



TIBURON GENERAL PLAN 2040

PUBLIC REVIEW DRAFT | MARCH 2023







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INTRODUCTION



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1.1 SETTING AND PLANNING AREA

Tiburon is a town in southern Marin County located on the Tiburon Peninsula and includes Angel Island and portions of the Raccoon Strait and San Francisco Bay. As shown in Figure IN-1, Tiburon is generally bordered by unincorporated Marin County to the west, east and north; the City of Belvedere to the west and southwest; and San Francisco and Richardson Bays.

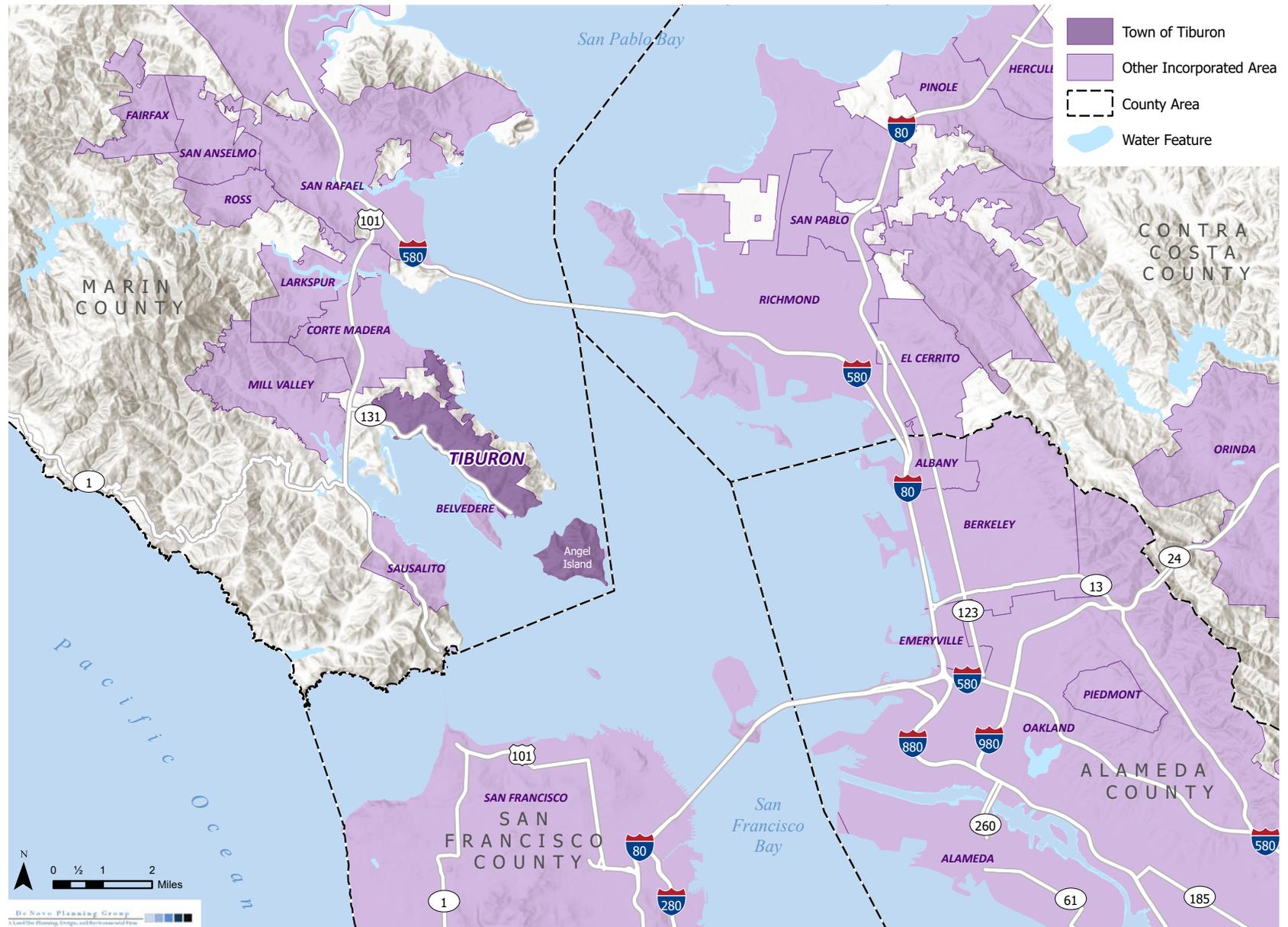
The Tiburon Peninsula is accessible by ferry from downtown San Francisco, by road from Highway 101 and Highway 131 (Tiburon Boulevard), and by bicycle through the San Francisco Bay Trail. Apart from San Francisco, other nearby cities include Belvedere, Corte Madera, Mill Valley, and Sausalito.

The modern history of Tiburon began in 1834 when John Thomas Reed was formally granted permission by the Mexican authorities to occupy the Rancho Corte de Madera del Presidio, which was a vast area of redwood groves and grassland that included the Tiburon Peninsula, Belvedere, and major portions of Mill Valley, Corte Madera, and Larkspur.

The area which currently contains the Town of Tiburon began to grow with the establishment of a railroad line in 1884 between Tiburon Point and San Rafael with a ferry connection to San Francisco. Early growth centered around marine, commercial, and industrial development. In the 1940s, growth occurred in association with World War II and the presence of Navy and Army facilities on the

FIGURE IN-1

REGIONAL SETTING



Tiburon Peninsula and Angel Island. Beginning in the 1950s, Tiburon’s growth became that of a bedroom community of San Francisco, with the development of residential subdivisions and a transition to commercially-oriented development along Tiburon Boulevard and Main Street. By the beginning of the 2000s, the majority of the developable land in the Tiburon had been developed. Growth from the last two decades has been limited to the redevelopment and/or expansion of existing properties, development of infill properties, and development of planned development properties with site challenges, such as steep slopes, ridgelines, wildlife habitats, and trees and woodlands.

Elevations on the Tiburon Peninsula range from sea level to about 650

feet, and it is drained by multiple small watersheds on the north and south sides. Vegetation occurring within the planning area primarily consists of agricultural, ruderal, riparian, and landscaping vegetation.

TOWN LIMITS AND PLANNING AREA

The Town of Tiburon comprises approximately 4.5 square miles of land area and 8.75 square miles of submerged land. The Town limits are shown in Figure IN-2.

The “Planning Area” for the General Plan update is greater than the Town limits and includes the Town’s sphere of influence (SOI), which defines the probable future physical boundaries

and service area of the Town as determined by the Marin Local Agency Formation Commission. The SOI includes the unincorporated areas along Paradise Drive, Paradise Cay, and land near the Highway 101/Tiburon Boulevard interchange. The Town’s planning area also includes open space land on Ring Mountain, as shown on Figure IN-2.



4.5

SQUARE MILES



9,146

(2020 US CENSUS)



4,051 UNITS

(CA Dept of Finance, 2022)



Age
49.1

YEARS



Age 65 and older
25%

OF THE POPULATION



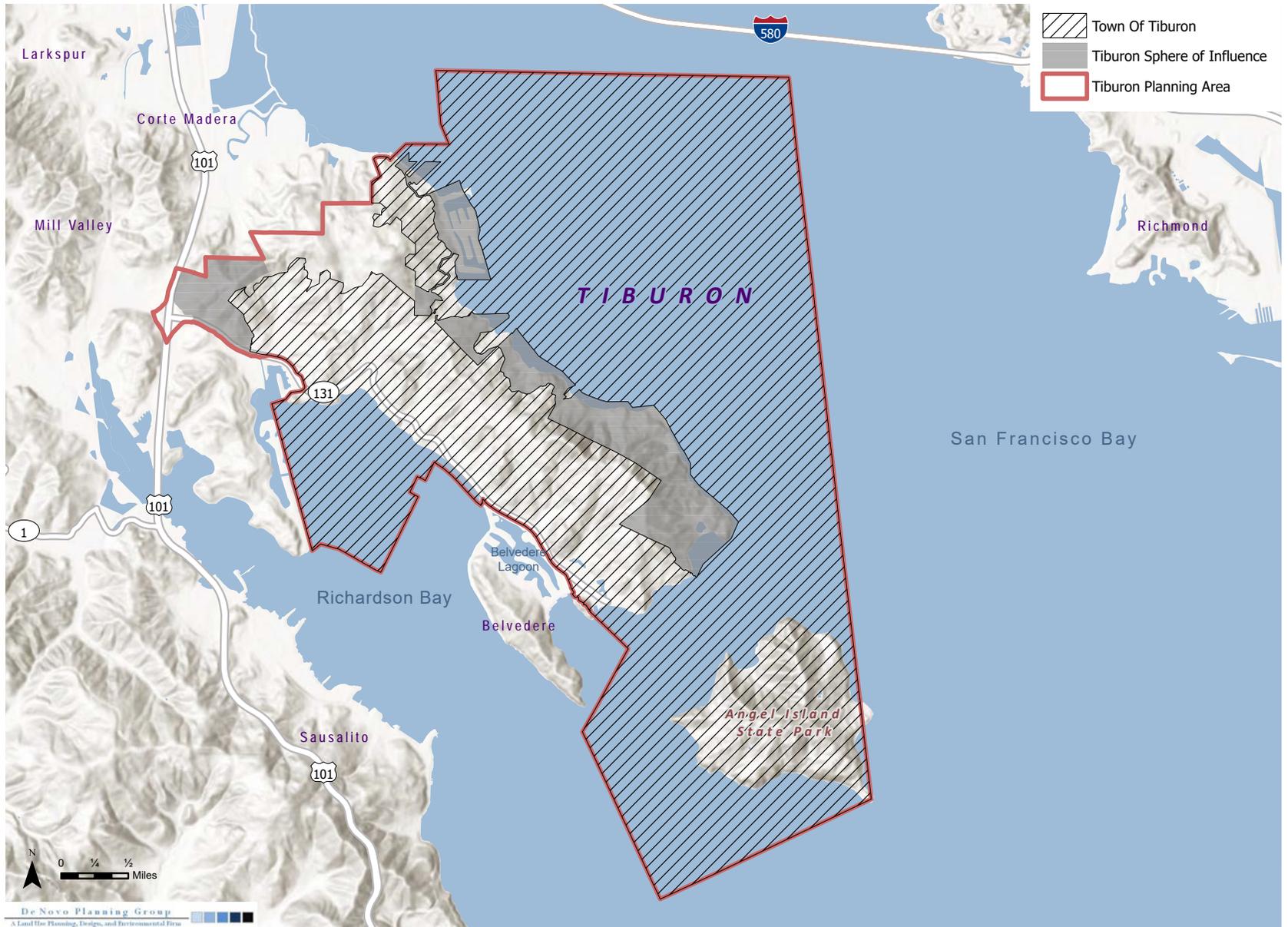
Children under 18
23%

OF THE POPULATION

OUR TOWN BY THE NUMBERS

FIGURE IN-2

TOWN LIMITS AND PLANNING AREA



1.2 WHAT IS A GENERAL PLAN?

A general plan is a town's road map for the future. It describes a community's long-term vision and sets forth goals, policies, and programs to manage growth, direct land use decision making, and preserve the environment and character of the community. The State of California requires every town, city, and county to have a general plan to guide future development, preserve open space, conserve resources, and provide for public health, safety, and welfare. Local ordinances and other plans must be generally consistent with the general plan and applicable policies and programs.

This comprehensive update of the Tiburon 2020 General Plan provides goals and policies that reflect present-day community values and priorities and compliance with current State laws and local ordinances.

1.3 THE GENERAL PLAN LEGACY

General Plan 2040 is the third such plan in the Town's history.

The 1970 General Plan included a plan to transform the former Northwest Pacific railyard into a development with a boat basin, museum, restaurant, and shops; an inn and conference center with shops and a 300-car garage; another extensive shopping area with parking for 550 cars; an office center; several new streets, and three housing developments. By 1973, there was concern that the Town would be overwhelmed with commercial development. A petition signed by almost one-third of the population requested that the Town maintain the small town character of Tiburon; limit automobile traffic and visitors;

preserve the waterfront; and retain the downtown area primarily for residents, rather than visitors. Eventually, the Point Tiburon condominiums and commercial plaza and Shoreline Park were developed in the early 1980s.

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. The 1989 General Plan made sweeping reductions in allowable densities on the planning area's major undeveloped residential properties, and the stringent limitations of commercial intensity in

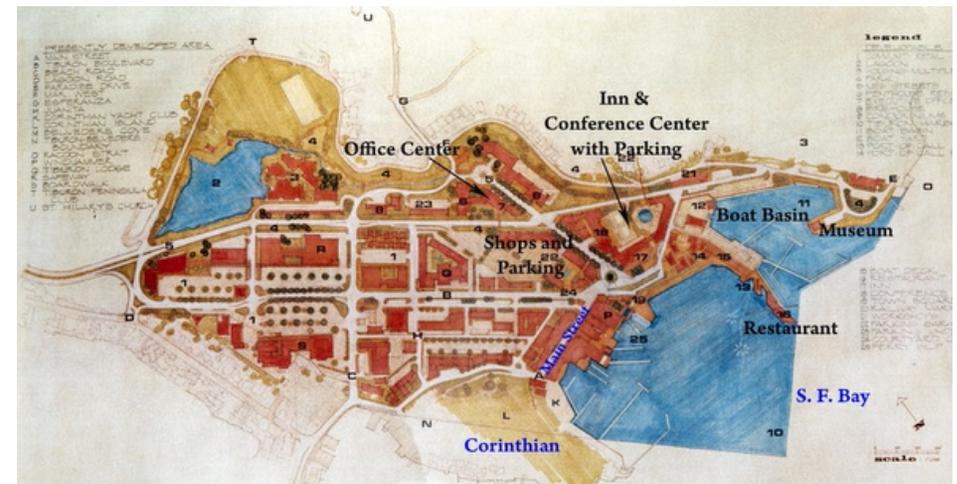


FIGURE IN-3

DOWNTOWN PLAN 1970 TIBURON GENERAL PLAN

Source: Belvedere-Tiburon Landmarks Society

Downtown Tiburon, first set forth in the 1975 Downtown Plan, were carried over and strengthened.

Tiburon's General Plan 2020, adopted in 2005, emphasized planning for the future while preserving the characteristics that make Tiburon unique and special, including its views and natural beauty, small-town village character, and network of open space. General Plan 2020 acknowledged that the Town was predominately built out. The Land Use element focused on limiting development and preserving important environmental characteristics on the remaining 21 large parcels of vacant land within the Town's planning area. Of these properties, six located within the Town limits remain undeveloped.

In response to State law requirements, the Town adopted updated versions

of the General Plan's circulation and housing elements in 2016. The Town adopted an updated Tiburon Bicycle and Pedestrian Plan (2016), which provides guidance and programs for enhancing the pedestrian and bicycle network and facilities in Tiburon. Other adopted plans include the Open Space Resource Management Plan (2010), the Marin County Multi-Jurisdictional Local Hazard Mitigation Plan (2018), and the Town of Tiburon Climate Action Plan (2022) with measures aimed at reducing community and municipal greenhouse gas emissions. These plans have been incorporated in this General Plan update.

1.4 GENERAL PLAN UPDATE PROCESS

The General Plan Update process, known as “Create Tiburon 2040,” was a community-wide journey to ensure that Tiburon retains its unique character well into the future. It was a two-year planning process used to help define community values and explore future options. It was a public process, one that has sought to engage the community.

Each step of the Create Tiburon 2040 process was supported by extensive community outreach and participation. Community members provided their input and feedback through a series of public workshops, meetings, and surveys. The Town created a website dedicated to the Create Tiburon 2040 effort and provided online surveys and virtual workshops to expand community

participation during the COVID-19 pandemic. The Town utilized the Town’s website, newsletter, mailing, banners, email, social media, local newspapers, and printed materials to publicize community workshops and public meetings.

SURVEYS AND WORKSHOPS

The Create Tiburon 2040 process began with a series of stakeholder interviews and a “Setting Priorities” survey to identify special characteristics about the Town, key issues to address, and potential areas for change or improvement. Residents said they prized Tiburon’s scenic beauty, natural environment, and location. The Town’s excellent schools, historic downtown,

abundance of open space, and small-town feel were also noted.

Key issues facing the Town included: ensuring the vitality of the downtown; managing tourism; emergency preparedness; climate change and sea level rise; traffic; downtown parking; bicycle and pedestrian mobility and safety; diversity and inclusion; affordable housing; and protection of open space.

A series of seven community workshops were held between February 2021 and March 2022.

Workshops focused on specific elements of the General Plan as follows:

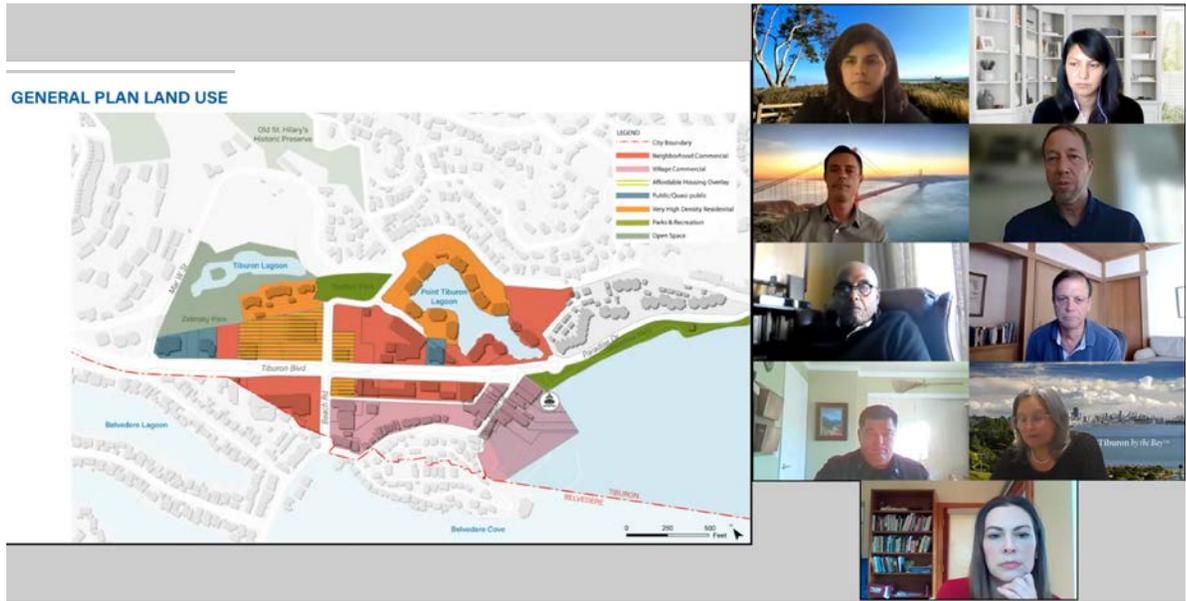
- Safety, Parks, and Open Space
- Sea Level Rise
- Downtown
- Housing I and II

- Sustainability
- Mobility and Noise

Online surveys were provided after each workshop to engage community members who could not participate during the scheduled event.

BOARD AND COMMISSION MEETINGS

Throughout the update process, the Town’s boards and commissions reviewed existing General Plan policies and programs related to their area of expertise, considered public input, and provided recommendations. These commissions and boards included the Planning Commission; Parks, Open Space, and Trails Commission; Heritage



& Arts Commission; and the Diversity Inclusion Task Force.

The Design Review Board was instrumental in developing objective design and development standards for Downtown zoning districts, a key piece to ensuring housing sites identified in the Housing chapter will complement and improve the look and feel of the Downtown.

ENGAGING THE COMMUNITY

Each step of the Create Tiburon 2040 process was supported by community outreach and participation.

1.5 GENERAL PLAN GUIDING PRINCIPLES

The Create Tiburon 2040 planning process was shaped by the following **guiding principles** which defined the major themes for the General Plan update and served as touchstones during the process of developing and refining goals, policies, and programs.



LIVABILITY

Sense of Place

- Preserve and enhance Tiburon’s intimate small-town feel and bayside village charm.
- Preserve and enhance access to the Town’s scenic public open spaces and bay front.
- Preserve and protect important historic, cultural, and artistic resources that serve as significant, visible reminders of the Town’s social and architectural history.

Economic Vitality

- Support a local economy that is vibrant and provides a wide range of services.

- Encourage Downtown vitality and redevelopment with a more diverse array of uses and amenities to serve the local population, while retaining and building upon its unique historic character and attractiveness.
- Gracefully accommodate tourism, balancing it with local needs and retaining the community’s character.

Balanced Growth

- Focus new development in Downtown and in areas adjacent to Tiburon Boulevard while preserving existing neighborhoods and open space.

Mobility

- Provide a balanced transportation system, including public transit, that accommodates the needs of automobiles, pedestrians, bicycles, and new transportation technology.
- Reduce dependence on the automobile by providing a complete

network of sidewalks, pathways, and transit services that are safe and convenient for all residents.

Healthy Lifestyles

- Promote physical health and wellness by improving outdoor recreational facilities, trail connections and signage, and by providing quality recreation programs to residents of all ages, abilities, and economic means.



COMMUNITY

Community Connections

- Strengthen community connections by providing activities and outdoor public gathering places.

Equity

- Promote social equity and inclusiveness in creation of public policies.
- Ensure the just and equitable provision of public facilities and services.

Housing

- Protect and enhance the quality of life within residential neighborhoods.
- Support the development of more diverse and affordable housing opportunities.

Safety

- Provide a safe community through public safety services, resilient infrastructure, and public preparedness.



SUSTAINABILITY

Environmental Resources

- Protect and enhance open spaces and natural resources that contribute to Tiburon's unique identity and scenic beauty.

Climate Change and Resilience

- Reduce greenhouse gas emissions and increase community resilience by preparing for the effects of climate change, including increased wildfires and sea level rise.



MAIN STREET (TOP), BLACKIE'S PASTURE (BOTTOM)

Tiburon's best places embody livability, community, and sustainability.

1.6 GENERAL PLAN ORGANIZATION

The General Plan is organized into eleven chapters:

1. **Introduction** provides background information on the General Plan.
2. **Land Use** describes land use in Tiburon and how and where new development will occur.
3. **Downtown** describes the Downtown’s geography, history, built character, circulation patterns, and role as a commercial, cultural, and recreational destination.
4. **Housing** describes the need for housing, especially housing affordable to lower and moderate-income households, and sites available for housing.
5. **Diversity, Equity + Inclusion** addresses environmental justice and how the Town will build a more diverse, equitable and inclusive community.
6. **Mobility** provides an overview of the circulation network and traffic operations, and parking, public transportation, bicycle, and pedestrian facilities.
7. **Noise** identifies existing and future noise sources and levels in Tiburon.
8. **Sustainability** describes concepts of sustainability, provides an overview of climate change impacts, and addresses how the Town will reduce greenhouse gas emissions and become a more sustainable community.
9. **Conservation** covers natural communities and ecological resources, watersheds and waterways, water resources, water and air quality, and cultural and historical resources.
10. **Open Space, Parks + Recreation** addresses the protection, maintenance and enhancement of Tiburon’s open space areas, parks, recreational facilities, and scenic resources.
11. **Safety + Resilience** describes environmental and human-caused hazards, including earthquake,

flood, sea level rise, and fire, and addresses potential risks to the community.

Each chapter describes existing conditions and context for the related topic area, followed by goals, policies, and programs to guide the Town’s

management and development. State law requires Tiburon’s General Plan to cover eight topics, also known as “elements.” Table IN-1 shows the relationship of the General Plan chapters to the State-mandated elements.

Table IN-1

LOCATION OF STATE-MANDATED ELEMENTS

STATE-MANDATED ELEMENT	TIBURON GENERAL PLAN 2040 CHAPTER
Land Use	Land Use; Safety + Resilience
Circulation	Mobility
Open Space	Open Space, Parks + Recreation
Conservation	Conservation
Safety	Safety + Resilience
Noise	Noise
Housing	Housing
Environmental Justice ¹	Diversity, Equity + Inclusion

¹ An environmental justice element is required if a local jurisdiction has a disadvantaged community as defined by state law. Although Tiburon does not contain any such disadvantaged communities, environmental justice policies and programs are included in the General Plan.

The General Plan is supported by separately-published documents that provide background information and environmental analysis. The Existing Conditions Report contains detailed information for each of the topic areas covered in the General Plan and was used as a reference document during the development of the Plan. The Environmental Impact Report determines the type and extent of environmental impacts that would result from implementation of the General Plan. It identifies requirements for more detailed environmental analysis that may be required for specific projects considered in the future.



