales tax revenues. They finally yielded to arguments put forth by the incorporation committee, and let it remain within the new city limits.

In March 1964 an election was held to create the City of Tiburon, and on June 23, 1964, the incorporation was final and a City Council seated, and mayor elected. A city manager was hired and a contract for police services was made with the county sheriff. A Planning Commission was established and commissioners appointed. Offices at 80 Main Street were rented. To help plan for the future the Tiburon Advisory Committee was appointed, consisting of citizens who had been active in community affairs. Their report, issued in 1965, outlined goals in land use, recreation, traffic, and “image”.

In 1966, at the first election after incorporation, three of the incumbents were replaced. Over the next several years, the new City Council strengthened the Planning Commission and divided it further into Boards of Design Review and Adjustments. They completed a new Master Plan and General Plan for the peninsula and new zoning ordinances to implement the plans. They also created a parks and recreation commission. Special ordinances to protect trees and to protect views were created. Property values were rising faster than funds could be accumulated so bonds were issued and several hundred acres of open space were acquired. Several hundred additional acres were purchased by the Nature Conservancy to permanently protect the ridge lines, and additional acreage was purchased by the City from the Navy. The railroad right-of-way, almost 2 ½ miles of frontage on Richardson Bay, was acquired for a bicycle path.

One of the most difficult decisions involved traffic planning. After numerous public hearings it was finally decided that Tiburon Boulevard would remain a two-lane road east of Trestle Glen Blvd. Stop lights and turn-outs were scheduled east of that point and eventually built. The four-lane bypass section from Highway 101 to Blackie’s Pasture (the old Tiburon Blvd. became Greenwood Beach Road) was completed in 1966. Caltrans had anticipated extending the four lanes downtown, so the fill created during this project was placed in the Bay east of Blackie’s Pasture,

and after the City did some land swapping with Caltrans, became McKegney Green and the park South of Knoll Park. Blackie's Pasture property was also acquired and became part of the series of waterfront parks and paths known as the Richardson Bay Lineal Park.

LAFCO determined that Tiburon's sphere of influence would extend to Highway 101. Annexation of the rest of the peninsula was attempted but never successful due to opposition in Strawberry. Eventually, those areas that wished to be within the city limits were annexed, and the city grew westward to include the Reedland Woods, Bel Aire, Tiburon Crest and Cypress Hollow subdivisions.

The completion of the Point Tiburon development in the former railroad yards signaled a change in the population mix and needs of the area. The Town acquired the waterfront land as part of the Point Tiburon development and created the Ferry Landing and Plaza. In 1997 a new Town Hall was opened with a new Belvedere - Tiburon Library next door. A new police station followed in 2000.

Following a large and successful Millennium Party the Town has pursued a policy to revitalize Main Street and the rest of Downtown Tiburon. Main Street was reconstructed for both aesthetics and to make it and the shops and restaurants handicapped accessible. The Allan Thompson Walkway along the water side of Main Street was completely rebuilt. A waterfront park from the ferry landing to Elephant Rock Fishing Pier included the Donahue Building, last survivor of the railroad presence. In the summer of 2004 a series of "Friday Nights on Main Street" community parties was inaugurated. Main Street was closed to automobile traffic and the restaurants created special menus for the occasion. Tables in the street in front of each restaurant added to the festivities.

## **A Look Ahead**

A historian's primary task is to look backward and report on what happened in the past. Sometimes, however, it is useful to think about what future historians will report on what we have done, or not done as the case may be. What should we be doing now that will gain the approval of future residents of Tiburon?

The residential areas of our Town are pretty well built out. There are a few "in-fill" lots scattered about, but no new subdivisions of any size are

possible unless we sacrifice our precious open space, an unlikely happening. All wires should be underground by 2020.

The many pockets of unincorporated territory along Paradise Drive remain annexation possibilities. LAFCO has indicated that any future annexations in this area will have to be “all or nothing”. A number of issues will have to be worked out with the residents and the County such as sewer hook-ups, police service, and Paradise Drive maintenance, to name a few, if this were ever to be successful.

Maintenance of our residential streets will be a major challenge unless additional funds are available from the state. Construction traffic will continue to cause damage even though few new homes are being built. With no new land available and Tiburon continuing to be a desirable place to live and raise a family, remodeling will increase. Extensive remodeling, and including tear-downs, cause just as much damage as new construction.

Ever since the Town started planning, a goal has been to entice resident serving businesses to the downtown retail district. Main Street and Ark Row will not change much, although it may be possible to entice a few more resident serving shops to open. Residents would have to make a realistic effort to use them for them to succeed.

The real potential for change in the downtown mix is along Tiburon Boulevard from the Tiburon Lodge to Town Hall. This stretch of roadway is made up of old buildings or some newer buildings which are functionally obsolete, and some very large parking lots. The Lodge is being rebuilt (in 2005) and so is a permanent anchor at the east end, and our civic buildings anchor the west end. In between are two large bank buildings and a supermarket surrounded by parking lots. More and more of our citizens are doing their banking at ATM machines or on-line from home or office. This area has been proposed for low or moderate income housing.

A decision was made shortly after incorporation that we would not allow our beautiful hills to be covered with ticky-tacky little boxes but would surround the residential core with parks, open spaces and recreational facilities. This decision was made with the full knowledge that this would invariably lead to higher home prices, which are in 2005 among the highest in the Bay Area. Few homes in Tiburon sell for less than

\$1,000,000. It has, in fact, and should remain, a very desirable place to live.

The property along Tiburon Boulevard could also be developed into a campus-like setting, not too dissimilar to Point Tiburon, with a combination of residences, small offices, shops or cafes, and out-of-sight parking, all wired for modern telecommuting. With ferry boats and busses virtually at their front doors, and most shopping needs across the street, automobile use should be minimal.

I would envision a Tiburon Peninsula in 2020 looking much like Tiburon in 2005 with a few new buildings along Tiburon Boulevard downtown and a lot of newer residences in place of existing homes.