TIBURON WATERFRONT

1.7 ADMINISTERING THE PLAN

The General Plan is used in a variety of ways. Town planning staff use the General Plan when evaluating development proposals to ensure that projects are consistent with the General Plan land use designations and applicable goals, policies, and programs. The Town Council and the Town's boards and commissions use the document to guide decision making. Importantly, the General Plan empowers the Town, public agencies that work with the Town, and private developers to invest in and plan for a future in accordance with the plan's goals and policies.

Each chapter of the General Plan contains a series of goals, policies, and programs that provide guidance to the Town on how to direct change, manage growth, and manage resources over the life of the General Plan.

The following provides a description and explains the relationship of each:

- A **goal** is a description of the general desired result related to a particular topic or issue that the Town seeks to create through the implementation of the General Plan.
- A **policy** is a specific statement that guides decision-making as the Town works to achieve its goals. The General Plan's policies set out the standards that will be used by Town staff, the Planning Commission, and the Town Council in its review of land development projects, resource protection activities, infrastructure improvements, and other Town actions. Policies are ongoing and require no specific action on behalf of the Town.
- A **program** is an action, procedure, or technique to be undertaken by the Town to help achieve a specified goal or implement an adopted policy.

The following words are used to indicate whether a particular policy or program is mandatory, advisory, or permissive:

- "Must" or "shall" means an action the Town is required to follow.
- "Should" means an action the Town is advised to follow.
- "May" means an action which is left to the discretion of the Town.

The General Plan contains a series of figures and maps depicting existing and proposed or future conditions of areas within and near Tiburon. These maps and diagrams are intended to provide the reader with a general understanding of the extent of land uses and conditions. Figures are not intended to be used for development, permitting, or investment purposes for specific parcels. More detailed printed maps may be available at the Town of Tiburon.

The General Plan's programs set forth a work program for the Town, guide

capital improvement projects, and prioritize Town expenditures. Some actions call for additional analysis, studies, and implementing ordinances. Town staff will regularly report to the Town Council on the progress of the Plan's implementation.

The Town should periodically review the entire General Plan to determine whether it still reflects community concerns and goals. The Housing Element is required to be updated according to a schedule established by the State Department of Housing and Community Development. The next revision of the Housing Element is scheduled for 2031.



SHORELINE PARK AND THE TIBURON RAILROAD & FERRY DEPOT MUSEUM



IRON STRATEGIC ADVISORS

TIBURON STRATEGIC ADVISORS



02.

LAND USE



YOU ARE HERE...

CONTENTS

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- 2 LAND USE**
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- 5 DIVERSITY, EQUITY + INCLUSION
- 6 MOBILITY
- 7 NOISE
- 8 SUSTAINABILITY
- 9 CONSERVATION
- 10 OPEN SPACE, PARKS + RECREATION
- 11 SAFETY + RESILIENCE

2.1 PURPOSE OF THE CHAPTER

Known for its scenic bayfront location, extraordinary views, historic downtown, and exceptional quality of life, Tiburon seeks to protect its character through land use planning.

This chapter presents a framework for governing future decisions about appropriate land uses and desirable development patterns to maintain and enhance the character of Tiburon. This framework aims to effectively manage growth and provide needed housing and services, while guiding the use of quality design for new development.

The chapter partially addresses State requirements for the land use element of the general plan. Areas subject to flooding are discussed in the Safety + Resilience chapter.

The Land Use chapter includes the following sections.

2.2 Development Trends.

Discusses how land use in Tiburon has changed over time.

2.3 Land Use Categories and Land Use Map.

Describes land use designations within residential, commercial, mixed use, community, and natural resource categories, and identifies specific land uses on the Land Use Map.

2.4 Development Projections.

Identifies additional residential and commercial development projections based on the theoretical build out of all vacant and underutilized land in Tiburon.

2.5 Goals, Policies, and Programs.

Identifies goals, policies, and programs to guide growth, maintain community character, and balance residential and commercial uses.

2.2 DEVELOPMENT TRENDS

Like many other towns, large and small, throughout California, development in Tiburon reflects two distinctly different eras of planning and development. The land of the Tiburon Peninsula was first awarded by the Mexican government to John Thomas Reed in 1834 as the Rancho Corte de Madera del Presidio. Reed cleared the peninsula of timber, built a sawmill, and began a dairy. By the 1880s, the peninsula was also home to codfish canneries and military installations. In 1882, the Reed family made a deal with Peter Donahue for a right-of-way for the San Francisco and North Pacific Railroad (name later changed to Northwestern Pacific). The railroad company built a large railroad yard and ferry terminal, with ferries taking passengers and vehicles to San Francisco and Sausalito. St. Hilary's Mission Church was built in 1888, and the first Tiburon school in 1901.

For many years, most of the land of the peninsula was controlled by descendants of the Reed family and used for cattle ranching. In the 1940s, growth occurred in association with World War II and the presence of Navy and Army facilities on the Tiburon Peninsula and Angel Island. The first apartment complex in Tiburon, Hilarita Housing, was built in 1942 to house military families, and single family housing development began in earnest after World War II on what had been dairy ranches. The first subdivisions were built in the 1950s, and the Boardwalk Shopping Center was constructed in 1955 to service the new Tiburon residents.

In 1964, the Town of Tiburon was incorporated. By 1967, train service ended in Tiburon and a planning process began to redevelop the 38 acres containing the abandoned railyard. A plan adopted in the 1970 General Plan was rejected by residents, and eventually a new plan was approved in 1981 with significantly

reduced development, laying the foundation for what is now Point Tiburon and the Shoreline Park.

Many of the existing commercial buildings along Tiburon Boulevard were built in the 1960s and 1970s, and new development has been slow to occur, with the notable exceptions of the Tiburon Fire Station in 1993, and the Belvedere Tiburon Library and Tiburon Town Hall in 1997. In recent years, a few downtown buildings have been redeveloped, including 1696 Tiburon Boulevard and 5 Main Street, home to two new restaurants, the Petite Left Bank and The Bungalow Kitchen.

Most of the Town's single family homes were built between 1950 and 1980. The first subdivisions were developed in the flatter areas of Town, including the Bel Aire Gardens, Belveron Gardens, Hawthorne, Del Mar, and Reed subdivisions. Development continued into the hills in the 1960s, and then extended further into the hills from 1970 through 1999 as lots with steeper

topography were developed. Several multifamily developments were also developed at this time. By the beginning of the 2000s, most of the residential land had been developed.

There is now little vacant land left in Tiburon that is not otherwise protected as open space. A handful of vacant residential parcels are scattered throughout the peninsula; these are primarily located in the hills and are challenging to develop due to steep slopes, limited access, ridgelines, trees, woodlands, and wildlife habitat. While there are no vacant commercial parcels in Town, several downtown properties have promising redevelopment potential for mixed uses, providing both needed housing and opportunities to revitalize the Downtown. This potential is explored in greater detail in the Downtown and Housing chapters.

2.3 LAND USE CATEGORIES & LAND USE MAP

Land in Tiburon is classified according to three broad land use categories: residential areas, commercial areas, and community and natural resource areas.

Residential land use designations are applied to areas appropriate for single-family, two-family, multifamily, manufactured home, and accessory dwelling housing options. The Town's residential neighborhoods support a range of lifestyles and household income levels.

Mixed-Use and Commercial land use designations are applied to areas appropriate for retail and commercial services to serve residents and visitors and multifamily residential uses mixed in with commercial uses.

Community and Natural Resource land use designations apply to open space, parks, and submerged and partially submerged lands. Natural areas, such as the woodlands,

grasslands, and waterways, offer opportunities for preservation and conservation. Public facilities provide opportunities for social and community interaction and the provision of public utilities and services.

Table LU-1 identifies acreages for each land use designation in the Land Use Map. The greatest amount of land within the Tiburon town limits, excluding submerged and partially submerged land, is designated for residential use, encompassing nearly 51% of Tiburon's land area. The second largest amount of land is designated for community and natural resource use, including 743 acres for Angel Island (designated Public/Quasi Public) and 473 acres for additional open space and parks. Commercial and mixed-use areas comprise only 1 percent of Tiburon's land area. Figure LU-1 shows the Town's Land Use Map.



RESIDENTIAL AND COMMERCIAL LAND USES

The Plan designates a range residential areas (top) & commercial or mixed-use areas (bottom).

Table LU-1

GENERAL PLAN LAND USE ACREAGE

LAND USE DESIGNATION	TOWN	SPHERE OF INFLUENCE	PLANNING AREA	TOTAL
Residential Designations				
Low Density Residential	3.8	15.1	--	18.9
Planned Development - Residential	139.5	303.8	--	443.3
Medium Low Density Residential	264.5	75.6	--	340.1
Medium Density Residential	545.7	36.7	--	582.3
Medium High Density Residential	247.0	106.4	--	353.4
High Density Residential	51.8	7.9	--	59.7
Very High Density Residential	93.2	9.6	--	102.9
Very High Density-25 Residential	2.7	--	--	2.7
SUBTOTAL	1,348.2	555.10	--	1,903.2
Mixed-Use and Commercial Designations				
Mixed Use	13.0	--	--	12.6
Main Street	0.1	--	--	0.1
Neighborhood Commercial	9.7	--	--	10.1
Neighborhood Commercial/Affordable Housing Overlay	1.0	--	--	1.0
Village Commercial	5.4	--	--	5.4
Shopping Commercial	--	3.3	--	3.3
SUBTOTAL	29.1	3.3	--	32.5
Community and Natural Resource Designations				
Marine	6,781.0	150.3	--	6,931.3
Public/Quasi-Public	810.7	41.4	--	852.0
Open Space	408.1	84.7	308.6	801.5
Parks and Recreation	64.7	12.1	--	76.9
Not zoned/Right-of-way	0.2	--	--	0.2
SUBTOTAL	8,064.7	288.5	308.6	8,661.9
GRAND TOTAL	9,442.1	846.9	308.6	10,597.5

Source: Marin County GIS/Assessor Data, Town of Tiburon, De Novo Planning Group, 2022

Within each of the land use categories, specific land use designations identify uses and the density and intensity of development allowed in each designation. Density is defined by the number of dwelling units per gross acre, and intensity is defined by the ratio of building square footage to the land area.

Table LU-2 details the Town's land use designations and describes the general land uses intended for the category and applicable building density and/or intensity. For residential uses, residential density is shown in dwelling units per gross acre. Maximum residential density is calculated based on the gross acreage and then rounded down to the nearest whole number.

In addition to building density, State law requires the General Plan to include a statement of population density for the various land use categories. Population density is determined by multiplying the average household size, as reported by the latest California Department of Finance Population and Housing Estimates for Cities, by the number of dwelling units in a land use category. For example, the average household size in Tiburon was 2.4 persons in 2022. The population

density in the Medium Density Residential category is therefore up to 7.2 persons per acre.

For non-residential designations, building intensity is defined by Floor Area Ratio (FAR), which is the ratio between the amount of gross floor area and the gross site area. For example, an FAR of 0.5 would allow a one-story building over half of a site, or a two-story building over one quarter of a site. The Zoning Ordinance contains detailed descriptions of land uses permitted in each designation, as well as development standards that implement the General Plan.



COMMUNITY AND NATURAL RESOURCES

Approximately 1,700 acres of Tiburon's land area is designated as public/quasi-public, park, or open space.

Figure LU-1

LAND USE

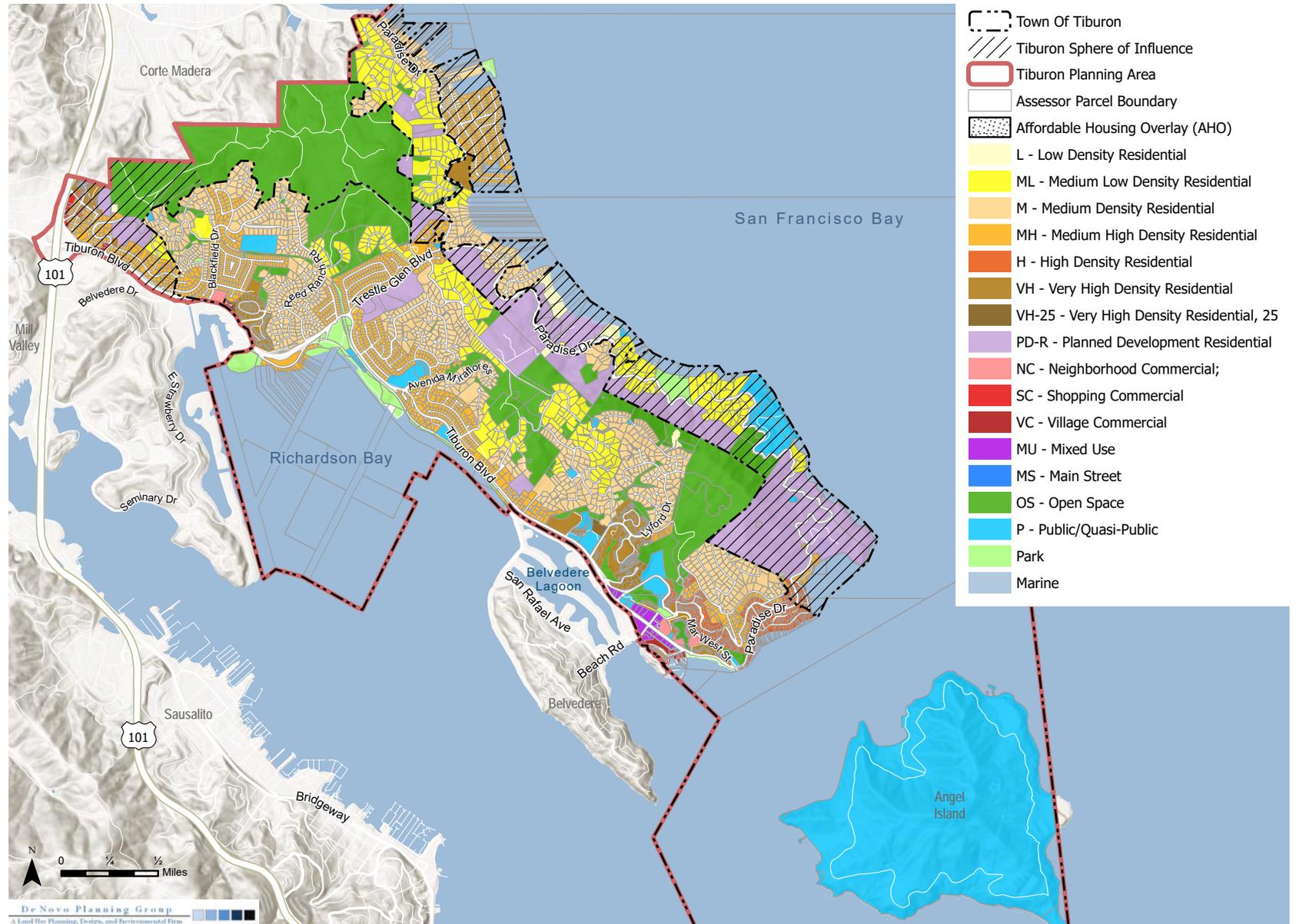


Table LU-2

LAND USE CATEGORIES

LAND USE DESIGNATION		ASSOCIATED ZONING DISTRICT(S)		RESIDENTIAL DENSITY AND BUILDING INTENSITY	DESCRIPTION
Residential Designations					
L	Low Density Residential	RPD	Residential Planned Development	Up to 0.5 dwelling units per acre	The Low Density Residential land use designation is applied to areas suitable for detached single-family homes and related residential uses in low density settings. Other compatible uses may be permitted.
PD-R	Planned Development – Residential	RPD	Residential Planned Development	Up to 1.0 dwelling units per acre – see Table LU-3 for site-specific density limits	The Planned Development – Residential land use designation is applied to areas that are generally undeveloped or underdeveloped and have natural constraints to development such as steep slopes and environmental resources that warrant site-specific limitations on development intensity.
ML	Medium Low Density Residential	RO-1	Residential Open	Up to 1.1 dwelling units per acre	The Medium Low Density Residential land use designation is applied to areas suitable for detached single-family homes and related residential uses in low density settings. Other compatible uses may be permitted.
M	Medium Density Residential	RO-2	Residential Open	Up to 3.0 dwelling units per acre	The Medium Density Residential land use designation is applied to areas suitable for detached single-family homes and related residential uses in low density settings. Other compatible uses may be permitted.
MH	Medium High Density Residential	R-1	Single Family Residential	Up to 4.4 dwelling units per acre	The Medium High Density Residential land use designation is applied to areas suitable for detached single-family homes and related residential uses in low density settings. Other compatible uses may be permitted.
H	High Density Residential	R-2	Two-Family Residential	Up to 11.6 dwelling units per acre	The High Density Residential land use designation is applied to areas suitable for single-family and two-family homes and related residential uses. Other compatible uses may be permitted.
VH	Very High Density Residential	R-3	Multi-Family Residential	Up to 12.4 dwelling units per acre	The Very High Density Residential land use designation is applied to areas suitable for residential uses including multifamily dwellings. Other compatible uses may be permitted.
		RMP	Residential Multiple Planned		
VH-25	Very High Density-25 Residential	R-4	Multi-Family Residential High	Up to 25 dwelling units per acre	The Very High Density-25 Residential land use designation is applied to areas suitable for residential uses including multifamily dwellings at higher densities. Other compatible uses may be permitted.
Mixed-Use Commercial Designations					
MU	Mixed Use	MU	Mixed Use	Minimum – 30 units per acre Maximum – 35 units per acre Maximum FAR is 1.75	The Mixed-Use land use designation is applied to commercial areas and intended to encourage development of multifamily dwellings in a pedestrian-oriented setting. Other compatible uses may be allowed.

Table LU-2

LAND USE CATEGORIES

LAND USE DESIGNATION		ASSOCIATED ZONING DISTRICT(S)		RESIDENTIAL DENSITY AND BUILDING INTENSITY		DESCRIPTION
NC	Neighborhood Commercial	NC	Neighborhood Commercial	Up to 10 dwelling units per acre Maximum FAR is 0.37		The Neighborhood Commercial land use designation is applied to neighborhood shopping areas providing for a mix of resident-serving commercial and office uses. Mixed commercial and residential uses may be allowed.
		NC (AHO)	Neighborhood Commercial (Affordable Housing Overlay)	Maximum FAR is 0.31 for commercial uses only Up to 20.7 dwelling units per acre		
VC	Village Commercial	VC	Village Commercial	Maximum FAR is 0.28 Up to 15 dwelling units per acre		The Village Commercial land use designation is applied to the Ark Row portion of the downtown area providing for a wide range of resident and tourist-serving commercial uses. Mixed commercial and residential uses may be allowed.
MS	Main Street	MS	Main Street	Maximum FAR is 1.5 Minimum – up to 20 units per acre Maximum – 25 units per acre		The Main Street land use designation is applied to the downtown area providing for a wide range of resident and tourist-serving commercial uses. Mixed commercial and residential uses may be allowed.
SC	Shopping Commercial	None	None	Maximum FAR is 0.5		The Shopping Commercial is applied to areas suitable for general retail and service uses, automobile-related sales and service uses, and office uses.
Community and Natural Resource Designations						
P	Public/Quasi-Public	P	Public/Quasi-Public	Maximum FAR is 1.0		The Public/Quasi-Public land use designation is applied to areas suitable for public land uses including educational facilities, governmental and quasi-public buildings and facilities, and utility facilities
Park	Parks and Recreation	P	Public/Quasi-Public	Maximum FAR is 0.1		The Parks and Recreation land use designation is applied to areas suitable for parks, playgrounds, and other recreational uses, as well as areas preserved for natural conservation.
OS	Open Space	OS	Open Space	Maximum FAR is 0.1		The Open Space land use designation is applied to undeveloped areas for the conservation of natural and scenic resources and for limited passive recreation.
Marine	Marine	M	Marine	Maximum FAR is 0.0		The Marine land use designation is applied to all submerged and partially submerged land areas up to the mean high tide line and for water-related recreational activities and facilities including docks and yacht clubs.

² For detailed descriptions of permitted and conditional land uses allowed in each zoning district, refer to Chapter 16 of the Tiburon Municipal Code.

³ In addition to the land use districts identified in the table, the following overlay districts may be applied to any General Plan land use designation: Flood Hazard Overlay (F), Affordable Housing Overlay (AHO) and Historic Protection Overlay (HPO).

Table LU-3

RESIDENTIAL PLANNED DEVELOPMENT MAXIMUM ALLOWED DENSITIES

ADDRESS	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE	ZONING	RESIDENTIAL DENSITY (DU/ACRE)
3825 Paradise Drive (Rabin)	039-021-13	31.0	RPD	0.4
Paradise Drive (Tiburon Glen)	039-241-01	26.0	RPD	0.3
3875 Paradise Drive (Soda)	039-301-01	21.0	RPD	0.4
Stony Hill Road (Ling)	055-261-34	5.3	RPD	1.0
8 Parente Vista Lane	038-111-36	8.1	RPD	0.5

Table LU-4

RESIDENTIAL PLANNED DEVELOPMENT MAXIMUM ALLOWED DENSITIES

LAND USE	EXISTING BUILT 2022	ADDITIONAL DEVELOPMENT POTENTIAL	DEVELOPMENT AT BUILD-OUT
Residential	4,051 units ¹	812 units	4,863 units
Commercial and Other Non-Residential	841,725 sq. ft. ²	-129,682 sq. ft.	712,043 sq. ft.

¹ Department of Finance, Report E-5, Population and Housing Estimates for Cities, Counties, and the State, January 2021-2022, with 2020 Benchmark.

² Marin County Assessor, 2021.

2.4 DEVELOPMENT PROJECTIONS

Development projections for the General Plan are determined by analyzing vacant and underutilized parcels within the Town and the development potential that is allowed under the applicable land use designation. Development projections for residential units and commercial square footage are shown in Table LU-4. These projections are theoretical in nature, as it is unlikely that every parcel in Tiburon will be developed to its maximum potential during the life of the General Plan. Actual future development would depend on market conditions, property owner preferences, site-specific constraints, and other factors.

2.5 GOALS, POLICIES, AND PROGRAMS

GOAL LU-A

Manage growth and land use changes to preserve the health, safety, welfare, and natural beauty of the community.

GOAL LU-B

Ensure that new development is sensitive to on-site and surrounding environmental resources and hazards and can be adequately served by public infrastructure.

GOAL LU-C

Address regional issues, such as transportation, infrastructure, housing,

and adaptation to climate change, in coordination with neighboring cities, the county, and other governmental entities.

POLICY LU-1 DIVERSITY OF LAND USES.

Allow for a diversity of land uses that provide convenient services to residents and maintain a vital local economy.

Program LU-a Implementation of Land Use Map.

Implement the Land Use Map (Figure LU-1) and associated Land Use Designations (Table LU-2) by approving new development and conservation projects consistent with the adopted land use definitions, densities, and intensities. Ensure consistency between the General Plan, Zoning Ordinance, and other land use regulations.

Program LU-b Allowable Land Uses.

Use the Zoning Ordinance to specify uses allowed in each zoning district, consistent with Table LU-2.

Program LU-c Density and Intensity of Development.

Allow development at any density or intensity within the range shown by the Land Use Map (Figure LU-1) and Land Use Designations (Table LU-2) provided applicable objectives, policies, and programs of all chapters of the General Plan are met.

Program LU-d Municipal Code Consistency.

Revise the Zoning Map and the Municipal Code to reflect the goals, policies, densities, intensities, and land use designations of the General Plan.

POLICY LU-2 INFRASTRUCTURE FOR NEW DEVELOPMENT

Assure that sewer, water, and other essential infrastructure improvements must be available to the developer to serve new development by the time of completion of construction and that anticipated traffic levels are consistent with adopted Vehicle Miles Traveled (VMT) standards. New development shall pay its fair share of essential expanded infrastructure to the maximum extent allowed by law.

Program LU-e Infrastructure Capacity.

Analyze project impacts on infrastructure capacity and services as part of CEQA review and require mitigation measures as needed in consultation with provider agencies.

Program LU-f Development Impact Fees.

Periodically review and update public facilities impact fees to assure that new development pays its fair share of public infrastructure and service costs.

Program LU-g Public Infrastructure Planning.

Coordinate growth projections and infrastructure planning with urban service providers such as Marin Municipal Water District and the sanitary districts to ensure sufficient capacity to serve existing and future development.

POLICY LU-3 UNDERGROUNDING OF UTILITIES.

Require the undergrounding of all utilities in new developments. Assist existing property owners who wish to establish local undergrounding districts.

Program LU-h Use of Utility Undergrounding Funds.

Identify priority locations for the use of Rule 20A undergrounding funds.

POLICY LU-4 SANITARY SEWER.

Encourage the connection of new development to the sanitary sewer system. Where a septic or on-site sewage system is proposed, a soils investigation shall determine that on-site soil conditions are suitable for drainage and will not cause slope instability. All new or improved septic systems shall be designed by a registered civil engineer that specializes in septic design.

POLICY LU-5 WIRELESS COMMUNICATION FACILITIES.

Accommodate wireless communications facilities to provide high speed data and communication services to

residents and businesses but encourage the location of new facilities in areas other than protected open space and residential neighborhoods and minimize adverse visual impacts of antennas and appurtenant facilities through architectural and landscape screening and colocation on utility poles.

Program LU-i Telecommunication Facilities.

Adopt zoning regulations and administrative procedures to address wireless telecommunication facilities consistent with federal law which prioritize locations outside of protected open space and residential neighborhoods and encourage colocation of facilities on poles and towers or architecturally screened on existing buildings.

POLICY LU-6 RESIDENTIAL NEIGHBORHOODS.

Maintain and enhance the residential character of neighborhoods. Require that new development, remodels, and additions be of a scale, intensity and design that integrates with the immediate neighborhood and natural surroundings.

Program LU-j Residential Hillside Design Guidelines.

Update the Design Guidelines for Hillside Dwellings to create more objective standards that meet the requirements of State law but achieve the desired scale and design character that is compatible with existing neighborhoods.

POLICY LU-7 VIEW PRESERVATION.

Minimize the reduction of views, privacy, and solar access for neighboring properties. Locate and limit the height of new development and associated landscaping to interfere minimally with existing primary views.

POLICY LU-8 OUTDOOR LIGHTING.

Allow outdoor lighting for safety purposes but limit excessive light spillover and glare.

Program LU-k Outdoor Lighting.

Review all development proposals and infrastructure projects in accordance with the Town's Lighting Ordinance to minimize off-site and night sky impacts of outdoor lighting.

POLICY LU-9 RETAIL AND SERVICE USES.

Encourage the addition of under-represented and local-serving retail and service businesses to enhance shopping and service opportunities.

POLICY LU-10 TOURIST FACILITIES.

Encourage and support tourist facilities while regulating activities to preserve convenient access to commercial services, harbors, shorelines, local transportation, and parking.

POLICY LU-11 MIXED USE DEVELOPMENT.

Encourage mixed-use development (combining housing and commercial uses) in Downtown and along Tiburon Boulevard to create opportunities for pedestrian-oriented lifestyles.

POLICY LU-12 ANNEXATION.

Consider annexation and rezoning proposals which materially enhance the community, further the goals and policies of the General Plan, are supported by residents, and where the costs of providing public services and infrastructure are fiscally responsible for the Town and do not adversely affect levels of service for existing Town residents.

Program LU-l Annexation Applications.

Work collaboratively with the Marin Local Agency Formation Commission (LAFCO) to concurrently process annexation requests with development applications by the Town.

Program LU-m Rezoning

Consider use of overlay zones or other zoning techniques to ensure that rezoning and annexation of existing

established neighborhoods do not result in excessive creation of non-conforming structures, nor unreasonably disrupt the existing pattern of development of such a neighborhood.

POLICY LU-13 COORDINATED PLANNING.

Coordinate the Town's land use and zoning plans with the County of Marin, Strawberry Community, the City of Belvedere, Town of Corte Madera, LAFCO, and other agencies and jurisdictions to provide for more effective comprehensive planning.

Program LU-n LAFCO Planning Area

Encourage LAFCO to update and adopt Urban Service Area and annexation policies for the Tiburon Planning Area that are consistent with General Plan policies.

Program LU-o Development in the Sphere of Influence.

Work with the County of Marin to approve projects within the Tiburon Sphere of Influence that are consistent with the Town’s policies and compatible with nearby land uses in Tiburon.

POLICY LU-14 ANGEL ISLAND.

Encourage and support the State in the management of Angel Island State Park to protect the natural character and preserve the historic resources of the island.

POLICY LU-15 ARTS AND CULTURE.

Recognize the importance of arts and cultural activities that express the value of diversity, inclusion, and equality in all activities, exhibits, and performances. Increase opportunities, accessibility for, collaboration with, and participation of all people.

Program LU-p Public Art in New Development.

Promote inclusion of public art projects in new development projects. Consider adoption of an ordinance requiring incorporation of public art in new projects with provision of an in-lieu fee.

Program LU-q Vibrant Arts Environment.

Initiate plans for activities and public art projects that enhance the beauty of the Town. Identify, designate, and utilize available spaces in public parks, commercial areas, and/or private spaces for art. Art projects may be temporary or permanent installations using traditional techniques and/or new technologies in the arts to provide various engaging artistic and cultural experiences.

Program LU-r Art Education.

Support art education in schools and educational programs for lifelong

learning. Involve and cooperate with other learning institutions and organizations.

Program LU-s Funding for Arts.

Consider funding mechanisms to support art and cultural programs such as an in-lieu art fee for new developments, inclusion in the Town’s budget and partnerships with businesses, artists and art organizations and philanthropic sectors.

POLICY LU-16 GENERAL PLAN MAINTENANCE.

Update the General Plan as needed to ensure compliance with state law and continued relevance of its goals, policies, and programs. Monitor progress of the implementation of General Plan programs and overall effectiveness of the plan.

GREENWOOD BEACH ROAD HOMES

Existing development along Blackie’s Pasture





M
MADISON

PUBLIC RESTROOMS
← ♀ ♂ ♿ →
ADAMS ISLAND
VERMONT FERRY

MAIN STREET



03.

DOWNTOWN



YOU ARE HERE...

CONTENTS

- 1 INTRODUCTION
- 2 LAND USE
- 3 DOWNTOWN**
- 4 HOUSING
- 5 DIVERSITY, EQUITY + INCLUSION
- 6 MOBILITY
- 7 NOISE
- 8 SUSTAINABILITY
- 9 CONSERVATION
- 10 OPEN SPACE, PARKS + RECREATION
- 11 SAFETY + RESILIENCE

3.1 PURPOSE OF THE CHAPTER

The Downtown chapter serves as a shared vision of Downtown Tiburon's challenges and its potential. The chapter provides concise statements that frame key considerations and concerns. It considers Tiburon's geography, history, built character, circulation patterns, and role as a commercial, cultural, and recreational destination. The Downtown chapter includes the following sections.

3.2 Downtown Setting.

The chapter begins by describing Downtown's geographic setting and historic development, the distinct subareas within Downtown, and an introduction to key issues: historic resources, circulation, shoreline access and views, and vulnerability to sea level rise.

3.3 Vision for Downtown.

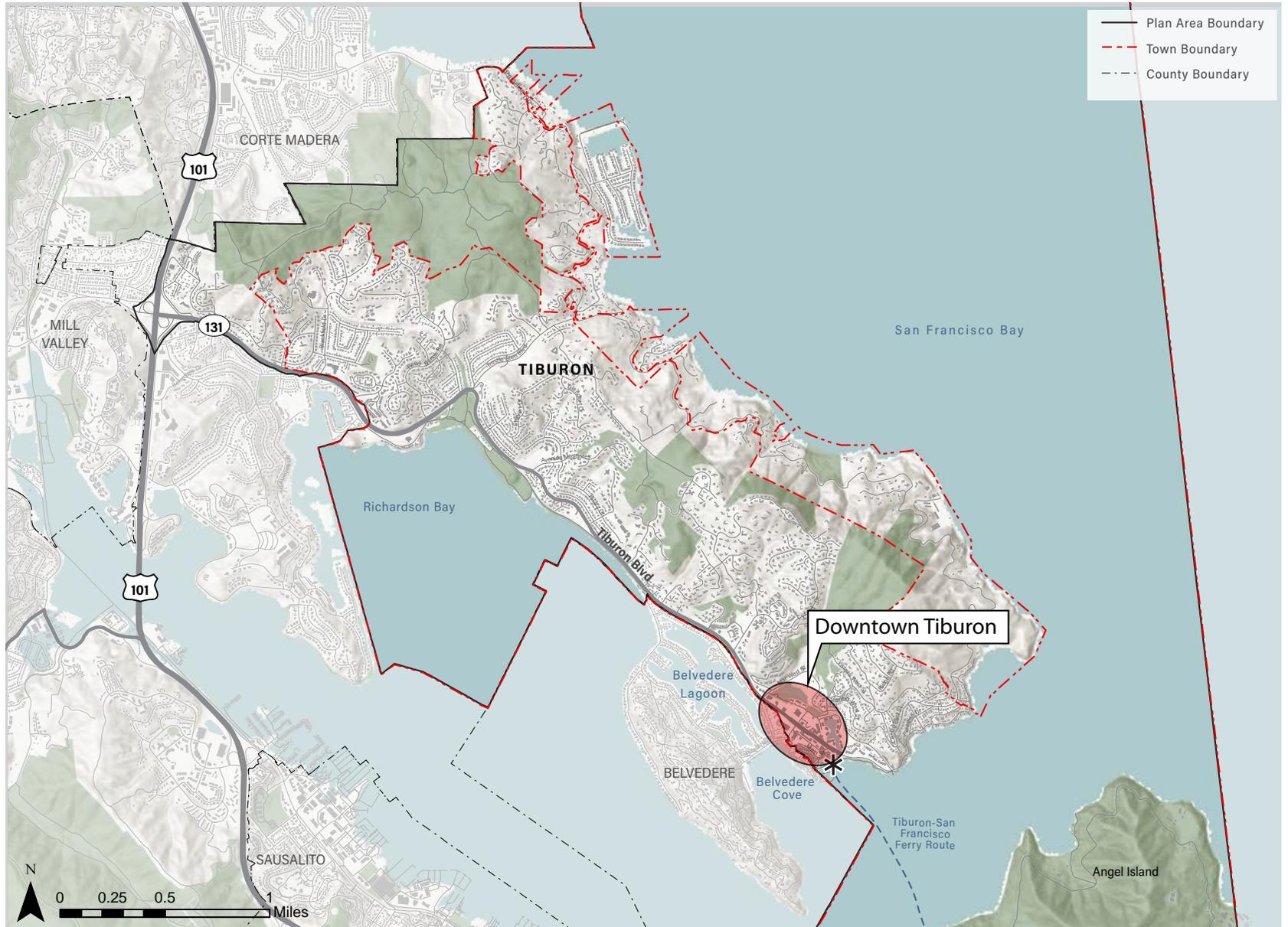
The setting is followed by a presentation of the vision for a better Downtown, developed through community engagement in the planning process. Downtown is envisioned as a center of community life, a walkable district, a place resilient to environmental and economic change, and a great neighborhood with a connection to its past.

3.4 Goals, Policies, and Programs.

The chapter's goals express aspirations for Downtown. Each goal is accompanied by policies that articulate strategic objectives and programs for implementation.

Figure DT-1

DOWNTOWN LOCATION



3.2 DOWNTOWN SETTING

Downtown is the heart of Tiburon, where people enjoy community life and charm in an extraordinary locale connected to San Francisco Bay and rooted in history. It is a place of culture, commerce, and civic engagement.

Downtown is where residents, visitors, and workers come for enjoyment and to meet daily needs. It offers diverse eateries, markets, shops, services, and community activities. Ferry service connects Tiburon's center with San Francisco and Angel Island State Park.

Downtown Tiburon is a set of connected yet distinct places. Tiburon's history as a compact harbor town is most evident along Main Street, where buildings on the south side of the street edge San Francisco Bay. In this historic core, commercial activity brought buildings close together and created an intimate outdoor room that continues to frame daily activity. To the west, Ark Row's unique, small-scale buildings extend the village-like character along the base of Corinthian Hill.

Tiburon Boulevard leads into Downtown from the northwest, a wide arterial with an auto-oriented development pattern, with buildings set back from the street behind parking and landscaped areas. This part of downtown now offers an opportunity for pedestrian-oriented infill development. This is a principal consideration of the General Plan.

Downtown also includes Shoreline Park, where expansive views across the Bay give Tiburon a strong sense of place in the region. Finally, Point Tiburon is a distinct, more contemporary district with residential and office buildings around a landscaped lake.

GEOGRAPHIC & HISTORIC ORIGINS

Downtown is situated where deep water in Belvedere Cove touches the southeast tip of the Tiburon Peninsula, thus connecting the Bay with the interior of Marin County. The San Francisco

and North Pacific Railroad terminated at what is now the Tiburon Railroad & Ferry Depot Museum. Goods that arrived on barges were loaded onto rail cars and shipped inland; Marin's agricultural and natural resources were moved in the opposite direction.¹

Downtown Tiburon emerged at the water's edge adjacent to the Depot and ferry terminal. Along Main Street, businesses provided materials and supplies for the needs of the port and railroad, workers, residents, and travelers. This bustling point of commercial convergence offered dry goods, liverys, taverns, eateries, and entertainment.

Tiburon Boulevard was developed in 1930, establishing auto access to Tiburon from the north; Golden Gate Bridge was completed in 1937, extending that access to San Francisco. Passenger ferry service from the Depot ended in 1941. (Ferry service was resumed later, in the 1960s, from its current location.)

Northwest of Tiburon's historic core, land remained sparsely developed into the 1950s, when a growing system of freeways made Tiburon attractive to developers. Along Tiburon Boulevard, the Boardwalk shopping center and a variety of small office and commercial buildings were built.

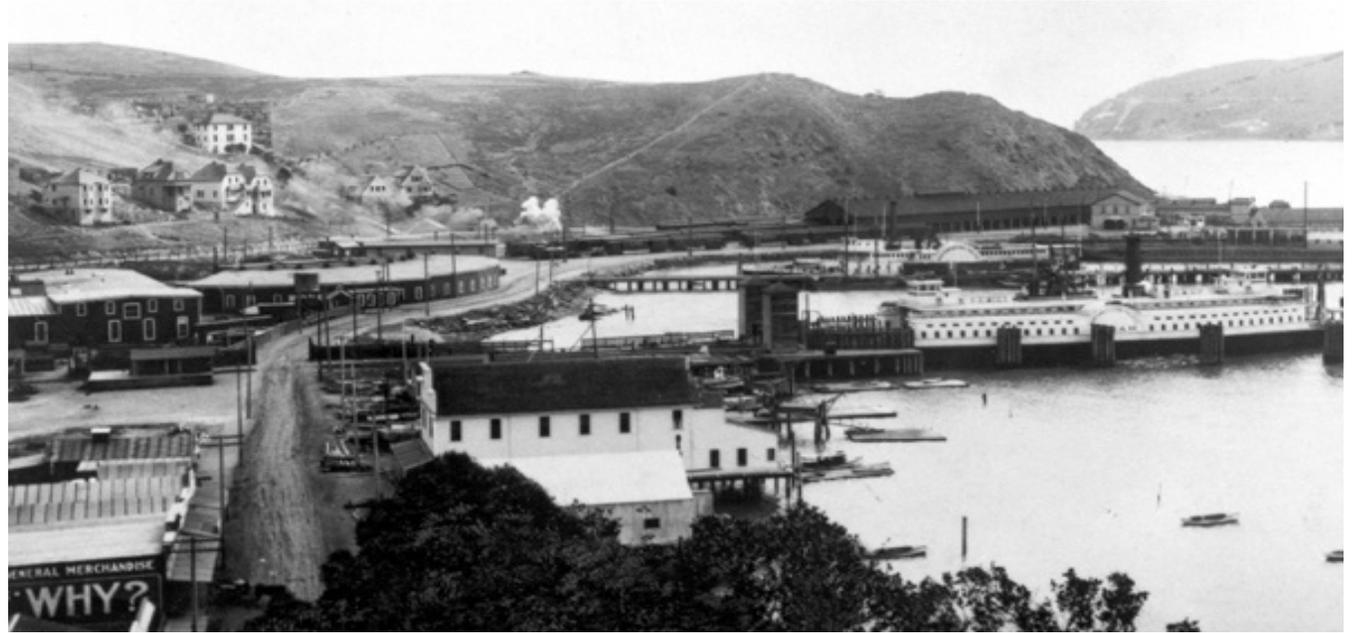
Beginning in 1971, train tracks and the railyard were removed, ending the era of freight and barge shipping in Tiburon and opening up land for what came to be the Point Tiburon development and Shoreline Park. In 1997, Tiburon's Town Hall and Library opened.

Since the beginning of the 21st century, a small number of new buildings have been added along Main Street and lower Tiburon Boulevard, including a small hotel and mixed-use development with shops below and residential above.

¹Tiburon 2020, Town of Tiburon General Plan, 2005.

HISTORIC VIEW (CIRCA 1910)

Looking northeast down Main Street, with Tiburon's wharf coming to the edge of Main Street and the railroad and railroad depot in the distance.
Source: Belvedere-Tiburon Landmark Society

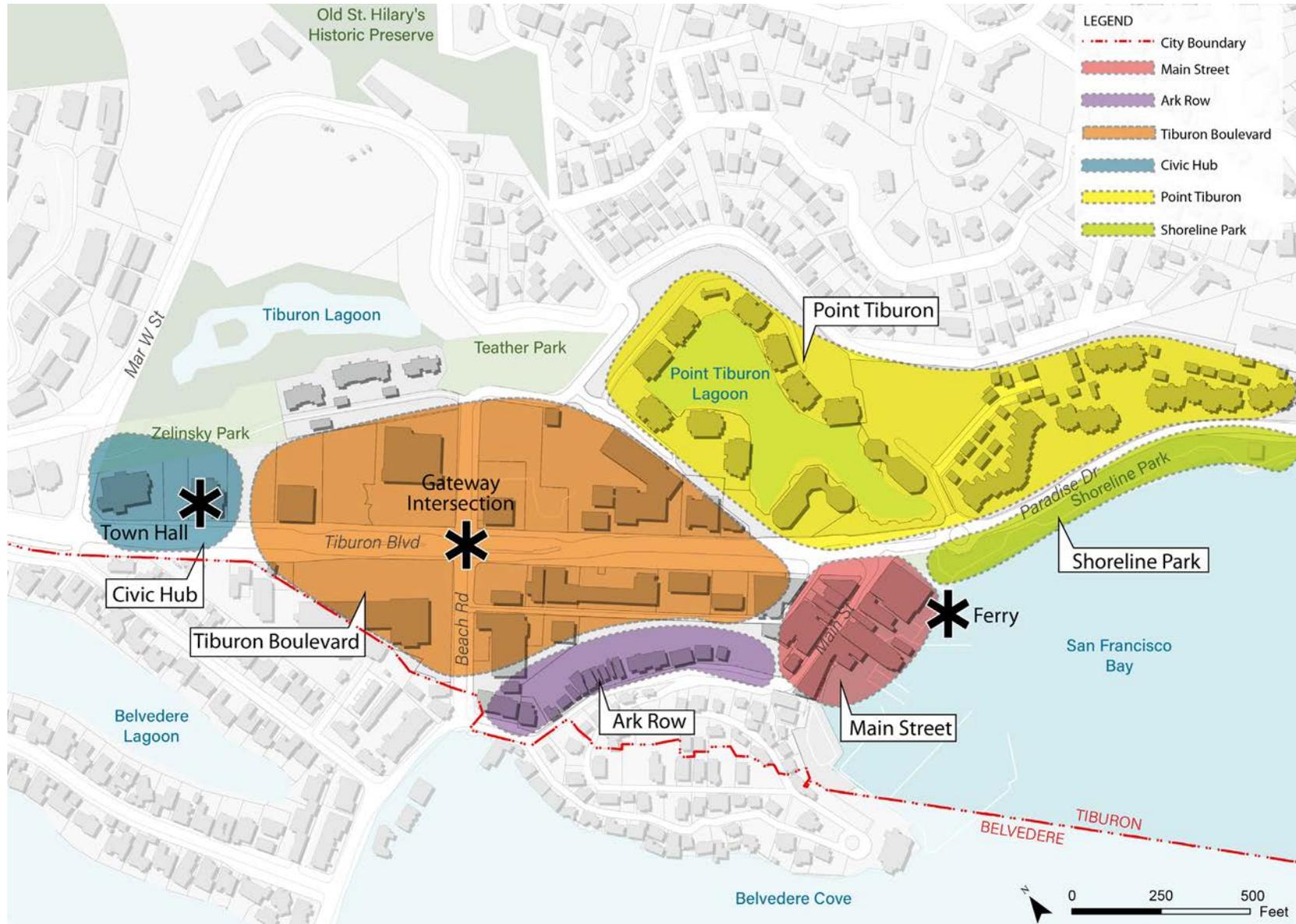


Downtown Tiburon was connected to Corinthian Island by a narrow isthmus, with a lagoon beyond. The railroad terminated at a depot at the waterfront.



Figure DT-2

DOWNTOWN SUBAREAS



DOWNTOWN'S SUBAREAS

Downtown Tiburon has five distinct subareas, each defined by its unique character. The General Plan will seek to preserve these distinctions and allow the character areas to evolve in a way that makes each better.

MAIN STREET

Main Street is framed by older one- to three-story buildings, many of them now considered historic, that put shops and commercial spaces immediately adjacent to the street. Main Street has a traditional urban fabric and human scale. Because Main Street is narrow, traffic moves slowly and pedestrians feel at ease. Small storefronts and generous display windows and amenities create visual interest. In recent years, the Town has closed Main Street to traffic on Friday nights, allowing locals and visitors to enjoy outdoor dining, music, and community life.

MAIN STREET

Recent construction in Downtown Tiburon has maintained Main Street's historic scale and character (Above).

An older building is at left and more recent construction at right (Below).



ARK ROW

Ark Row is the local name for the segment of Main Street that curves along the base of Corinthian Hill. Ark Row's name hints at its origin as a place where houseboats—or "arks"—were brought onto land to live in, set alongside summer cottages in the early days when Belvedere was an attractive summer get-away. Today, these buildings offer a welcoming place that draws locals and travelers to Downtown to shop or enjoy a meal. Front yards have become versatile decks and entry areas, while paseos connect down to a large parking area below and behind the buildings, accessed at the bend in Main Street or from Juanita Lane.



ARK ROW

What were once vacation cottages have been converted into commercial space along Ark Row and has been accompanied by sympathetic new construction.

TIBURON BOULEVARD

The largest of Downtown's subareas, Tiburon Boulevard features shopping centers, office buildings, banks, and a hotel, in a linear auto-oriented development pattern. Much of the subarea is comprised of parcels an acre or greater in size, although lots are smaller near Main Street. Single-story commercial buildings with large parking lots present significant opportunities for new investment and redevelopment.

The existing development pattern is also characterized by 1-2 stories and surface parking lots that separate buildings from street sidewalks and buildings from other buildings. While buildings are larger than in the Main Street and Ark Row subarea, Tiburon Boulevard development is at a lower intensity. Because the intensity of development is lower in the Tiburon Boulevard subarea, private investment in redevelopment in the subarea can be expected in the future.



TIBURON BOULEVARD

The commercial district along Tiburon Boulevard has been designed with parking lots in front for easy access by car.

CIVIC HUB

The Town of Tiburon created a new civic hub west of the Tiburon Boulevard subarea, corridor, which is comprised of Town Hall, the Library, and Zelinsky Park.



MAIN STREET

Recent construction in Downtown Tiburon has maintained Main Street's historic scale and character. An older building is at left and more recent construction at right

SHORELINE PARK

Shoreline Park runs along an edge of San Francisco Bay and bestows expansive views of the Bay Area. The Park is a favorite destination for strolling along its waterfront trail and includes the Railroad & Ferry Depot Museum to the east end and touches the Main Street subarea to the west. The Park was created in 1985 after train tracks leading to the Depot were removed in the 1970s.

SHORELINE PARK

The waterfront trail at the edge of Shoreline Park is a popular destination for Tiburon community members and visitors. The trail connects Main Street to the Tiburon Railroad & Ferry Depot Museum, which appears in the distance.



POINT TIBURON

The Point Tiburon neighborhood, across Paradise Drive from Shoreline Park, was built in the 1980s when the former Northwestern Pacific Railroad Yard was redeveloped. The development features commercial buildings and public spaces around a small lake, with residential buildings designed with views to the lake, the Tiburon Lagoon, and the Bay.



POINT TIBURON

The lake serves as a focal point for the multifamily residential and commercial buildings, which surround it.

HISTORIC RESOURCES

The Main Street and Ark Row subareas serve as a reminder of Tiburon's origins as a small port and railroad town. While of modest construction, older buildings, and the new buildings that emulate them, present a village atmosphere that is human in scale and rooted in the past.

In 1999, forty buildings were evaluated for the Downtown Tiburon Historic Resources Study and in 2001 the Town adopted a Local Historic Inventory for Downtown Tiburon including 23 buildings. In 2010, the Town updated the inventory by resolution and removed the Harbor Light Building, 20 Main Street, from the inventory. In 2011, an initial historic evaluation was conducted for the building at 1694-1696 Tiburon Boulevard and found the structure did not possess any characteristics to qualify as a historic resource and the building was subsequently removed from the inventory. The remaining resources listed in the local historic inventory

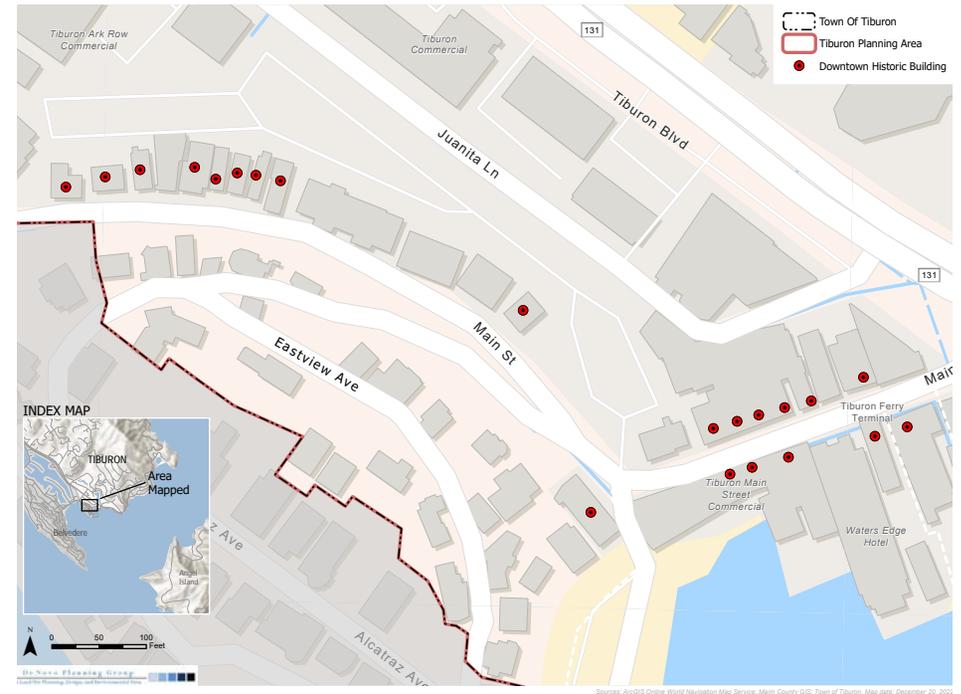
are identified in Table C-1 in the Conservation chapter and shown in Figure DT-3.

Recent State housing laws require streamlined approval of qualifying projects with relatively few exceptions for local jurisdictions to exercise discretion. One such exception is if development would require the demolition of a historic structure that was placed on a national, state, or local historic register. Per California Public Resources Code Sec. 5020.1, a local register of historical resources means a list of resources that are officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution. Thus, the exception would be applicable to the buildings currently listed on Tiburon's Local Historic Inventory.

Figure DT-3

LOCAL HISTORIC RESOURCES

While Downtown has no Historic Landmarks, it contains 21 structures identified in a local historic resources inventory.



DOWNTOWN CIRCULATION

Downtown's network of streets and paths offer relatively direct connections by car, bicycle, and on foot within Downtown and other parts of the community. Tiburon Boulevard (State Highway 131) provides access to Downtown from US Highway 101 and other parts of Marin County, while ferry service to San Francisco provides a direct connection to the region.

Tiburon Boulevard's enhanced streetscape supports traffic flow while also providing continuous sidewalks and bicycle lanes, landscaped medians, and paving and special lighting. Still, the wide right-of-way may offer further opportunities for pedestrians, as well as green infrastructure. The Tiburon Peninsula has become a destination for recreational cyclists; this is supported by the bike lanes on Tiburon Boulevard that carry on to Paradise Drive.

Both public and private ferry operators provide service between the privately-owned Tiburon ferry terminal, San Francisco, and Angel Island. There is no dedicated ferry parking; ferry users use nearby parking lots, are picked up and dropped off, or arrive on bus, bike, or foot.

Downtown provides a unique walking environment, with Main Street's intimate scale and mix of uses, paths along the wharf, the shoreline, and the lagoon at Point Tiburon. This Plan envisions continued enhancement of the downtown pedestrian environment.

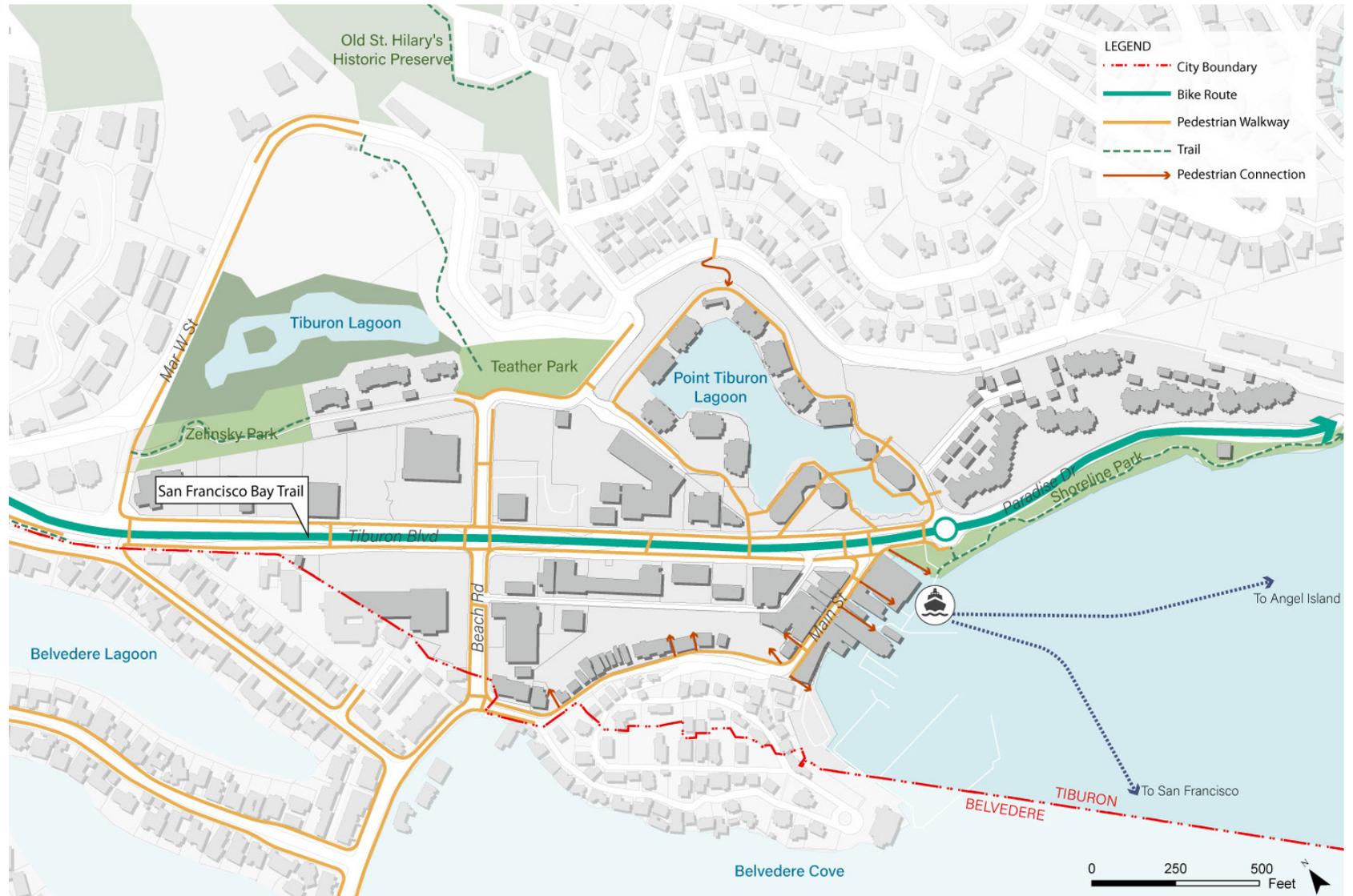
DOWNTOWN CIRCULATION

Downtown Tiburon provides a unique walking environment, as well as access for bikes, cars, and ferry connections.



Figure DT-4

DOWNTOWN CIRCULATION NETWORK



SHORELINE ACCESS AND VIEWS

A central part of what makes Downtown Tiburon memorable is its relationship to the Bay. Public access extends along the Downtown shoreline, from the wharf behind Main Street through Shoreline Park and beyond. The Ferry Terminal, and ferry service to San Francisco and Angel Island, allow Tiburon residents and visitors to embark and arrive by water, and to fully experience that connection. Approaching from the west, Tiburon Boulevard provides a view to the Bay which becomes closer as one travels toward Downtown.

Downtown is also framed by views to Corinthian Hill to the south behind Ark Row, and to the Tiburon peninsula upland neighborhoods and open spaces to the north. These northern views also take in the low-lying parks, open spaces, and lagoons at the base of the ridge.

Downtown Tiburon will continue to be shaped by the experience of its natural context, with support from this Plan.

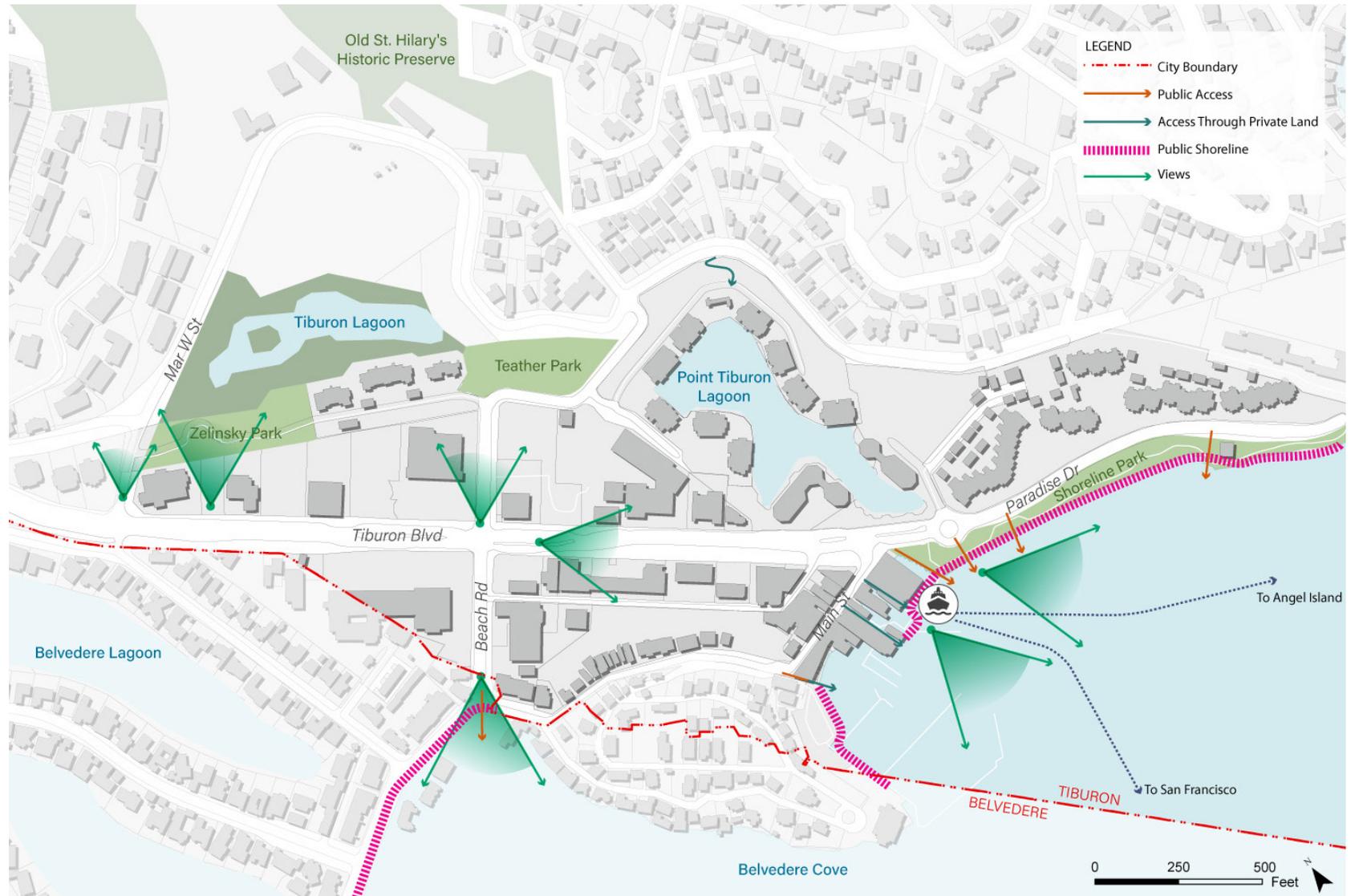


SHORELINE PARK AND VIEWS

Downtown offers memorable views out to the bay and to open spaces on Tiburon Ridge.

Figure DT-5

SHORELINE ACCESS AND VIEWS



VULNERABILITY TO SEA LEVEL RISE

Downtown Tiburon's low elevation, high water table and proximity to the Bay and the Belvedere Lagoon make it vulnerable to flooding today. Much of Downtown is within the 100-year flood zone, including the Boardwalk Shopping Center, Town Hall, and the Fire Station. During heavy rainfall conditions, and especially when combined with high tides, certain areas are known to flood, including the area around Beach Road and Tiburon Boulevard.

This vulnerability will become more acute as time goes on due to sea level rise resulting from climate change. Marin County established the Bay Waterfront Adaptation & Vulnerability Evaluation (BayWAVE) program to study and address sea level rise. In June 2017, the BayWAVE program delivered the Marin Shoreline Sea Level Rise Vulnerability Assessment. This Assessment seeks to provide context

and estimates of the physical and fiscal impacts across the County's bayside shoreline over the coming decades.

Based on BayWAVE models, about 50 acres in Downtown are likely to be vulnerable in the near- and medium-term, including buildings along Main Street as well as portions of Bay Road and the Boardwalk shopping center. In the long-term, much of Downtown Tiburon may be vulnerable to inundation. Vulnerable downtown assets include Tiburon Boulevard and other streets; the Bay Trail; the Ferry Terminal; the Tiburon Fire Department, library, and post office; historic buildings along Main Street; hotels, shops, businesses, and housing. (Marin County Department of Public Works, June 2017). While these projections are critical to our ability to prepare and adapt, these projections may not present a complete picture of rising water levels in specific locations. Sea level rise will be accompanied by rising groundwater levels, fluvial flooding, and shoreline erosion. The interaction of these factors – as well as the potential

for liquefaction associated with seismic events—will create localized conditions that are as yet not fully understood.

The Safety + Resilience chapter (Chapter 11) provides more detail on flooding and sea level rise.

3.3 VISION FOR DOWNTOWN

The General Plan update process, including community engagement through surveys, workshops, Planning Commissions and Council meetings, has revealed a shared vision for Downtown. Elements of this vision are described below.

A CENTER OF COMMUNITY LIFE

Downtown should be a retail destination with thriving businesses that offer diverse goods and services, from basics like groceries to specialties like galleries, boutiques, cafes, and restaurants. Downtown’s retail experience should be connected by beautiful pedestrian environments that extend along Main Street and Tiburon Boulevard. Downtown also provides space for the professionals, local artisans, and service providers that make a place thrive.

Downtown should be a culturally vital place where people can experience

live performances, good food, and art. Downtown is also a center for civic activity. It is a place for festivals and parades, as well as the nucleus of local government.

Downtown Tiburon is a welcoming place, attracting people from around the Bay Area, the country and the world with its incredible natural setting, small-town charm, and great offerings.



CENTER OF COMMUNITY LIFE

Downtown Tiburon will be an active hub, with thriving businesses, cultural events, entertainment, and enhanced public spaces and amenities.



A WALKABLE DISTRICT

Downtown Tiburon is a walkable place. Its walkability is due to its special mix and concentration of businesses and activities, the way its buildings line the street, creating a sense of place, and its safe, comfortable, and attractive sidewalks and public spaces. Main Street is Downtown's heart, and the recent tradition of closing Main Street to traffic for special events should be continued and further explored, including consideration of redesigning Main Street with a focus on the pedestrian realm. Tiburon Boulevard will also become a better pedestrian environment, with contributions from new street-facing buildings, and streetscape enhancements. Existing and new paseos will create pathways between downtown's subareas and connect to the Bay and the hills.

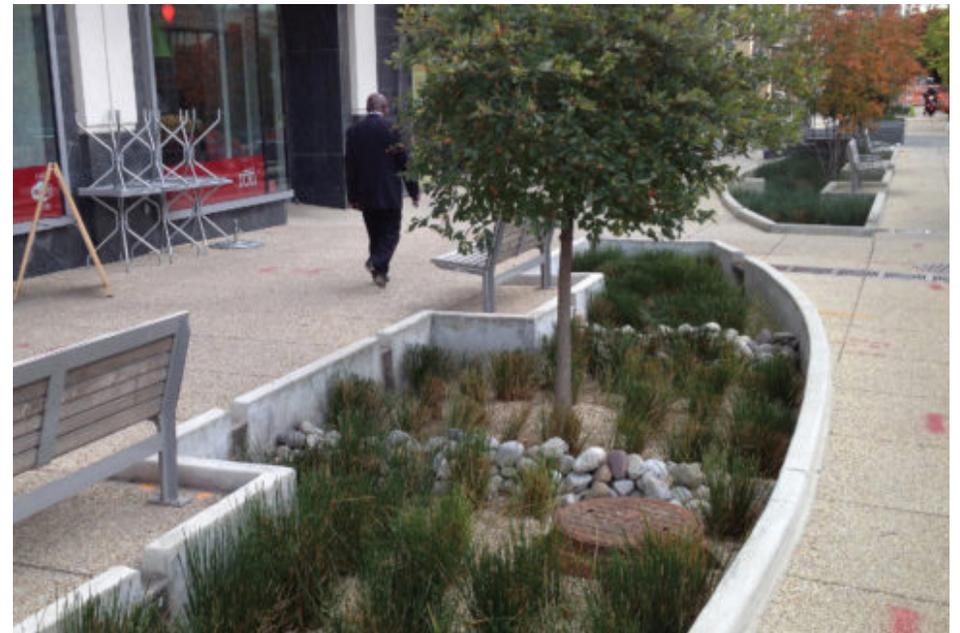
A WALKABLE DISTRICT

Downtown Tiburon's streets, paseos, and pathways will create a high-quality walking environment.



A RESILIENT DOWNTOWN

As a result of climate change, Tiburon must recognize that the shoreline may not be able to be maintained in place without new investments in both traditional and nature-based infrastructure. These investments should be considered in tandem with adjusted expectations for land use and buildings as the community continues to change and develop. Adaptation strategies for Downtown should be designed to protect those assets that are most valued by the community, and to provide multiple benefits, like pedestrian and bike paths, streetscape enhancements, and habitat restoration. Policies and programs in Section 11.8 provide a roadmap for the Town to pursue adaptation in the years ahead.



CLIMATE ADAPTATION WITH CO-BENEFITS

Downtown shoreline (Above). Green infrastructure can be introduced in tandem with pedestrian enhancements (Below).

Source: NACTO

A GREAT NEIGHBORHOOD

Downtown has the potential to become a vibrant residential neighborhood. Downtown housing can serve Tiburon residents who are aging and would like housing that allows them to walk to cultural attractions and engage in community life. It can serve young adults who grew up in Tiburon and would like to stay. Downtown housing can also invite Tiburon's teachers, nurses, and workers who presently commute in to be part of the community.

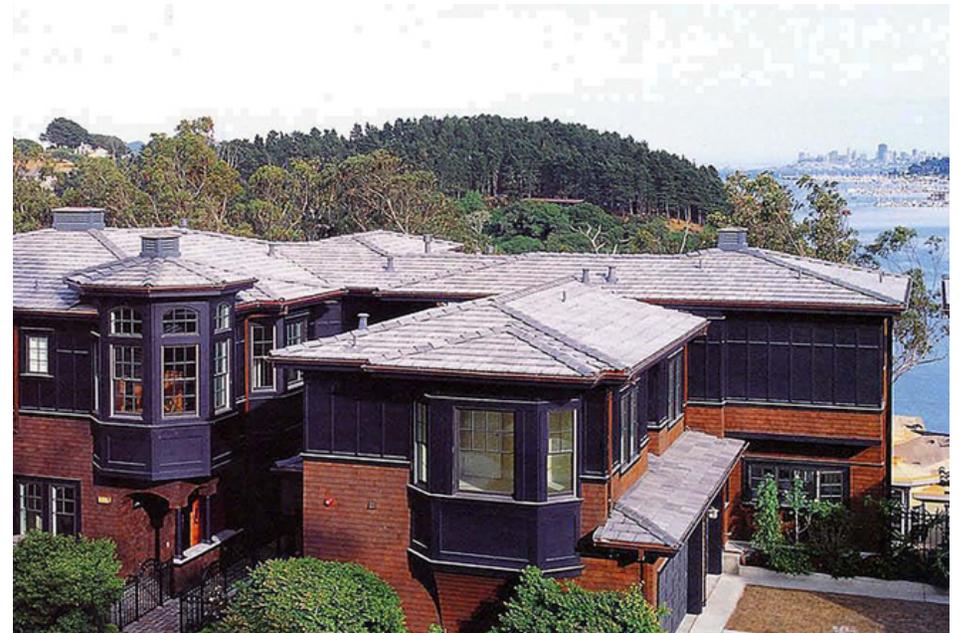
While many downtowns "roll up the sidewalks" at night, housing can make Downtown more active and inviting for everyone, increasing patronage of local businesses, and broadening of the types of goods and services offered.

In Downtown, new development can fill in street fronts that are now lined by parking lots and, in doing so, create a human-scaled, village-like place. New street-facing buildings can make

it possible to walk to local destinations along sidewalks lined by stores and porches. While larger parcels could result in buildings that are bigger than has occurred historically, design regulations will ensure appropriate scale.

A GREAT NEIGHBORHOOD

New housing downtown will help nurture a diverse community and a thriving, human-scaled place. Examples shown here are from Downtown Superior, Colorado (Above), and the unincorporated community of Strawberry, California (Below).



CONNECTION TO HISTORY

Tiburon has an exemplary, largely intact Main Street, where old, potentially historic buildings frame and activate the street. It gives a glimpse of what life in a small harbor and railroad town might have been like. New development should respect and reinforce this traditional pattern of building, while conserving of Tiburon's historic resources is of cultural, social, and economic importance.



CONNECTION TO HISTORY

New development Downtown will honor and complement the Main Street fabric..

3.4 GOALS, POLICIES, AND PROGRAMS

LAND USE MIX AND ACTIVATION

GOAL DT-A

Enhance Downtown’s role as the heart of the community and a thriving commercial and visitor destination.

GOAL DT-B

Promote pedestrian activity & enjoyment of life in Downtown through land use, design, & public investment.

GOAL DT-C

Support mixed-use development in Downtown, with an emphasis on

providing housing opportunities.

POLICY DT-1 CENTRAL GATHERING PLACE.

Promote a Downtown that is attractive to residents and visitors of all ages and backgrounds, with a mix of commercial activities and housing, public spaces, amenities, and events.

POLICY DT-2 MIX OF COMMERCIAL USES.

Encourage commercial land uses Downtown, including a mix of businesses serving residents & visitors.

Program DT-a Update the Zoning Ordinance and Design Handbook.

Update the Tiburon Zoning Ordinance and the Tiburon Design Handbook to be consistent with the goals and policies of this chapter as they pertain to land use mix and activation.

POLICY DT-3 MIX OF USES WITH HOUSING.

Encourage mixed-use development that includes housing in combination with retail, restaurants, offices, or community uses in Downtown Tiburon.

POLICY DT-4 GROUND FLOOR COMMERCIAL FRONTAGES.

Where essential to provide foot traffic that supports shops and preserve maintain Main Street’s and Ark Row’s character, require that new development feature commercial street frontages. These ground-floor spaces may be occupied by a wide range of retail and restaurant uses; personal services; or community uses such as daycare or performance spaces.

POLICY DT-5 OFFICE USES.

Limit office uses in existing or new ground-floor spaces to promote active street life.

POLICY DT-6 HOUSING DOWNTOWN.

Create opportunities for a variety of multifamily housing downtown, with or without ground-floor commercial or community uses.

POLICY DT-7 ECONOMIC VITALITY.

Actively promote the economic vitality of Downtown, in partnership with local businesses and organizations.

Program DT-b Chamber of Commerce.

Sustain partnerships with the Chamber of Commerce to improve the business climate and support local businesses.

DOWNTOWN CHARACTER AND DESIGN

GOAL DT-D

Preserve and enhance the historical attributes and small-town character of Downtown that exists on Main Street and Ark Row.

GOAL DT-E

Extend Downtown's human-scaled small-town environment along Tiburon Boulevard from the Library to the Bay. Encourage an active pedestrian environment and alternative means of transportation.



ACTIVE FRONTAGE ON MAIN STREET

Main Street exhibits mixed-use buildings with active retail.

POLICY DT-8 DISTINCT CHARACTER AREAS.

Support and enhance Tiburon's distinct small-town character in each of Downtown's subareas through design of buildings and public space. Reinforce Main Street as a human-scaled community gathering place framed by continuous storefronts. Preserve Ark Row as an intimate assemblage of small buildings with amenity-rich street frontage. Along Tiburon Boulevard, create a village-like extension of Downtown that maintains Downtown's scale and sense of place. Celebrate Tiburon's scenic waterfront and connection to the Bay along Shoreline Park. Maintain a sense of neighborhood in Point Tiburon. Embody Tiburon's history and aspiration for a more resilient and equitable future in its Civic Hub.

POLICY DT-9 ACTIVITY HUB AT TIBURON BOULEVARD AND BEACH ROAD.

Facilitate development of properties around the intersection of Tiburon Boulevard and Beach Road to create a new activity hub with opportunities for walkable retail and multifamily housing downtown.

POLICY DT-10 HISTORIC RESOURCES.

Encourage preservation of significant historic buildings and resources Downtown, through implementation of the California State Historic Building Code and additional guidance provided by the Town of Tiburon.

Program DT-c Incentives.

Explore incentives to support the Town's historic preservation goals.

POLICY DT-11 LOCAL HISTORIC BUILDINGS.

Character-defining elements of buildings listed on the Town's Inventory of Local Historical Buildings (Resolution No. 07-2001 as amended) shall be retained, preserved, and restored wherever feasible.

POLICY DT-12 ARK ROW.

Retain and rehabilitate the historic arks, cottages, and other resources of Ark Row consistent with The Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines for Rehabilitating Historic Buildings.

POLICY DT-13 PEDESTRIAN-FRIENDLY GROUND FLOOR.

Ensure that buildings contribute to a lively, active pedestrian environment at street level through build-to lines, setback areas that expand the public

realm, and ground-floor design characteristics including the following:

- storefront and building entrances that directly face the sidewalk;
- floor-to-floor heights that enable flexible commercial use and create a sense of welcome;
- visibility between the sidewalk and building interiors;
- canopies and awnings that provide shade and support business identity;
- harmonious, pedestrian-oriented signage; and
- opportunities for indoor and outdoor display and seating.

POLICY DT-14 GATHERING PLACES.

Encourage retail storefronts, cultural destinations, and active outdoor spaces for community gathering, such as sidewalk cafes, in order to make walking Downtown a stimulating and enjoyable activity.

POLICY DT-15 MIX OF BUILDING HEIGHTS.

Enable a mix of building heights for new construction, creating variety and accommodating a vibrant mix of uses.

POLICY DT-16 BUILDING PLACEMENT, HEIGHT, AND MASSING.

Ensure new buildings are attractive additions to the downtown environment. This will be achieved through:

- placing buildings so that they line and define streets & public spaces;
- composing facades in a way that complements adjacent buildings or district character;
- breaking up the massing of large buildings into increments;
- providing variation in building height, allowing for solar access while maintaining a continuous streetwall; and

- incorporating façade projections and recessed storefronts that add variety and pedestrian comfort at street level.

Program DT-d Update the Zoning Ordinance and Design Handbook.

Update the Tiburon Zoning Ordinance and the Downtown Tiburon Design Handbook to be consistent with the goals and policies of this Element as they pertain to downtown building design and character and the need to provide objective development standards.



BUILDING FACADES AND MASSING

Ground floor facade treatment, facade increments and building massing creating attractive downtown character.

ACCESS, CIRCULATION AND PARKING

GOAL DT-F

Improve and enhance access to and movement through Downtown for all modes of travel, with an emphasis on pedestrian comfort and safety.

GOAL DT-G

Provide parking, electric vehicle charging stations, bike parking, pick-up/drop-off and loading areas that optimize use of the curbside and access for all.

POLICY DT-17 ACCESS FOR ALL MODES.

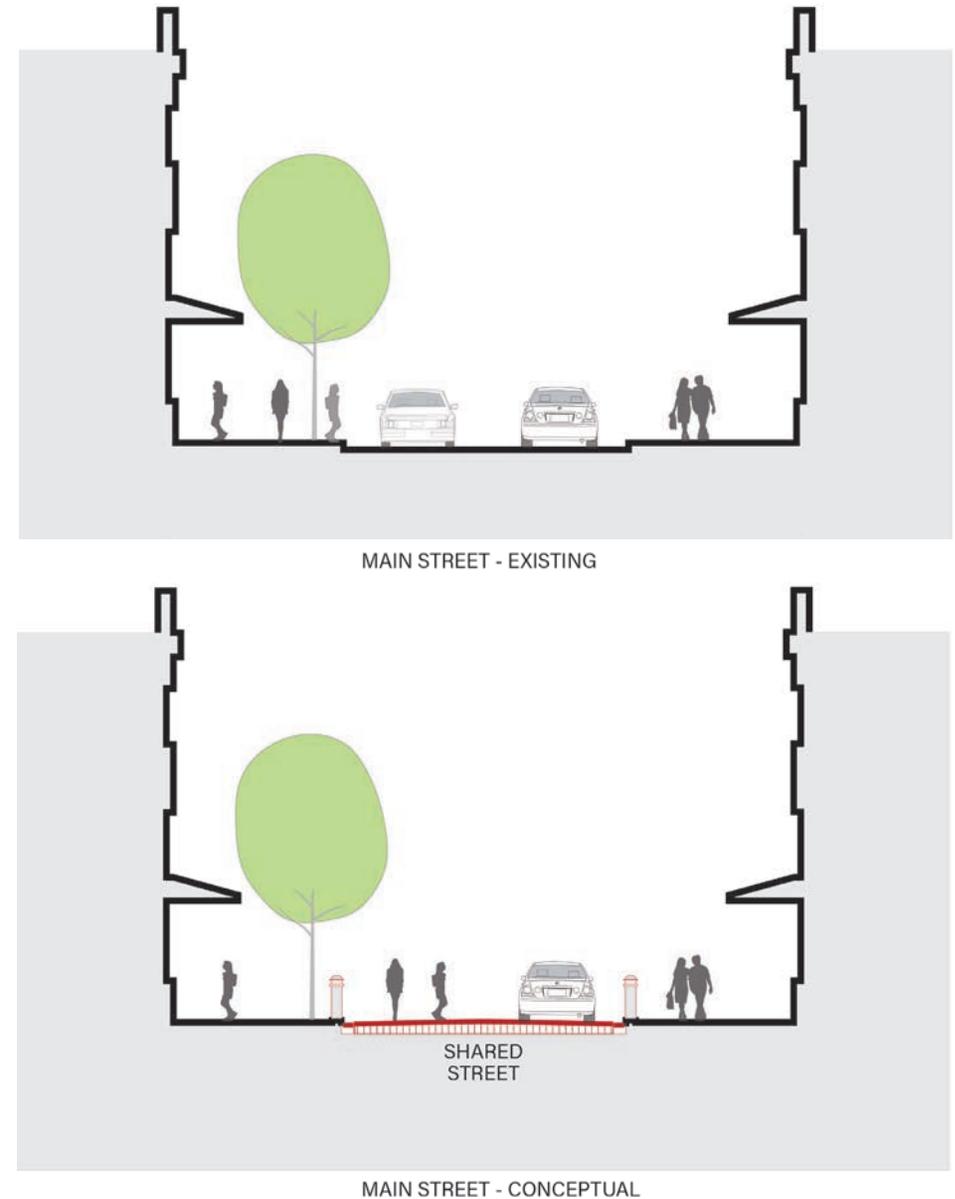
Pursue potential circulation and design changes to Main Street, Tiburon Boulevard, and other downtown streets that would enhance multimodal access and visibility. Work to calm and minimize traffic.

Program DT-e Main Street Pilot Program.

Initiate a pilot program to test the feasibility of converting lower Main Street to a pedestrian-priority space. Study long-term design options, including the feasibility of a one-way couplet involving Main Street and Juanita Lane if deemed necessary. Redesign of Main Street should emphasize creating a high-quality pedestrian environment, address flood hazards, and respond to the need to adapt to sea level rise

Figure DT-7

CONCEPTUAL MAIN STREET REDESIGN



Program DT-f Tiburon Boulevard Design.

Plan, design and implement streetscape improvements to Tiburon Boulevard’s public right-of-way to create a balanced transportation environment. These improvements may include, but are not limited to, traffic calming; widening sidewalks; providing pedestrian amenities; installing new street trees and vegetation; upgrading bike infrastructure; providing vehicle and transit access, on-street parking, and electric vehicle charging; and incorporating stormwater management and flood hazard mitigation.

POLICY DT-18 ENCOURAGE BICYCLE USE.

Ensure that bicycle and e-bike access to and through downtown is safe and comfortable, for local trips and recreation.

Program DT-g Bicycle Infrastructure Improvements.

Initiate improvements to downtown bike facilities including designation and implementation of bike lanes, signage, pavement markings, & bicycle parking.

Program DT-h Bicycle Parking.

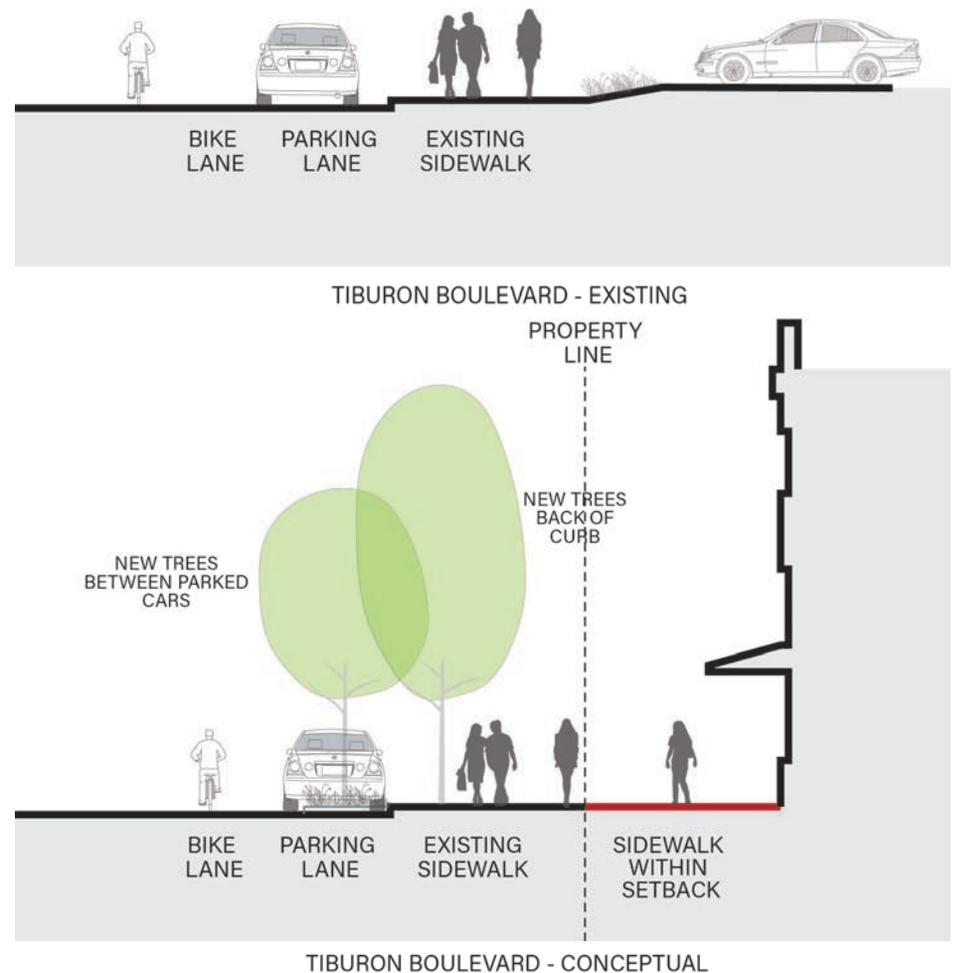
Provide bike parking as part of streetscape improvements, including secure parking for e-bikes.

POLICY-19 SUPPORT TRANSIT SERVICES.

Support transit service and increased transit use, through advocacy, promotion and public communications, and contributions to streetscape enhancements that create a better transit user environment.

Figure DT-8

CONCEPTUAL TIBURON BOULEVARD REDESIGN



Program DT-i Transit Improvements.

Actively monitor changes to transit service, advocate for service optimization for Tiburon, and support enhanced transit infrastructure as part of downtown streetscape improvements.

POLICY DT-20 FERRY SERVICE.

Support ferry service and encourage the use of ferries to create a unique and enjoyable travel option for Tiburon residents and visitors while reducing visitor vehicle traffic and parking demand.

Program DT-j Ferry Service Improvements.

Actively monitor the San Francisco Bay Area Water Transit Authority process and advocate for improved ferry service and facilities.

POLICY DT-21 PRIORITIZING PEDESTRIANS.

Enable safe and comfortable pedestrian access throughout downtown and to the downtown waterfront.

POLICY DT-22 PEDESTRIAN ACCESS TO WATERFRONT.

Pursue the opportunity to provide increased pedestrian access to the waterfront along Main Street when changes in property use and construction of major additions or substantial redesign of new buildings allow.

POLICY DT-23 PEDESTRIAN AMENITIES.

Provide paving treatments, landscape elements, street furnishings and street lighting that will enhance use and enjoyment of sidewalks, parks, pedestrian corridors, plazas, and other public areas.

POLICY DT-24 STREETScape IMPROVEMENTS.

Require new development to contribute to desired downtown streetscape enhancements and midblock paseos.

Program DT-k Update the Zoning Ordinance.

Update the Tiburon Zoning Ordinance to achieve circulation goals and policies for downtown, including requirements for new development to provide streetscape improvements and midblock public paseos, and to adjust vehicle and bike parking requirements.

POLICY DT-25 PEDESTRIAN CONNECTIONS.

Pursue opportunities to create new midblock pedestrian connections to enhance the downtown walking experience. Paseos may create new connections between Tiburon Boulevard and Main Street (Ark Row), as well as new connections through future development north of Tiburon Boulevard.

POLICY DT-26 CONNECTIONS TO THE BAY AND HILLS.

Create pedestrian connections between downtown Tiburon, the Bay, and the hillside open space and trail network. Explore a high-quality pedestrian connection along Beach Road from the Bay to Teather Park, and a trailhead and trail connection between Teather Park and Old St. Hilary's Preserve.

POLICY DT-27 GREEN INFRASTRUCTURE.

Integrate green infrastructure into downtown streetscape improvements, helping to protect downtown from flooding hazards and adapt to sea level rise while contributing to an attractive and pedestrian-oriented street environment.

POLICY DT-28 PARKING.

Provide adequate on- and off-street public and commercial parking areas to support downtown businesses, destinations, and events, and share parking resources.

Program DT-l Main Street Parking Lot.

For the Main Street Parking Lot, explore partnership with the property owner to support long-term improvements to pedestrian walkways, stairways, lanes and intersection points, directional and parking availability signage,

pavement markings, vehicular access, electric vehicle charging stations, and landscaping.

Program DT-m Review Parking Utilization.

Periodically review, along with Downtown property owners and merchants, the relationship between Downtown businesses and the time limit regulations of on-street parking and study changes to the current public street parking regulations to best serve Downtown merchants and their patrons.

Program DT-n Public Parking.

Explore the desirability and feasibility of a public parking facility in Downtown.

POLICY DT-29 PARKING REQUIREMENTS.

Establish parking requirements for new development that ensure that parking demand generated by new uses is

met, helping to facilitate downtown revitalization and without detracting from a cohesive built environment.

Program DT-o Revise Parking Requirements.

Conduct a study of on- and off-street parking inventory, occupancy, and pricing, and update the Town's approach to shared parking resources.

Program DT-p Transportation Demand Management.

Consider transportation demand management programs when updating parking requirements in Tiburon's Zoning Ordinance.

POLICY DT-30 LOCATION AND DESIGN OF PARKING.

Locate parking facilities behind buildings, and provide landscaping and signage that integrates parking into an attractive downtown environment

and helps visitors navigate to parking and destinations. Structured parking should be integrated into buildings, screened, low-key, and not prominently visible.

POLICY DT-31 WAYFINDING AND IDENTITY SIGNAGE.

Provide wayfinding and identity signage that orients visitors to destinations and contributes to an attractive and unified sense of place.

Program DT-q Sign Program.

Initiate a wayfinding and identity signage program for downtown.

Public Facilities, Spaces and Amenities are the subject of Goals DT-F and DT-G and the policies and programs that follow.

PUBLIC FACILITIES, SPACES AND AMENITIES

GOAL DT-H

Enhance and program Downtown's public facilities, public spaces, and amenities to attract Tiburon residents and visitors of all ages and backgrounds.

POLICY DT-32 DONAHUE BUILDING.

Maintain Shoreline Park's historic Donahue Building (currently the Railroad/Ferry Museum) as a public use.

POLICY-33 DOWNTOWN PUBLIC SPACES.

Initiate a study of downtown public spaces to identify opportunities to make these spaces more successful in supporting active and diverse public use.

POLICY-34 NEW PUBLIC AMENITIES.

Add new community amenities downtown, potentially including play areas, restrooms, infrastructure to support temporary events, public art, and a kayak launch.

Program DT-r New Downtown Amenities.

Study options and potential locations and gauge public support for new amenities downtown, potentially including a play area, a small public restroom, plaza improvements to support events, and a kayak launch.

Program DT-s Public Art Ordinance.

Consider adoption of a public art ordinance and establishment of a community program to encourage public art where appropriate.

POLICY-35 PROGRAMMING PUBLIC SPACE.

Facilitate and support programming for downtown public spaces, potentially including a farmers' market, block parties and concerts, food trucks, and pop-up social spaces.

Program DT-t Support Public Events.

Fund and implement a year-round program of public events downtown, coordinating closely with the Chamber, the Library, and others.





04.

HOUSING



YOU ARE HERE...

CONTENTS

- 1 INTRODUCTION
- 2 LAND USE
- 3 DOWNTOWN
- 4 HOUSING**
- 5 DIVERSITY, EQUITY + INCLUSION
- 6 MOBILITY
- 7 NOISE
- 8 SUSTAINABILITY
- 9 CONSERVATION
- 10 OPEN SPACE, PARKS + RECREATION
- 11 SAFETY + RESILIENCE

4.1 PURPOSE OF THE CHAPTER

Tiburon’s residents live in a variety of housing types, including single-family homes, duplexes, multifamily buildings, and accessory dwelling units (ADUs). Housing development over the past decade has been slow and limited to single family homes on the few remaining vacant lots in town and a small number of ADUs each year. As a result of the constrained housing supply and the desirability of living in Tiburon, housing is extremely expensive, pricing out younger families, those who work in lower-paying service occupations, and those who have been historically excluded from housing opportunities. The Town recognizes that an adequate supply of housing – and especially affordable housing – is essential to creating and maintaining a vibrant, diverse, and sustainable community.

The Housing chapter includes the following sections.

4.2 2023-2031 Housing Element.

Provides an overview of the State-mandated housing element process, the Town’s share of the regional housing need, and the Town’s Housing Element for the 2023-2031 planning period contained in Appendix 1.

4.3 Housing Opportunity Sites.

Highlights housing opportunity sites and strategies contained in the Housing Element.

4.4 Goals, Policies, and Programs.

Identifies goals, policies, and programs to expand housing opportunities and further fair housing.

4.2 2023-2031 HOUSING ELEMENT

The Town addresses its housing challenges through a comprehensive set of goals, policies, and programs in the Housing Element. Because housing is of critical concern to California, the State government requires cities and towns to update their housing element regularly. The Housing Element is subject to detailed statutory requirements and mandatory review by the State Department of Housing and Community Development (HCD).

The Housing Element process begins with HCD allocating a region's share of the statewide housing need to the local Council of Governments based on State Department of Finance population projections and forecasts used in preparing regional transportation plans. The Council of Governments for Tiburon and the nine-county Bay Area region is the Association of Bay Area Governments (ABAG). ABAG, in collaboration with the Metropolitan

Transportation Commission, develops a Regional Housing Needs Allocation Plan that assigns the regional housing need to the individual cities, towns and counties within the Bay Area. Tiburon's share of the regional housing need for the 2023-2031 planning period is 639 units, which represents 4.4 percent of the 14,405 units allocated to Marin County. The Town's Regional Housing Need Allocation (RHNA) is approximately eight times the previous 5th cycle allocation of 78 units. The significant increase was due to a higher regional need as well as ABAG's 6th cycle allocation methodology, which distributed more of the housing need to jurisdictions that are considered "transit rich" and, in an effort to avoid further segregation and concentration of poverty, "high resource" areas. In Tiburon's case, ABAG classifies the town as transit-rich because its ferry dock is serviced by public transit. Tiburon is classified as a highest resource area due to factors such as high performing schools, higher employment, a higher percentage of adults with a bachelor's degree, lower poverty rates, and less exposure to environmental and health hazards.

The regional share is further allocated according to four income levels: very low income, low income, moderate income, and above moderate income. Tiburon's regional housing need of 639 units is distributed among the four income categories as follows:

- 193 units affordable to very low-income households (up to 50 percent of the area median income)
- 110 units affordable to low-income households (50 to 80 percent of the area median income)
- 93 units affordable to moderate-income households (80 to 120 percent of the area median)
- 243 units affordable to above moderate-income households (over 120 percent of the area median income)

Affordable housing is generally defined as housing that costs no more than 30 percent of a household's gross income. Affordable housing may be market rate housing or income-restricted housing that is required under financing agreements, deed restrictions, and/or development agreements to provide units affordable to very low-, low-, or moderate-income households. Tiburon has 104 deed-restricted affordable

housing units, including the Hilarita Apartments, Cecilia Place, Bradley House, Tiburon Hill Estates, and Point Tiburon Marsh. The Town owns eight of the twenty affordable units at Point Tiburon Marsh, which provide housing for public employees.

Local governments are not required to build or finance housing, but they are required to ensure there are adequate vacant and underutilized sites, appropriately zoned, to meet the projected housing need. The process provides local control over where and what type of development should occur while creating opportunities for private for-profit and non-profit developers to meet market demand. The Town's Housing Element demonstrates that the Town can accommodate its projected housing need through a combination of underutilized sites and vacant land.

The Housing Element in its entirety is included as Appendix 1. The Housing Element includes an evaluation of the 5th cycle housing element programs and accomplishments; an overview of the housing element's public participation process; a detailed analysis of housing needs, including special populations' needs; a comprehensive description of

housing sites and strategies, including accessory dwelling unit development and utilization of Senate Bill 9; a detailed analysis of governmental and non-governmental constraints to housing production; the newly required Affirmatively Furthering Fair Housing analysis; and goals, policies, and programs with clearly defined objectives and timelines for implementation.

4.3 HOUSING OPPORTUNITY SITES

Most of the sites within residential zones in the Town are built out or are not viable for high-density development due to environmental or topographic constraints and therefore offer very limited new housing opportunities. Where there are sites that can accommodate higher residential density, residents have expressed concerns about impacts that may result from the addition of a substantial number of new housing units, including impacts to the water

supply, evacuation and emergency vehicle access, and traffic, as well as the threat of environmental hazards such as flooding, tsunamis, sea level rise, and wildfire for new development in flood zones and the wildland-urban interface zone. Nonetheless, the Town recognizes that it must provide opportunities to meet its RHNA. To achieve this goal, the Town increased allowable residential densities on certain housing opportunity sites and identified mixed-use zones in the Downtown along Tiburon Boulevard, Beach Road, and Main Street where new housing can be mixed in with ground-floor commercial uses (see Table H-1). These sites were chosen for their proximity to transit and services, as well as their potential to help revitalize Downtown through careful planning and design standards. In addition to these mixed-use sites, multifamily development is identified for the vacant portion of the Reed School property and the 9.6-acre parcel at 4576 Paradise Drive. Table H-1 also includes a limited number of new single family, duplex, and accessory dwelling units as may be counted per HCD guidelines.

While the development capacities shown in Table H-1 reflect the

allowable density ranges, it is important to note that realistic capacities for RHNA purposes are calculated at the lowest end of the range. Also, development capacities do not include additional residential development that may be required under State density bonus law for developers that choose to include specified levels of affordable housing.

Table H-1

HOUSING SITES

ADDRESS	GP DESIGNATION / ZONING DISTRICT	PARCEL SIZE (ACRES)	DENSITY (DU/ACRES)	DEVELOPMENT CAPACITY
1525 Tiburon Blvd.	MU / MU	0.66	30 - 35	19 - 23
1535 Tiburon Blvd.	MU / MU	0.72	30 - 35	21 - 25
1601 Tiburon Blvd.	MU / MU	0.57	30 - 35	17 - 19
4 Beach Rd.	MU / MU	1.07	30 - 35	32-37
1550 Tiburon Blvd.	MU / MU	2.21	30 - 35	66-77
1620 Tiburon Blvd.	MU / MU	0.27	30 - 35	26-30
1640/50 Tiburon Blvd.	MU / MU	0.60	30 - 35	
6 Beach Rd.	MU / MU	0.41	30 - 35	39 - 46
12 Beach Rd.	MU / MU	1.00	30 - 35	
1199 Tiburon Blvd.	VH-25 / R-4	2.90	20 - 25	58 - 72
1100 Mar West St.	MU / MU	0.47	30 - 35	40 - 47
1110 Mar West St.	MU / MU	0.30	30 - 35	
1120 Mar West St.	MU / MU	0.59	30 - 35	
1555 Tiburon Blvd.	MU / MU	0.86	30 - 35	25 - 30
1599 Tiburon Blvd.	MU / MU	1.66	30 - 35	49 - 58
1600 Tiburon Blvd.	MU / MU	0.39	30 - 35	11 - 13
1610 Tiburon Blvd.	MU / MU	0.13	30 - 35	3 - 4
1660 Tiburon Blvd.	MU / MU	0.43	30 - 35	12 - 15
1680 Tiburon Blvd.	MU / MU	0.29	30 - 35	8 - 10
26 Main St./ 2 Juanita Ln.	MS / MS	0.43	20 - 25	8 - 10
4576 Paradise Dr	VH / R-3	9.58	10 - 12.4	93 - 118
Accessory Dwelling Units				72
Single and Two-Family Houses				106
TOTAL				705 - 812



HOUSING OPPORTUNITY SITE

1599 Tiburon Blvd. currently houses a CVS and parking

4.4 GOALS, POLICIES, AND PROGRAMS

The following goals, policies, and programs are excerpted from the entire Housing Element in Appendix 1. See the Housing Element in Appendix 1 for program responsibility, funding sources, quantified objectives, and implementation timeframe.

GOAL H-A

Establish a Town leadership role in providing a mix of housing types that matches the needs of people of all ages and income levels.

POLICY H-A1 LOCAL GOVERNMENT LEADERSHIP AND COMMITMENT OF RESOURCES.

Establish affordable housing as an important priority, with local government taking a proactive

leadership role in working with community groups, property owners, affordable housing providers, developers, and other jurisdictions, agencies, and stakeholders in implementing the Housing Element. Marshal and commit the Town's political leadership, staff, funding sources, and available land resources toward the implementation of the Housing Element's goals, policies, and programs.

POLICY H-A2 REDEVELOPMENT AGENCY (TOWN OF TIBURON AS SUCCESSOR AGENCY).

Maximize the use of housing set-aside monies in support of affordable housing. Tiburon's solitary Redevelopment Project Area includes a portion of the Downtown area where several of the sites listed in the Housing Element are located. The Town will seek projects where it can expend its Housing Set Aside funds in conjunction

with the Marin Housing Authority. Those funds will be used toward affordable housing projects in the Tiburon Housing Element area and preferably within the Redevelopment Project Area boundary.

POLICY H-A3 AFFORDABLE HOUSING IN-LIEU FEE FUND AND OTHER FUNDING SOURCES.

The Town will seek ways to reduce housing costs for lower-income workers and people with special needs by using ongoing local funding resources (Housing In-Lieu Fund) and continuing to utilize other local, state, and federal assistance to the fullest extent. The Town will continue to collect and expend affordable housing in-lieu fees for meritorious affordable housing projects.

POLICY H-A4 COLLABORATE WITH HOUSING PROVIDERS.

Work with private non-profit housing groups to identify opportunities for, and provide and maintain, affordable housing in Tiburon.

POLICY H-A5 COLLABORATE WITH OTHER MARIN COUNTY PLANNERS.

The Town will coordinate housing strategies with other jurisdictions in Marin County as appropriate to meet the Town's housing need. Small municipalities rarely have the staff expertise to maximize assistance to affordable housing developers, especially in the early stages of project formulation and financing. Therefore, the Town supports collaboration of local planners within Marin County to implement Housing Element programs for each jurisdiction.

POLICY H-A6 EQUAL HOUSING OPPORTUNITY.

Ensure equal housing opportunities for individuals and families seeking housing in Tiburon. Ensure that housing seekers are not discriminated against, consistent with the Fair Housing Act.

POLICY H-A7 AFFIRMATIVELY FURTHER FAIR HOUSING.

Take meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics, which are: race, color, national origin, religion, sex (including identity and sexual orientation), familial status, and disability.

Program H-a Improve Community Awareness of Housing Needs, Issues, and Programs.

The Town will provide information and promote programs and resources for affordable housing, homebuyer assistance, rental assistance, housing rehabilitation, energy efficiency and decarbonization of homes, fair housing, reasonable accommodation requests, and sources of income laws through the following means:

1. Maintain a page on the Town's website that describes housing programs (such as Residential Rehabilitation Loans, Housing Choice Vouchers, Home Match, and the Affordable Housing and Home Buyer Readiness Program), affordable housing sources (such as the Below Market Rate Home Ownership Program), senior and disabled housing sources and services, fair housing laws, and landlord and tenant resources and provide direct links to County agencies and other resources

that administer programs and/or provide more detailed information.

2. Include information on housing programs, affordable housing sources, senior and disabled housing sources and services, fair housing laws, and landlord and tenant resources in Town newsletters and other general communications that are sent to residents.
3. Maintain information and handouts at the Town's public counter, including brochures published by Fair Housing Advocates of Northern California.
4. Train selected Town staff to provide referrals.
5. Distribute information on programs at public locations (library, schools).
6. Collaborate with other agencies and local jurisdictions (County of Marin, Marin Housing Authority, Chamber of Commerce, EAH) to prepare presentations and distribute informational materials to improve awareness of housing needs, issues,

fair housing, and available housing programs.

7. Distribute materials and brochures to neighborhood groups, homeowner associations, property owners and managers, real estate agents, ADU owners, religious institutions, businesses, and other interested groups (Rotary, Chamber of Commerce, etc.).
8. Adopt a Fair Housing Month proclamation each year.

Program H-b Community Outreach when Implementing Housing Element Programs.

Coordinate with local businesses, housing advocacy groups, neighborhood groups, and the Chamber of Commerce in building public understanding and support for workforce and special needs housing and other issues related to housing, including the community benefits of affordable housing, mixed-use, and pedestrian-oriented development. The Town will notify a broad representation

of the community when housing programs are discussed by the Planning Commission or Town Council. Specific outreach activities include:

1. Maintain the Housing Element mailing list and send public hearing notices to all interested community members, non-profit agencies, and affected property owners.
2. Post notices at Town Hall, the library, and the post office.
3. Publish notices in the local newspaper.
4. Post information on the Town's website.
5. Conduct outreach (workshops, neighborhood meetings) to the community as Housing Element programs are implemented. Invite local businesses, housing advocacy groups, neighborhood groups, and the Chamber of Commerce to make presentations and participate in workshops and neighborhood meetings.

6. Utilize local businesses, housing advocacy groups, neighborhood groups, and the Chamber of Commerce when conducting focus groups, surveys, and distributing information to their clients and members.

Program H-c Inclusive Outreach.

Conduct targeted outreach to underrepresented community members, including the disabled, seniors, low-income households, people of color, and people who do not speak English as a first language. Provide housing-related materials in Spanish and provide language translation on the Town's website. Provide surveys in Spanish and Spanish translation for workshops and conduct focus groups with underrepresented community members. Utilize the Town's affordable housing providers, Chamber of Commerce, and community groups representing protected class members to assist in outreach efforts.

Program H-d Promote Countywide Collaboration on Housing.

Participate in a Housing Working Group that consists of staff at all Marin cities and towns and the County of Marin to participate in countywide housing projects, share best practices, and discuss housing issues.

Program H-e Provide Home Match Services.

Work with home match service providers such as Home Match Marin to help match over-housed seniors with potential lower-income tenants or other seniors to save on housing costs. Promote these programs through outreach methods and venues described in Program H-b.

Program H-f Foster Meaningful Assistance from Other Agencies.

Town staff will meet and work with other public agencies and special districts (water, fire, schools, sanitary districts, etc.) to promote affordable housing

through the provision of fee waivers, fee reductions, development of property, or other assistance for affordable housing projects.

Program H-g Conduct Outreach for Developmentally Disabled Housing and Services.

Work with the Golden Gate Regional Center to implement an outreach program that informs families within Tiburon on housing and services available for persons with developmental disabilities. Provide information on services on the Town's website and distribute brochures supplied by the service providers. The Town will take the following specific actions in 2023:

1. Contact the Golden Gate Regional Center (GGRC) and establish a working relationship with a specific contact person. Inquire about other service providers that should be included in the Town's outreach.
2. Request written information from the GGRC and other service providers

on housing and services available for persons with developmental disabilities for posting on the Town's website and inclusion in the Town's newsletter.

3. Request brochures from the GGRC and other service providers on housing and services at Town Hall.
4. Discuss other actions with the GGRC the Town could take to promote housing and services available for the developmentally disabled and create an outreach program with specific steps for implementation.

Program H-h Review the Housing Element Annually.

As required by State law, the Town will review the status of Housing Element programs and submit a progress report to the State Department of Housing and Community Development and the Governor's Office of Planning and Research by April 1st.

Program H-i Update the Housing Element.

Update the Tiburon Housing Element consistent with State law requirements.

Program H-j Coordinate with Water and Sewer Providers.

As required by State law, the Town will provide a copy of the adopted housing element update to water and sewer providers, including the Marin Municipal Water District, Sanitary District Number 5 of Marin County, Richardson Bay Sanitary District, and Sanitary District Number 2 of Marin County. The Town will also provide a summary and quantification of Tiburon's regional housing need allocation.

Program H-k Apply for State and Local Funds for Affordable Housing.

Apply for state and local affordable housing funds including, but not limited to, the programs listed in Section 4.8. Commit these funds to one or more

projects located on designated housing sites as shown in the Housing Sites Inventory Table 11, to projects targeted for persons with disabilities, including persons with developmental disabilities, and to projects targeted to extremely low-income households.

Program H-l Redevelopment Funding (Town of Tiburon as Successor Agency).

In conjunction with the Marin Housing Authority, use remaining housing set-aside funds to meet existing affordable housing obligations and, once those are met, expend the funds solely for the provision of affordable housing in Tiburon consistent with the Tiburon General Plan.

Program H-m Work with Non-Profits on Housing.

The Town will work with non-profits to assist in achieving the Town's housing goals and implementing programs. Coordination should occur on an ongoing basis, and as special

opportunities arise related to specific housing sites and as the Housing Element is implemented. The Town will reach out to developers of supportive housing to encourage development of projects targeted for persons with disabilities, including developmental disabilities. The Town will also reach out to developers of affordable housing for extremely low-income households. The Town will take the following specific actions:

1. Develop a list of affordable and supportive housing developers, identify primary contacts, and establish working relationships.
2. Maintain a list of housing opportunity sites and discuss potential housing development on these sites as well as other housing sites and opportunities.
3. Discuss development standards and permit processing procedures relevant to potential housing sites.
4. Discuss incentives the Town can offer, including priority processing, density bonuses and concessions,

- fee waivers or deferrals, and modification of development standards.
5. Identify available funding sources, including the Town’s Low and Moderate Income Housing Fund, as well as other sources the Town could apply for.
 6. Discuss potential community outreach activities to gain community acceptance of affordable housing development.
 7. Monitor the potential expiration of HUD-subsidized funding of Bradley House at the end of 2030 and assist in maintaining the affordability of the development by contacting affordable housing developers and assisting in identifying and applying for federal, state, and local financing and subsidy programs.

Program H-n Work with the Marin Housing Authority.

Continue to implement the agreement with the Marin Housing Authority (MHA) for management of the

affordable housing stock to ensure permanent affordability. Implement resale and rental regulations for very low-, low-, and moderate-income units, and assure that these units remain at an affordable price level.

Program H-o Staff Training.

Work with Fair Housing Advocates of Northern California to conduct training sessions for Town employees regarding the receipt, documentation, and proper referral of housing discrimination complaints and other fair housing issues.

Program H-p Housing Discrimination Complaints.

Refer discrimination complaints to the appropriate legal service, county, or state agency or Fair Housing Advocates of Northern California (FHANC). The Community Development Director is the designated person in Tiburon with responsibility to investigate and deal appropriately with complaints. Discrimination complaints

will be referred to Fair Housing Advocates of Northern Marin, the Marin Housing Authority, Legal Aid, HUD, or the California Department of Fair Employment and Housing, as appropriate. Information regarding the housing discrimination complaint referral process will be posted on the Town’s website. Encourage FHANC to conduct fair housing testing in Tiburon.

Program H-q Reasonable Accommodation.

Post information on the Town’s website regarding reasonable accommodation procedures and instruction for submitting accommodation requests.

GOAL H-B

Provide housing for special needs populations that is coordinated with support services.

POLICY H-B1 PROVISION OF AFFORDABLE HOUSING FOR SPECIAL NEEDS HOUSEHOLDS.

Provide opportunities through affordable housing programs for a variety of housing types and affordability levels to be constructed or acquired for special needs groups, including assisted housing and licensed board and care facilities.

POLICY H-B2 HEALTH AND HUMAN SERVICES PROGRAMS LINKAGES.

Support housing that incorporates facilities and services to meet the health care, transit or social service needs of extremely low-income households and persons, and persons living with disabilities. As appropriate to its role, the Town will assist service providers to link together services serving special needs populations to provide the most effective response to homelessness or persons at risk of homelessness, youth needs, seniors, persons with mental or physical disabilities, substance abuse problems, HIV/AIDS, physical and developmental disabilities, multiple diagnoses, veterans, victims of domestic violence, and other economically challenged or underemployed workers.

POLICY H-B3 DENSITY BONUSES FOR SPECIAL NEEDS HOUSING.

The Town will use density bonuses to assist in meeting special housing needs, housing for lower-income elderly and disabled.

POLICY H-B4 COUNTYWIDE EFFORTS TO ADDRESS HOUSING FOR THE HOMELESS.

In recognition that there is a lack of resources to set up separate systems of care for different groups of people, including homeless-specific services for the homeless or people “at risk” of becoming homeless, local governments in Marin must coordinate efforts to develop a fully integrated

¹ The Department of Housing and Urban Development (HUD) allocates HUD homeless assistance grants to organizations that participate in local homeless assistance program planning networks. Each of these networks is called a Continuum of Care. HUD introduced the concept to encourage and support local organizations in coordinating their efforts to address housing and homeless issues. The Marin County Continuum of Care is operated through the County’s Health and Human Services Agency.

² Standards for Emergency Shelters consistent with SB2 are contained in Municipal Code Section 16-40.060 - Emergency Shelters.

approach for the broader low-income population. The Town will support countywide programs Marin County Continuum of Care¹ actions for the homeless including emergency shelter, transitional housing, supportive housing, and permanent housing.

POLICY H-B5 EMERGENCY SHELTER FACILITIES LOCATED IN TIBURON.

The Town of Tiburon recognizes the need for and desirability of emergency shelter housing for the homeless and will allow a year-round emergency shelter as a permitted use in commercial zones as established in the Zoning Ordinance.² In addition, the following would apply:

1. The Town will encourage positive relations between neighborhoods and providers of permanent or temporary emergency shelters. Providers or sponsors of emergency shelters, transitional housing

programs and community care facilities shall be encouraged to establish outreach programs within their neighborhoods and, when necessary, work with the Town or a designated agency to resolve disputes.

2. It is recommended that a staff person from the provider agency be designated as a contact person with the community to review questions or comments from the neighborhood.

POLICY H-B6 ADAPTABLE/ACCESSIBLE UNITS FOR THE DISABLED.

The Town will ensure that new multi-family housing includes units that are accessible and adaptable for use by disabled persons in conformance with the California Building Code. This will include ways to promote housing design strategies to allow seniors to “age in place.”

POLICY H-B7 TRANSITIONAL AND SUPPORTIVE HOUSING.

The Town of Tiburon recognizes the need for and desirability of transitional and supportive housing and will treat transitional and supportive housing as a residential use that will be subject only to the same restrictions that apply to other residential uses of the same type in the same zone.

POLICY H-B8 EMERGENCY HOUSING ASSISTANCE.

Participate and allocate funds, as appropriate, for County and non-profit programs providing disaster preparedness and emergency shelter and related counseling services.

Program H-r Provision of Affordable Housing for Special Needs Households.

Continue to facilitate programs and projects which meet federal, state, and local requirements to provide accessibility for seniors, persons with disabilities, including developmental disabilities, large families, and single-person and single parent households. Apply current inclusionary housing provisions that require 10% of new units to be designed for special needs households. Specific types of housing include:

1. Smaller, affordable residential units, especially for lower-income single-person and single parent households.
2. Affordable senior housing to meet the burgeoning needs of an aging population, including assisted housing and board and care (licensed facilities).

3. Affordable units with three or more bedrooms for large family households.
4. Affordable housing that is built for, or can easily and inexpensively be adapted for, use by people with disabilities (specific standards are established in California Title 24 Accessibility Regulations for new and rehabilitation projects, augmented by Americans with Disabilities Act guidelines) and people with developmental disabilities.

Program H-s Emergency Housing Assistance.

Actively engage with other jurisdictions in Marin to provide additional housing and other options for the homeless, supporting and implementing Continuum of Care actions in response to the needs of homeless families and individuals. Participate and allocate funds, as appropriate, for County and non-profit programs providing

emergency shelter and related counseling services.

Program H-t Provide Public Employee Housing Assistance.

Identify opportunities for local government and public agency employees (especially public safety personnel) to find housing locally through such efforts as acquisition of affordable units, construction of workforce housing at public facilities or parking lots, or subsidizing mortgages or rents. Utilize the Town's Low and Moderate Income Housing Fund and Town Owned Housing Units Fund to purchase below market rate units as they become available and to maintain the Town's portfolio of Town-owned affordable housing.

GOAL H-C

Protect and conserve the existing housing stock and mix of unit types.

POLICY H-C1 SUPPORT HOUSING CONSERVATION AND AFFORDABILITY.

Pursue funding for conservation and rehabilitation of existing housing to preserve neighborhood character and retain the supply of affordable housing units.

POLICY H-C2 CONDOMINIUM CONVERSIONS.

Except for limited equity cooperatives and other innovative housing proposals which are affordable to lower-income households, the Town will prohibit conversion of existing multi-family rental

dwelling to market rate condominium units unless the Town's rental vacancy rate is above 4.5 percent.

POLICY H-C3 PROTECTION OF EXISTING AFFORDABLE HOUSING.

Ensure that affordable housing provided through governmental subsidy programs, incentives and deed restrictions remains affordable, and intervene when necessary to help preserve such housing.

POLICY H-C4 PRESERVE "OLD TIBURON" HOUSING.

Limit the loss of housing units in "Old Tiburon" through conversion of existing two-family or multi-family dwellings into single-family dwellings or buildings containing fewer units.³

POLICY H-C5 RENTAL ASSISTANCE PROGRAMS.

Continue to publicize and create opportunities for using available rental assistance programs for extremely low-, very low- and low-income households in coordination with the Marin Housing Authority (MHA).

POLICY H-C6 RECONSTRUCTION AT EXISTING DENSITIES.

Protect and preserve housing units by granting density bonuses that allow the re-establishment of housing developments containing affordable housing units (regardless of the current General Plan density limit for the site) at the pre-existing density, in the event that such developments are damaged or destroyed by fire, earthquake, or similar disaster.

POLICY H-C7 PRESERVE THE HOUSING STOCK.

In order to protect and conserve the housing stock, the Town will, to the extent permitted by law, prohibit the conversion of residential units to other uses and regulate the conversion of rental developments to non-residential uses unless there is a clear public benefit or equivalent housing can be provided.

POLICY H-C8 MAINTENANCE AND MANAGEMENT OF QUALITY HOUSING.

Support good management practices and the long-term maintenance and improvement of existing housing through housing and building code enforcement, rehabilitation programs for viable older housing, and long-term maintenance and improvement of neighborhoods.

³ This modification is contained in the Zoning Ordinance, which requires a conditional use permit for conversion to fewer units.

POLICY H-C9 ENERGY AND RESOURCE CONSERVATION.

Promote development and construction standards that conserve resources and encourage housing types and designs that use cost-effective energy and resource conservation measures (water, electricity, etc.) and therefore cost less to operate over time, supporting long-term housing affordability for occupants.

POLICY H-C10 RESALE CONTROLS TO MAINTAIN AFFORDABILITY.

Continue to impose resale controls and rent and income restrictions to the maximum extent possible (at least 55 years) to ensure that affordable housing, provided through zoning and other government incentives and/or as a condition of development approval,

remains affordable over time to the income group for which it is intended. The Town will implement long-term or in-perpetuity agreements and/or deed restrictions with owners and/or developers to govern the affordability of such units. This assurance will be provided through recorded agreements and by monitoring their continuing affordability, or other equally effective means.⁴

Program H-u Rehabilitation Loan Programs.

In cooperation with the Marin Housing Authority (MHA), improve citizen awareness of rehabilitation loan programs. Utilize the Town's website, newsletter, social media, and counter handout to publicize programs.

Program H-v Conduct Residential Building Report Inspections.

The Town will continue to inspect and report on all residential units prior to

resale, with the intent to maintain and upgrade the safety of housing within the town consistent with adopted Building Codes. In addition to health and safety concerns, the residential building report discloses the authorized use, occupancy and zoning of the property and an itemization of deficiencies in the dwelling unit.

Program H-w Rental Assistance Programs.

Continue to publicize and participate in rental assistance programs such as Section 8 Housing Choice Vouchers in coordination with the Marin Housing Authority (MHA). Utilize the Town's website, newsletter, social media, and handouts to publicize programs. Provide multilingual links to the California Department of Fair Employment and Housing's [Sources of Income Fact Sheet](#) and [FAQ](#) and printed materials. Collaborate with at least two other organization, schools,

or agencies to post handouts at their locations.

Program H-x Condominium Conversions.

Preserve rental housing by enforcement through the Town's condominium conversion ordinance and Housing Element policy.⁵

Program H-y Coordination with Affordable Housing Providers.

Work with affordable housing providers and managers to ensure affordable units are well-maintained. Conduct outreach to affordable housing tenants on code enforcement issues and procedures for filing complaints. Facilitate communication between tenants and affordable housing providers and managers and work to resolve issues of concern.

⁴ The Marin Housing Authority is the agency designated to administer inclusionary housing programs on behalf of the Town, although the Town has flexibility to designate another agency or entity.

⁵ See 16-52.050 - Condominium Use Permit

Program H-z Tenant Protection Strategies.

Work with the County of Marin and other Marin jurisdictions to explore and develop strategies that protect tenants from rapidly rising rents and displacement. These may include:

- Rent stabilization: Currently, the State imposes rent caps on some residential rental properties (AB 1482) through 2030. Consider adopting a permanent policy and/or expansion to units not covered by AB 1482, as permitted by law.
- Just cause for eviction: AB 1482 also establishes a specific set of reasons that a tenancy can be terminated. These include: 1) default in rent payment; 2) breach of lease term; 3) nuisance activity or waste; 4) criminal activity; 5) subletting without permission; 6) refusal to provide access; 7) failure to vacate; 8) refusal to sign lease; and 9) unlawful purpose. Consider expanding on these protections or extending if State protections expire.
- Local relocation assistance: Consider developing a countywide relocation assistance program that provides greater relocation assistance to special needs groups (e.g., seniors, disabled, female-headed households) and reasonable accommodation for persons with disabilities.
- Right to Purchase: When tenants are being evicted due to condominium conversion or redevelopment, offer first right to purchase to displaced tenants to purchase the units.
- Right to Return: When tenants are being evicted due to rehabilitation/renovation of the property, offer first right to displaced tenants to return to the improved property.
- Tenant Bill of Rights: Adopt a tenant's bill of rights that considers extending protections for subletters and family members and addresses severe habitability issues and market pressures. This provision could also provide anti-retaliation protection for tenants that assert their rights and

a right to legal representation in the case of evictions.

The Town will take the following actions:

1. Participate in countywide meetings with planning staff from all Marin jurisdictions to review best practices and develop model ordinances for the tenant protection strategies identified above in 2024. Work with Fair Housing of Northern California and Legal Aid of Marin to develop strategies and prepare model ordinances.
2. Conduct study sessions with the Planning Commission and Town Council to understand needs and best practices for the tenant protection strategies identified above in 2025. Invite Fair Housing of Northern California and Legal Aid of Marin to present at and participate in the study sessions.
3. Prepare ordinances at Town Council direction and bring forward for Planning Commission and Town Council consideration of adoption in 2025.

Program H-aa Link Code Enforcement with Public Information Programs on Town Standards and Rehabilitation and Energy Loan Programs.

Implement housing, building, and fire code enforcement to ensure compliance with basic health and safety building standards and provide information about rehabilitation loan programs for use by qualifying property owners who are cited. Specific actions include:

1. Coordinate with the Marin Housing Authority and utility providers to publicize available loan programs to eligible owner and renter-occupied housing.
2. Provide public information on alternative energy technologies for residential developers, contractors, and property owners.
3. Publicize tenant assistance and energy conservation programs that are available to provide subsidized or at-cost inspection and corrective action.

4. Provide an informational guide to homeowners explaining the benefits, “best practices” and procedures for adding or legalizing a secondary dwelling unit.

Program H-bb Provide Information on Energy Efficiency and Renewable Energy Programs.

Provide information on available energy efficiency, renewable energy, and decarbonization rebates, incentives, loans, and program, highlighting any programs that serve and/or provide deeper discounts for low-income households. Specific actions include:

1. Coordinate with the County of Marin, the Marin Climate & Energy Partnership, BayRen, and utility providers to identify, fund, design, and publicize programs.
2. Utilize the Town’s website, newsletter, social media, and counter handouts to provide information on alternative energy technologies for residential developers, contractors, and property owners.

GOAL H-D

Facilitate the development of new infill housing in Downtown Tiburon and on identified underutilized sites throughout the Town that are close to services and transit. Continue to encourage accessory dwelling units to provide additional housing opportunities throughout established neighborhoods.

POLICY H-D1 VARIETY OF HOUSING CHOICES.

In response to the broad range of housing needs in Tiburon, the Town will strive to achieve a mix of housing types, densities, affordability levels and designs. This will include an adequate supply and variety of housing opportunities to meet the needs of

Tiburon’s workforce and their families, striving to match housing types and affordability with household income. The Town will work with developers of non-traditional and innovative housing approaches in financing, design, construction, and types of housing that meet local housing needs. Housing opportunities for families with children should not be limited because necessary facilities are not provided on site.

POLICY H-D2 NEW AFFORDABLE HOUSING.

Facilitate the design, approval, and construction of affordable housing projects using a variety of mechanisms, including mixed-use development incentives, inclusionary zoning, density bonus programs, affordable housing overlay zones, and creation of accessory dwelling units.

POLICY H-D3 KEY HOUSING OPPORTUNITY SITES.

Given the diminishing availability of developable land, the Town will identify housing opportunity areas and sites where a special effort will be made to provide workforce and special needs affordable housing. The Town will take specific actions to promote the development of affordable housing units on these sites (identified in the Implementing Programs).

POLICY H-D4 MIXED-USE INFILL HOUSING.

The Town will encourage well-designed mixed-use developments (residential mixed with other uses) where residential use is appropriate to the setting and development impacts can be mitigated. The Town will develop incentives to encourage mixed-use development in appropriate locations, such as in and near to the downtown that are in

proximity to transit and services and would support downtown businesses.

POLICY H-D5 REDEVELOPMENT OF COMMERCIAL SHOPPING AREAS AND SITES.

The Town will encourage the development of housing in conjunction with the redevelopment of commercial shopping areas and sites when it occurs.

POLICY H-D6 DENSITY BONUSES AND OTHER INCENTIVES FOR AFFORDABLE HOUSING DEVELOPMENTS.

The Town will use density bonuses and other incentives to help achieve housing

goals, including provisions consistent with State Density Bonus Law.⁶

POLICY H-D7 RETENTION AND EXPANSION OF MULTIFAMILY SITES AT MEDIUM AND HIGHER DENSITY.

The Town will strive to protect and expand the supply and availability of multifamily and mixed-use infill housing sites for housing. The Town will not re-designate or rezone residential land for other uses or to lower densities without re-designating equivalent land for higher density multifamily development.

POLICY H-D8 ACCESSORY DWELLING UNITS.

Encourage the construction of accessory dwelling units (ADUs) and junior accessory dwelling units (JADUs) as an important way to provide affordable rental housing opportunities, especially for senior households, single persons, single parents, and young households.

POLICY H-D9 INCLUSIONARY HOUSING REQUIREMENTS.

Implement the Town's inclusionary housing provisions to generate affordable housing units and in-lieu fees that can be effectively used to support affordable housing projects on less constrained housing opportunity sites.

Program H-cc Work with Non-Profits and Property Owners on

Housing Opportunity Sites.

Encourage cooperative and joint ventures between owners, developers, and non-profit groups in the provision of below market rate housing. Work with non-profits and property owners to seek opportunities for affordable housing development on key housing opportunity sites that are close to services, transit, and jobs. Undertake the following actions to encourage development of multi-family, affordable housing, including housing for extremely low-income households:

1. Meet with non-profit housing developers and property owners of Sites 1-9 to identify housing development opportunities, issues, and needs during 2023.
2. Select the most viable sites during 2023 and 2024.

⁶ State density bonus law, Government Code Section 65915, was first enacted in 1979. The law requires local governments to provide density bonuses and other incentives to developers of affordable housing who commit to providing a certain percentage of dwelling units to persons whose incomes do not exceed specific thresholds. Cities also must provide bonuses to certain developers of senior housing developments, and in response to certain donations of land and the inclusion of childcare centers in some developments. Essentially, state density bonus law establishes that a residential project of five or more units that provides affordable or senior housing at specific affordability levels may be eligible for a "density bonus" to allow more dwelling units than otherwise allowed on the site by the applicable General Plan Land Use Map and Zoning. The density bonus may be approved only in conjunction with a development permit (i.e., tentative map, parcel map, use permit or design review). Under State law, a jurisdiction must provide a density bonus, and concessions and incentives granted at the applicant's request based on specific criteria.

3. Undertake community outreach in coordination with potential developers and property owners during 2023 and 2024.
4. Complete site planning studies, continued community outreach, and regulatory approvals in coordination with the development application.
5. Facilitate development through regulatory incentives, reducing or waiving fees, fast track processing, lot consolidation (i.e., assistance with the application and fee reduction or waiver), and assistance in development review.
6. Require affordable units to be affirmatively marketed to communities of color and protected classes. Utilize publications, venues, and community groups that serve Black and Latinx communities, especially outside of Marin County.
7. Provide funding from the Town’s Low and Moderate Income Housing fund for affordable housing developments.

Program H-dd Implement “Affordable Housing Overlay Zone” and Inclusionary Housing Ordinance.

Annually monitor and evaluate the effectiveness of the Affordable Housing Overlay Zone and Inclusionary Housing Ordinance as part of the annual Housing Element review (see Program H-i). As part of the annual review The Town will determine if the number and/or percentage of affordable units required by income category need to be adjusted in order to achieve the Town’s affordable housing goals without unduly impacting overall housing production and supply. The Town will amend the zoning ordinance as necessary.

1. Amend the Inclusionary Housing Ordinance to identify the interior amenities subject to the ordinance and provide objective standards that allow lower-cost substitutions that do not compromise performance or functionality.

Program H-ee Bonuses for Affordable Housing Projects Consistent with State Density Bonus Law.

Offer density bonuses consistent with the State Density Bonus Law.

Program H-ff Design of Multifamily Housing.

Conduct design review to assure excellence of design in new multifamily housing development and utilize objective design and development standards for applicable projects.

Program H-gg Facilitate and Promote Accessory Dwelling Unit Development.

Encourage and facilitate ADU and JADU development to provide additional housing opportunities throughout established neighborhoods.

Take the following actions:

1. Provide information on Tiburon’s ADU standards for posting on the ADUMarin website.

2. Provide ADU and JADU application checklists on the Town’s website.
3. Develop a handout on ADU standards and the application process and distribute at Town Hall.
4. Provide links to the California Department of Fair Employment and Housing’s Sources of Income Fact Sheet and FAQ in Town communications and printed handouts at the building counter. Provide handouts to ADU permit applicants.
5. Promote the ADUMarin website in the Town’s newsletter and ADU handout, on social media, and on the Town’s website.
6. Establish an ADU specialist in the Community Development Department.
7. Reduce the ADU application fee.

Program H-hh Track and Evaluate Accessory Dwelling Unit Production.

Continue to track ADU and JADU permits, construction, and affordability levels. Review ADU and JADU development at the mid-point of the planning cycle to determine if production estimates are being achieved as identified in the housing site inventory. Depending on the findings of the review, revise the housing sites inventory to ensure adequate sites are available to accommodate the remaining lower-income housing need.

Program H-ii Rezone Housing Opportunity Sites.

Establish new Mixed Use, Main Street, and R-4 zoning districts and objective design and development standards for those districts that facilitate development at the realistic unit capacities and densities established in Housing Element Table 11 for each site. Rezone Sites 1-7, 9, and A-F to Mixed

Use, Site 8 to R-4, and Site G to Main Street. As reflected in Housing Element Table 11, Sites 1-9 are identified to accommodate a portion of the lower-income RHNA. These will be rezoned to:

1. require the minimum density identified in Table 11;
2. permit owner-occupied and rental multifamily uses by right pursuant to Government Code section 65583.2(i) for developments in which 20 percent or more of the units are affordable to lower-income households;
3. allow 100 percent residential use;
4. require residential use occupy at least 50 percent of the total floor area of a mixed-use project.

Program H-jj Identify Additional Housing Opportunity Sites.

In compliance with the No Net Loss Law and Government Code 65863, the Town will identify new housing opportunity sites as development

occurs in order to ensure the remaining sites are sufficient to accommodate the remaining RHNA at all income levels. In addition, the Town will consider rezoning other parcels appropriate for lower-income housing, particularly those outside the Downtown area such as the Cove Shopping Center and the Tiburon Baptist Church site, if the property owners indicate interest in redeveloping or adding housing to their sites.

Program H-kk Reed School Site.

The Reed Union School District is currently undergoing a Master Facilities Plan which is considering developing a portion of the Reed School site with housing (Site 9 in Housing Element Table 11). The Town will monitor the progress of the Master Facilities Plan and take the following actions:

1. Meet with school district staff at least quarterly beginning in 2023 to discuss progress of the Facilities Master Plan.

2. Participate in School District community meetings during the Facilities Master Plan process to encourage affordable housing on the site.
3. Facilitate meetings with the School District and affordable housing developers during 2023 and 2024 to explore development concepts and feasibility.
4. If the School District makes a formal determination not to pursue housing on the site, the Town will identify and rezone sites, as necessary, to make up for any shortfall in the remaining RHNA for each income category within one year of the School District's determination, or by May 31, 2026, whichever is later.
5. If the School District does not take any action to develop housing on the site by January 31, 2025, the Town will identify and rezone site(s), as necessary, to make up for any shortfall in the remaining RHNA for each income category by May 31, 2026.

Program H-II Rezone 4576 Paradise Drive.

Rezone 4576 Paradise Drive to R-3 and require a minimum density of 10 units per acre.

Program H-mm Supportive Housing.

Revise the Zoning Code to make supportive housing a permitted use in all commercial zones that allow multifamily and mixed-use housing, including the Mixed Use, Neighborhood Commercial, Main Street, and Village Commercial districts, pursuant to Government Code 65651.

Program H-nn Parking for Emergency Shelters.

Revise the Zoning Code to specify parking requirements for emergency shelters that comply with Government Code section 65583, subdivision (a)(4)(A).

Program H-oo Facilitate and Promote SB 9 Development.

Encourage and facilitate SB 9 development on qualifying single family lots to provide additional housing opportunities. Take the following actions:

1. Provide information on Tiburon's SB 9 standards.
2. Provide SB 9 application checklists on the Town's website.
3. Develop a handout on SB 9 standards and the application process and distribute at Town Hall.
4. Promote SB 9 potential in the Town's newsletter and SB 9 handout, on social media, and on the Town's website.
5. Establish an SB 9 specialist in the Community Development Department.
6. Adopt an ordinance by July 1, 2023, to increase the maximum unit size from 800 square feet to 1,000 square feet.



HOUSING OPPORTUNITY SITE

1199 Tiburon Blvd. which looks at the empty land at the north end of Reed Elementary School



NO BUGS
PLEASE
DO NOT FEED
THE ANIMALS

3 MINUTE
PARKING

KEEP OUR
TOWN CLEAN
PLEASE
DO NOT
LITTER



05.

DIVERSITY,
EQUITY +
INCLUSION



YOU ARE HERE...

CONTENTS

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- 2 LAND USE
- 3 DOWNTOWN
- 4 HOUSING
- 5 DIVERSITY, EQUITY + INCLUSION**
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- 7 NOISE
- 8 SUSTAINABILITY
- 9 CONSERVATION
- 10 OPEN SPACE, PARKS + RECREATION
- 11 SAFETY + RESILIENCE

5.1 PURPOSE OF THE CHAPTER

The Diversity, Equity, and Inclusion chapter illustrates the Town of Tiburon's commitment to building a more diverse equitable, and inclusive community for future generations. By centering the importance of equity and environmental justice in the Town's General Plan, Tiburon is showcasing its commitment to addressing historical inequities that have disproportionately affected marginalized groups. This commitment includes a substantive focus on environmental justice in accordance with SB 1000, which was passed by the California State Legislature in 2016 to require local governments to identify disadvantaged communities and include environmental justice in general plans. Additionally, many of the people that work in Tiburon's service and hospitality industries are commuters who reside elsewhere in the San Francisco Bay Area. Including these workers alongside people from marginalized groups within Tiburon will

create a more inclusive environment for all, one in which residents, workers and visitors alike feel a sense of belonging.

Many of the structural inequities that have affected marginalized groups such as communities of color, indigenous people, and lower-income individuals have had long-lasting effects. These inequities, both explicit and implicit, have a long history beginning with the displacement of the Coast Miwok people in the 19th century. Throughout the United States, the inequitable land use practice of discriminatory lending, otherwise known as "redlining," have segregated disadvantaged communities into areas where they are disproportionately at risk from environmental hazards such as air pollution. Tiburon's history of racial covenants which banned people of color from buying property, as well as exclusionary zoning rules that regulated the community's socioeconomic diversity, have had long-term effects both locally and regionally, much the

same as other communities throughout the San Francisco Bay Area.

By centering social equity and environmental justice in the General Plan, the Town acknowledges how contemporary policies can disproportionately affect communities that have historically been disadvantaged by structural inequity, discrimination, and exclusion. Equity and justice are foundational commitments in both this element and throughout the Town's General Plan.

Toward these ends, the Town will work closely with elected officials, community leaders, residents, and employees to identify opportunities to increase the sense of welcoming for residents, employees, tourists, and other visitors who travel to and spend time in Tiburon. Following regional and national movements and models for revising the names of places, buildings, schools, and public structures, Tiburon will develop an approach for identifying and renaming locations and landmarks

in town that can be perceived to have negative connotations. Similarly, the approach will identify landmarks and other built environment objects that similarly may be perceived to have negative connotations or offensive historical uses. The Town can learn from local efforts to rename schools that had been named for Confederate figures and ideas. The Town can also model its efforts on those of the federal government which recently began renaming parks and landmarks that have an anti-Native American racial slur. Whether the names of Tiburon places and landmarks were originally intended to have a link to offensive language, ideas, or practices should not preclude the Town from exploring new names for these places that can be perceived at best as questionable, but at worst as condoning racist practices. The approach the Town will take will include the participation of community leaders and residents to help identify the opportunities to improve the sense of a welcoming community.



COMMITMENT

This chapter presents Tiburon's commitment to addressing historical inequities that have disproportionately affected marginalized groups.

Source: Chamber of Commerce

5.2 KEY DEFINITIONS

The Diversity, Equity + Inclusion chapter includes the following sections.

5.2 Key Definitions.

Provides definitions for the concepts of equity, diversity, and inclusion as used in this chapter.

5.3 Equity.

Describes the role of equity in planning.

5.4 Environmental Justice.

Provides an overview of disadvantaged communities that are subject to disproportional environmental hazards and impacts and demographic characteristics of Tiburon residents.

5.5 Planning for a Diverse Community.

Discusses characteristics that define a diverse community, including gender identity, sexual orientation, race, ethnicity, color, sex, national origin, age, income, and ability status.

5.6 Goals, Policies, and Programs.

Identifies goals, policies, and programs to guide growth of a just, equitable, and diverse community.

DIVERSITY

The presence of a variety of different characteristics that shape identities and characteristics, both individual and communal. Diversity includes more visible characteristics such as race or age as well as less potentially visible elements such as ability status, sexual orientation, gender identity, work experience, language, and socioeconomic status.

EQUITY

The process of giving fair treatment and impartial access to opportunity to all individuals or groups irrespective of different characteristics. This requires the identification and remediation of structural barriers that have historically affected and currently affect disadvantaged communities.

INCLUSION

The creation of an environment in which all individuals and groups feel valued, accepted, and supported in participating fully in the greater community.



INCLUSION

All individuals and groups feel valued, accepted, and supported.

5.3 EQUITY

Equity means to plan for a just and fair inclusive society in which all can participate and thrive. Planning and the distribution of resources should consider how communities have been historically advantaged and disadvantaged. Emphasis should also be placed on considering the impact of policies on future generations. Ideally, the authentic inclusion of historically disadvantaged communities throughout the planning process is essential to ensuring equitable outcomes. Equity is the acknowledgment of differing circumstances and the allocation of resources to ensure equitable outcomes. This differs from equality, the distribution of the same resources, in that it recognizes how past circumstances have affected present outcomes and corrects for disadvantages.

5.4 ENVIRONMENTAL JUSTICE

Environmental justice, as defined by the California Environmental Protection Agency, is “the fair treatment of people of all races, cultures, and incomes concerning the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.” For treatment to be fair, no group should be disproportionately affected by the negative environmental impacts of policy.

Social, distributive, and procedural justice are related to this concept. Social justice addresses the long-lasting intergenerational impacts of historical injustices. These are often distributed along identities such as race, class, national origin, and sexuality. For example, the 1964 Civil Rights Act was an example of social justice that ended open discrimination in the issuing of housing loans to communities of color. Distributive justice addresses the inequitable distribution of systemic advantages and disadvantages across both geographic and identity-

based groups. As an example, disadvantaged families have had less social mobility and wealth transfers between subsequent generations due to lower access to housing and property ownership, both of which are significant drivers of intergenerational wealth. Procedural justice addresses the inclusivity of decision and policy-making processes. A lack of inclusivity can be seen with communities of color and lower-income areas because they are generally not well represented in government as compared to their proportion of the general population.

The Clean Energy and Pollution Reduction Act of 2015, or SB 350, defines “disadvantaged communities” as those which are disproportionately affected by negative economic, health, and environmental conditions. The California Office of Environmental Health Hazard Assessment uses these factors and others such as concentrations of poverty, unemployment, and low educational attainment to identify

disadvantaged communities using their tool CalEnviroScreen. In this tool, each census tract in California is scored on a series of environmental health metrics and then ranked by percentile relative to the state of California.

As of the 2010 US Census, Tiburon is roughly divided into two census tracts: 1241 and 1242, areas that include land outside the Town limits. The 2018 CalEnviroScreen 3.0 describes both Tracts 1241 and 1242 as being in the overall bottom 1-5% percentile of census tracts, meaning that Tiburon is a community that is only marginally affected by environmental and health burdens. From a social perspective, both census tracts score well below the median percentile of California communities that have high rates of poverty and linguistic isolation. According to the metrics designated by SB 350, there are no officially designated disadvantaged communities in Tiburon.

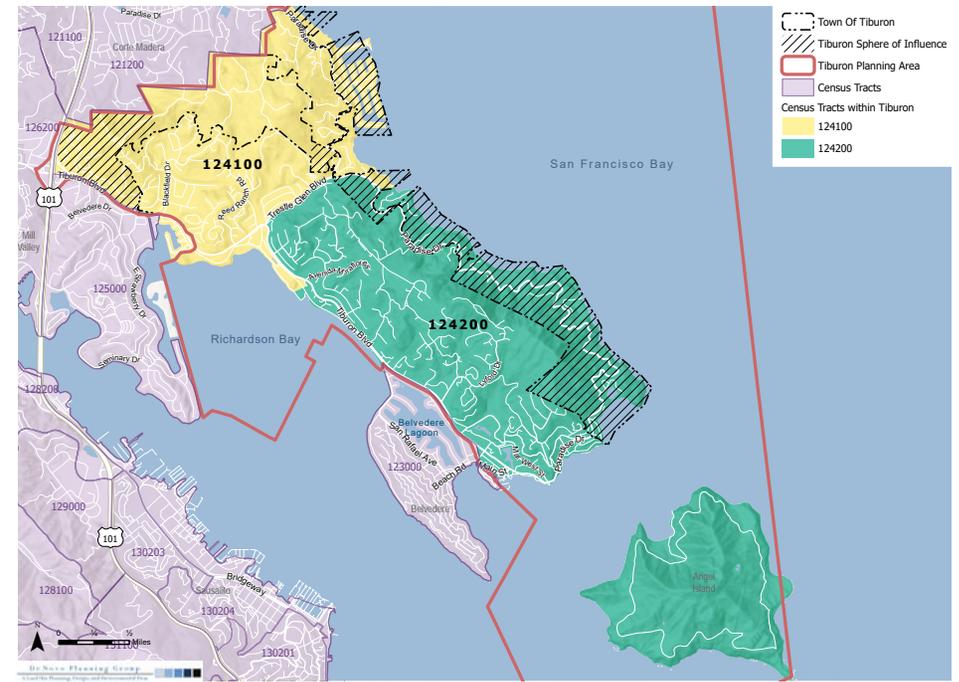
Tiburon residents are generally healthy with rates of asthma, low birth weights, and cardiovascular diseases all being low compared to the rest of the state. Additionally, regarding exposure to pollutants such as PM 2.5, diesel, pesticides, and other toxic materials, both census tracts score below the 50th percentile. One measure that is worth noting is that both tracts score in the 90th percentile with exposure to impaired water bodies that are contaminated by pollutants. The primary reason for this is that Tiburon borders the San Francisco Bay.

Tiburon’s built environment is well-maintained. AllTransit, a transportation database developed by urban development nonprofit Center for Neighborhood Technology, notes that 72.8% of jobs within Tiburon were within 0.5 miles of transit. The

Bay Area Greenprint, a database developed by a collaboration of Bay Area environmental groups and research centers, describes 38% of Tiburon’s 2,873-acre land area as being a “publicly-accessible protected [green] area.” With regards to environmental hazards, 16% of Tiburon has historically been affected by rain-induced landslides and 85% of the land is located within the high fire-risk wildland-urban interface.

Figure DEI-1

US CENSUS TRACTS IN TIBURON



Source: 2020 US Census - Census Tract Reference Map

Table DE-1

DEMOGRAPHIC COMPARISON OF CENSUS TRACTS IN TIBURON

DEMOGRAPHIC VARIABLES (2020)	TRACT 1241		TRACT 1242		TIBURON	
	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL
Total Population	5,801		5,303		9,167	
Hispanic Origin	751	12.9%	282	9.9%	928	10.1%
Speak English "Less than Very Well"	162	2.8%	164	3.1%	321	3.5%
Total Occupied housing units	2,198		2,185		3,711	Table Text
		Table Text			Table Text	Table Text
Renter-Occupied Households	657	29.9%	690	31.6%	1,078	30%
Average Household Size	2.64		2.41		2.54	
Overcrowded Households	0	0%	67	0.03%	67	0.02%
Population per square mile, 2010					2041	
Population Under 18	1,364	23.5%	996	18.8%	2,099	22.9%
Median Age	47.1		53.3		49.1	
Median Household Income	\$193,600		\$157,068		\$178,125	
Per Capita Income in 2020	\$91,301		\$120,731		\$118,095	
Residents Below Poverty Line in 2020	60	1%	111	2.1%	123	1.3%
Residents 25 or older with no high school diploma	103	1.8%	6	0.1%	80	0.9%
Unemployment rate (16 years & over)		1.7%		8.3%		4.2%
Renter households spending more than 35% of income on rent	160	24.9%	263	41%	354	34.4%
Residents 65 and over	1,108	17.5%	1,782	33.6%	2,289	25.0%
Residents 75 and over	244	4.2%	965	18.2%	1,051	11.5%
Children under 18	1,364	23.5%	996	18.8%	2,099	22.9%

These are the following most spoken languages after English: 1. Other Indo-European languages, 2. Asian and Pacific Island languages, 3. Spanish.

Source 2020: US Census - American Community Survey 5-Year Estimates

5.5 PLANNING FOR A DIVERSE COMMUNITY

According to the US Department of Housing and Urban Development, diversity refers to the various dimensions which can be used to distinguish between different individuals or groups. These dimensions can include gender identity, sexual orientation, race, ethnicity, color, sex, national origin, age, income, and ability status. Differentiators can also come from other lived experiences such as military service or careers, as well as other everyday routines. Because of the variety of ways in which a community can be diverse, planning for a diverse community must be dynamic, nuanced, and adaptable over a long period of time to changing circumstances. Diversity is also a spectrum with various lived experiences, as can be seen with the different degrees of ability status or in the experiences of multiracial individuals. Tiburon strives to create a community that is inclusive, respectful, and responsive to a variety of different lived experiences.

Figure DEI-2

RACIAL COMPOSITION OF TIBURON

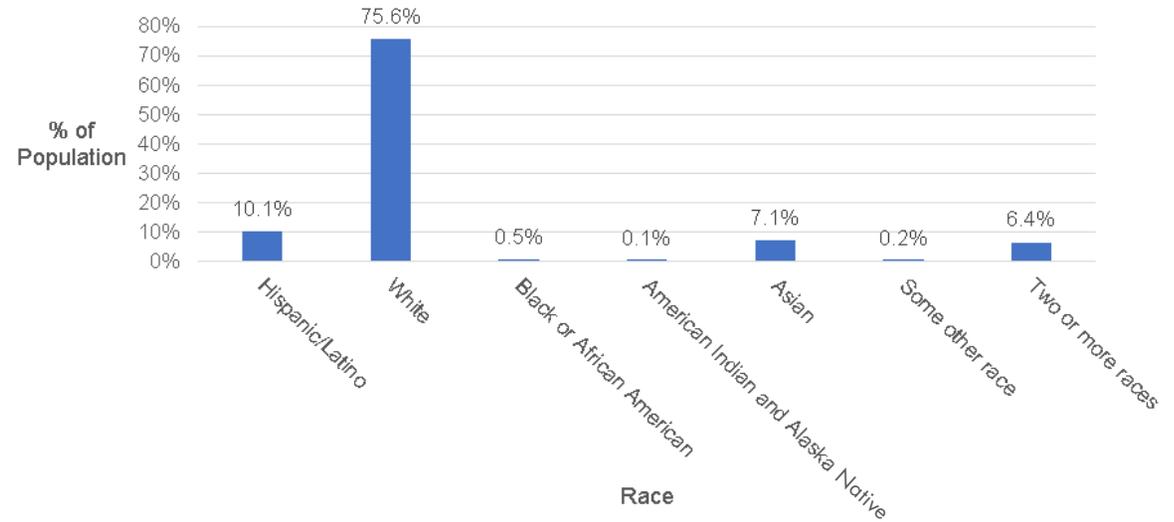
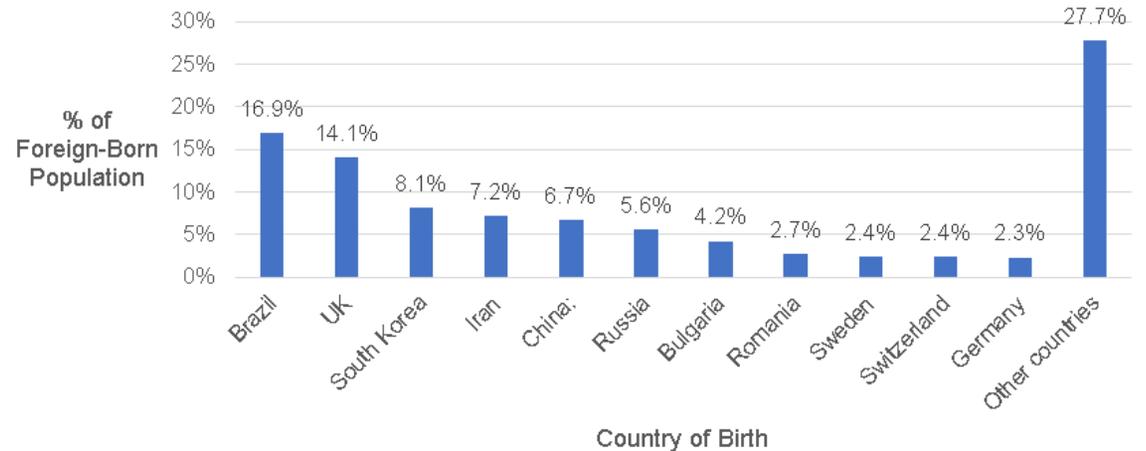


Figure DEI-3

PLACES OF BIRTH OF FOREIGN-BORN POPULATION OF TIBURON



With a median household income of \$178,125, Tiburon is well above the state's median household income of \$78,672. Nonetheless, there are lower-income households in Tiburon, as well as residents that come from underrepresented backgrounds. Tiburon should aim to focus on these disadvantaged individuals and families to help address historic inequities and create a Town atmosphere that is inclusive towards all.

In 2020, roughly 33.56% of Tiburon residents, or 1,947 people, were born in a foreign country. The largest plurality, 16.9%, is from Brazil, followed by the United Kingdom, South Korea, and Iran. Nearly 27.7% were born in over a dozen other countries that are not listed (US Census, 2020).

A foundational principle of any diverse city is an ongoing community discussion about social justice. As communities of color have been disproportionately impacted by structural discrimination, Tiburon is committed to addressing

these impacts in sectors such as healthcare, education, housing, and others. This extends to the LGBTQ+ community as well as individuals with multiple identities. Individuals with intersectional identities across different marginalized communities, such as trans women of color, oftentimes face uniquely difficult experiences in accessing basic needs. Acknowledging and accounting for this intersectionality is critical to creating a more just and equitable Town.

Physical and mental ability status are also important considerations for an inclusive city. In Tiburon, 9.9% of the population, or 899 people, identified as having a disability in 2019 (US Census, 2019). Addressing ability status is also important in considering policies for Tiburon's unsheltered population. A 2019 research survey counted roughly 1,034 unsheltered individuals throughout Marin County, with 38% of these individuals self-reporting at least one disability condition (Jaross, Kwak, and Gallant 2019). While Tiburon is

only one town in the county, it has a responsibility to do its fair share to help these residents and contribute to solving the challenges facing the Bay Area's houseless population.

According to 2019 data, over 90% of the employees who work in Tiburon live outside of the Town. Of these employees who work in Tiburon but do not live there, 11% live in San Francisco. These workers work predominantly in the service industry and most of them earn about \$3,333 a month, or \$39,995 annually. Approximately 41% Tiburon renter households are cost-burdened by paying 30% or more of their income for rent, highlighting the significant need for the development of more affordable workforce housing within the Town. Tiburon's median 2016-2020 gross rent of \$2,537 prevents many of these employees from potentially living within the Town.

Notably, people identifying as Hispanic or Latino are disproportionately represented in Tiburon's worker

population, where they make up 20% of workers when compared to the Town's general population, where they make up 10.1% of residents.

5.6 GOALS, POLICIES, AND PROGRAMS

GOAL DEI-A PUBLIC PARTICIPATORY PLANNING

Facilitate the Authentic and Inclusive Public Participation of all Residents in Local Government and Decision Making.

Ensuring all residents can participate regardless of language, ethnicity, national origin, color, race, sex, age, sexual orientation, income, or citizenship status will ensure that Tiburon grows to become a more inclusively equitable community. Additionally, clarity and transparency throughout the policy-making process will help build public trust while also encouraging further authentic participation by the public. This public trust can be further strengthened through partnerships with local organizations and residents

on developing strategies to meet community needs. This cooperative policymaking and leadership can also elevate historically disadvantaged communities that have previously been unable to participate in government.

Tiburon has been active in engaging local groups and partners in local planning processes. This was the case with the Town's recent update of its General Plan when it interviewed and surveyed several key stakeholders and organizations to ensure that the update had community input. When conducting this type of community engagement it is also important to include the views of underrepresented perspectives and diverse lived experiences, including those who work in and visit Tiburon as well as residents. Otherwise, traditionally engaged segments of the population will have more influence over the outcomes of policy making.

To access historically unengaged parts of the community, novel approaches are often needed. As an example,

Tiburon's use of webcasting and other forms of social media helps strengthen public transparency. Other municipalities in Marin County have created public engagement plans to formalize their outreach efforts and adapt them to the needs of their respective communities. Outreach strategies can be customized through tools such as multilingual community organizers or culturally relevant language changes. A lack of participation from historically unengaged communities is more often a reflection of shortcomings in engagement efforts and models, rather than of apathy. Shifting resources to facilitate engagement from all parts of a community is critical to facilitating inclusive public participation.

POLICY DEI-1 LEADERSHIP IN EQUITY AND INCLUSION.

Serve as a regional and countywide leader in the incorporation of equity and inclusion principles into local decision-making processes.

Program DEI-a Training and Education.

Provide education and training on inclusion, equity, diversity, and related concepts for Tiburon staff, Boards, Commissions, advisory groups, and other civic bodies. This discussion should include anti-racism education and a specific public place for expression. This could include forums, discussions, or quarterly speaker series. Continue to have a Diversity, Equity, and Inclusion Task Force to make recommendations to educate the community at large.

POLICY DEI-2 BROAD-BASED INVOLVEMENT.

Collaborate with community-based organizations to engage with historically disadvantaged communities who have been left out of public processes due to language, mobility, race, color, national origin, age, citizenship, income status, or other barriers. This engagement should authentically support community empowerment and self-determination in processes such as those surrounding project planning.

Program DEI-b Community Stakeholders.

Actively facilitate opportunities for all Tiburon residents to engage. These programs should be specifically aimed at under-represented components of the community such as communities of color, immigrant communities, youth, commuters, and younger families. Use community-driven outreach methods

around cultural meeting places and informal social networks to engage under-represented groups. Partner with community organizers in this effort.

Program DEI-c Outreach.

Leverage the Town's social media and website presence to improve transparency and participation in local government. Clearly identify meetings, issues, actions, and ways to comment within all municipal documents, processes, and information to increase access and participation.

Program DEI-d Local Elections.

Facilitate opportunities for local elections to increase resident participation in local government, particularly among underrepresented components of the community.

Program DEI-e Black, Indigenous, and People of Color (BIPOC) Leadership in Local Government.

Increase opportunities for BIPOC representation in elected, staff, and appointed positions in local government. Develop more diverse candidate pools and interview panels that elevate the best candidates for the community.

Program DEI-f Removing Language Barriers.

Guarantee that non-English speaking populations can actively participate in local decision-making through accommodations such as translations of meeting materials, bilingual community notices, the use of accessible and culturally competent language, multi-lingual meetings, new online social media commenting platforms, and interpreters at public meetings. Following the Americans with Disabilities Act, local government should address ability

status by incorporating services such as American Sign Language translations, assistive listening devices, real-time transcription, and other accommodations.

Program DEI-g Surveys.

Regularly use community-focused outreach methods such as multilingual and culturally appropriate focus groups, surveys, and other research tools to solicit input from under-represented communities. When feasible, use community organizations to conduct surveys using grants or stipends to encourage participation.

Program DEI-h Community Meetings.

Conduct meetings with disadvantaged community members to support shared leadership and decisionmaking. Use these opportunities to collaborate with community-based organizations on strategies to identify and engage underrepresented communities.

POLICY DEI-3 ADVOCACY PROGRAMS.

Support advocacy, training, and education efforts by local social service providers and other groups such as the Canal Alliance, an organization which supports Marin County's Latino immigrant communities. Identify and collaborate with groups engaging with issues facing Tiburon's disadvantaged families such as those that are BIPOC, lower income, immigrant, senior, LGBTQ+, and/or have historically faced discrimination. Communities that otherwise require special needs should also be supported.

POLICY DEI-4 ADVISORY COMMITTEES.

Use committees, task forces, commissions, boards, & other bodies composed of residents who represent the Town's demographics and community, to assist Town staff and the local government in decision-making processes.

Program DEI-i Board and Commission Diversity.

Strive to ensure that Town Boards and Commissions are represented by a diverse and inclusive community. Focus recruitment for these bodies on under-represented groups of the community.

POLICY DEI-5 YOUTH IN GOVERNMENT.

Support and encourage the youth and young adult involvement in government, especially on relevant issues such as climate change, education, transportation, and youth services.

Program DEI-j Youth-Focused Outreach.

Work with local educational institutions, student groups, youth groups, and community-based organizations to increase youth engagement in public processes. This inclusive engagement should reflect Tiburon's demographics.

GOAL DEI-B COMMUNITY DESIGN

In this, a primary focus of the Town's transportation and development planning should be the fitness of Tiburon's residents.

Urban design can be used to encourage physical activity such as walking and cycling, which can in turn reduce rates of chronic conditions such as obesity and diabetes. Land use decisions should reduce exposure to pollution and other unhealthy environmental hazards to avoid further compounding health risks in disadvantaged populations. Through this, Tiburon will create a safe environment in which people in every part of the Town can lead healthy, active lives.

Crucial to a healthy environment is access to healthy food. This concept is multidimensional and includes healthy nutrition, ending food insecurity, and encouraging local food production.

Broadly, Marin County has a lower rate of food insecurity than other counties in California and throughout the United States. To further this, increasing acceptance of food stamps at local markets, and access to community spaces to grow healthy food can improve health outcomes. Municipal land use regulations can also be used to prevent concentrations of unhealthy food, alcohol, tobacco, and vaping establishments around areas frequented by children. Similar structural efforts are also needed to address the nutritional needs of unsheltered populations as well as those who may experience temporary periods of need.

POLICY DEI-6 NEIGHBORHOOD DESIGN FOR ACTIVE LIVING.

Design Tiburon's neighborhoods to promote physical activity by including opportunities for safe walking and cycling access to essential goods and services.

Program DEI-k Pedestrian and Bicycle Improvements.

Implement pedestrian and bicycle improvements, as described in the General Plan's Mobility chapter and the Tiburon Bicycle and Pedestrian Plan. Improved safety features, streetscape improvements, landscape revitalization, and other changes can make it easier, safer, and more comfortable to be physically active in Tiburon. This implementation should focus on areas that currently have less access to these features. Consider the public provision of bicycles.

Program DEI-l Public Health as an Evaluation Metric.

Use public health data as a guide when implementing infrastructure improvements such as parks, sidewalks, and bike lanes.

POLICY DEI-7 SAFE SPACE FOR PHYSICAL ACTIVITY.

Ensure that there are safe physical spaces for families, children, and young adults to be physically active in all neighborhoods, particularly in areas where residents may lack outdoor living space.

Program DEI-m Increasing Usable Public Space.

Increase curated public outdoor spaces, especially in higher-density neighborhoods that may develop as part of the affordable housing efforts. Vacant lots or rights-of-way can be opportunities to increase these spaces.

POLICY DEI-8 COMMUNITY HEALTH.

Promote community awareness around maintaining mental and physical health. Incorporate best practices around this in official Town programs and activities.



DESIGN FOR ACTIVE LIVING

Design that encourages physical activity such as walking and cycling can help reduce rates of diabetes and obesity.

Program DEI-n HEAL Campaign.

Engage in the Marin Countywide Healthy Eating Active Living (HEAL) campaign in supporting actions that improve physical well-being and health through transforming the physical environment.

Program DEI-o Municipal Code Review.

Regularly review municipal codes and regulations for health impacts. This includes provisions around tobacco, vaping, smoking, indoor air quality, and HVAC systems. Update these measures to help sustain safe living conditions during extreme weather events.

POLICY DEI-9 ENVIRONMENTAL JUSTICE

Ensure that transportation and land use policies do not create environmental hazards that disproportionately affect vulnerable and low-income populations. Where these conditions currently exist, reduce, or eliminate such hazards.

Program DEI-p Reducing Exposure to Hazards.

Appropriately utilize conditional use permit requirements for businesses near residential neighborhoods to reduce noise, odor, smoke, vibration, and other forms of pollution. When issues arise, work with local business owners and community members to encourage responsiveness.

Program DEI-q Reducing Indoor Air Pollution.

Distribute accessible and multilingual information on indoor air pollution to vulnerable populations, including lower-income communities. In multi-family housing projects, quickly respond to complaints about smoke and odors to address community concerns.

Program DEI-r Environmental Hazard Data.

Maintain data on environmental hazards and vulnerable populations near hazards using tools such as CalEnviroScreen.

POLICY DEI-10 NEIGHBORHOOD GREENING.

Encourage the development of green spaces in Tiburon's residential neighborhoods. This should include tree planting, landscaping, and other improvements that aesthetically reduce pollutants and increase climate resilience.

Program DEI-s Greening Priorities.

Support Town-sponsored urban greening initiatives in areas that may become high residential density, low tree cover & low access to open spaces.

POLICY DEI-11 FOOD ACCESS.

Expand access to healthy nutritional options in Tiburon with accessible grocery stores, community gardens, farmers' markets, and general markets, to encourage healthier options for

residents. Support and promote small neighborhood-oriented urban agriculture focused on neighborhood gardens and farmers markets. to meet the needs and scale of the Town. New development opportunities could provide rooftop gardens and small community gardens in their design, responsive to both health and climate change needs.

Program DEI-t Obstacles to Food Production.

Support public wellness and health through regularly review and update of zoning regulations to identify and remove barriers to neighborhood-oriented urban gardening and food production in residential neighborhoods.

GOAL DEI-C HOUSING STABILITY

Increase housing stability for all residents, especially those that come from vulnerable populations that are low-income, senior, or have been historically disadvantaged.

Residents should enjoy this stable housing without fear of displacement by high rents and low affordable housing stock. Tiburon will work with stakeholders such as rental property owners and landlords to develop fair, workable solutions for all parties.

As of 2020, 34.4% of Tiburon's renter households use more than 35% of their incomes for housing (US Census, 2020). The impact of the pandemic has presumably worsened these

numbers. Rising rent prices often fall disproportionately on vulnerable populations. The COVID-19 pandemic has exacerbated these housing inequities. Moreover, vulnerable community members and families, for both social and economic reasons, may be unable to move to more affordable localities and are often unaware of potentially helpful resources.

Tiburon should orient its planning and development to proactively address these conditions so that these burdens do not disproportionately affect disadvantaged families and individuals. Housing should be produced for all income levels as well as both owners and renters. The Town should also introduce measures to address the displacement of lower-income residents. This is especially important as Tiburon considers the development of more housing. The accelerated production of accessory dwelling units and other innovative forms of housing can also help further housing stability by increasing the supply of affordable housing units.

POLICY DEI-12 PREVENTING DISPLACEMENT.

Restrict the displacement of lower-income and vulnerable residents that may be affected by rising costs, without-cause evictions, and/or other structural economic factors.

Program DEI-u Anti-Displacement Strategies.

Implement anti-displacement strategies in future development and policies that may result in a decrease in affordable housing, displaced tenants, or economic hardships due to cost-of-living increases.

Program DEI-v Renter Protection Measures.

Explore and promote the protection of Tiburon renters while also facilitating positive and productive communication between tenants and landlords.

Program DEI-w Housing Segregation.

Educate the community and relevant stakeholders about historic housing discrimination and its consequences. Consider the continued impact of this discrimination in Tiburon and the region when developing housing policies. As noted in the Housing Element, affirmatively further fair housing through overcoming historic systemic segregation.

POLICY DEI-13 AFFORDABLE HOUSING DEVELOPMENT.

Support the development of affordable rental housing that meets the needs of all Tiburon residents.

POLICY DEI-14 ACQUISITION AND REHABILITATION.

Support local community-based organizations and other housing

advocates in their efforts to acquire and convert private market-rate apartment complexes into affordable housing using state and federal tax credit programs. Help create community land trusts that will acquire existing housing and maintain its affordability.

Program DEI-xCode Enforcement.

Effectively enforce housing codes in all neighborhoods to prevent unsanitary or unsafe conditions. Ensure that this enforcement does not displace lower-income residents or increase housing cost burdens.

POLICY DEI-15 EMERGENCY HOUSING SERVICES.

Support community organizations and groups that provide emergency housing, shelter, and other essential services to vulnerable communities. This includes temporary housing for displaced and unsheltered individuals.

Program DEI-y Temporary Housing for At-Risk Groups.

Collaborate with community organizations to support and develop temporary housing solutions for

immigrants, refugees, low-income individuals, seniors, and other vulnerable populations throughout and after an emergency.

GOAL DEI-D EQUITABLE SERVICE DELIVERY

Support empowering and increasing self-efficiency within disadvantaged and vulnerable communities through ensuring equitable access to services such as health care, education, public safety, social services, and transportation.

A key principle of equity-driven planning is prioritizing the distribution of resources to directly benefit underprivileged families. These communities have historically experienced a lack of investments, deferred or otherwise. Due to the various cultures and lived experiences

these communities face, lower-income neighborhoods may have needs that are different from those of the overall community. Different sources of funding from state, federal, foundation, or other private sources can be leveraged to prioritize development in many disadvantaged areas. These alternative and additional sources of funding should be considered within the planning process.

POLICY DEI-16 EQUITABLE MAINTENANCE OF STREETS AND PUBLIC SPACE.

Ensure that the cleaning of streets, litter, and illegal dumping as well as the maintenance of public streets, sidewalks, streetlights, and other public facilities are performed equitably throughout Tiburon. Responses to public nuisances and violations should also be done without regard to income or location.

Program DEI-z Reporting Systems.

Support programs that residents and businesses can use to easily report

illegal dumping, roadside garbage, vandalism, graffiti, noise, smoke, and other public nuisances. Maintain objective and transparent data on reports and follow-up actions.

Program DEI-aa Security and Safety Improvements.

Support public safety improvements and maintenance around street lighting, speed control, security cameras, directional signage, and sidewalks.

POLICY DEI-17 PUBLIC SAFETY.

Build positive, trustworthy, and safety-oriented relationships between residents, businesses, and law enforcement.

Program DEI-bb Neighborhood Safety Partnerships.

Encourage partnerships between lower-income residents and local police to address law enforcement concerns, including organized events such as neighborhood walks and police “walking the beat” to create personal relationships and learn about community issues. Consider

a collaborative public and police oversight board.

Program DEI-cc Community Stakeholder Collaboration.

Build trustworthy and transparent relationships between law enforcement, local government, residents, and other community stakeholders.

Program DEI-dd Data Collection and Outcomes Analysis.

Support the objective and transparent collection of public safety data. Analyze outcomes and identify ways in which the community can be better served and protected.

Program DEI-ee External Best Practices.

Collaborate with external partners and adopt best practices from other successful community-oriented public safety policies.

POLICY DEI-18 PUBLIC HEALTH EQUITY.

Promote community health partnerships, services, and programs that support economically disadvantaged

communities. Facilitate better access to social and medical services, including those regarding mental health.

Program DEI-ff Mobile Health Care.

Support the use of public community facilities for “pop-up” health clinics, services, and other wellness activities. Focus the deployment of these for persons in the community needing assistance.

POLICY DEI-19 FOOD SECURITY.

Increase food nutrition and security, especially among lower-income, senior, and vulnerable populations. Facilitate local access to food assistance resources such as food banks and the Supplemental Nutrition Assistance Program. Support equitable service delivery through increasing the confirming acceptance of food subsidy vouchers at all local grocery and food outlets throughout Tiburon.

POLICY DEI-20 A COMPASSIONATE TOWN.

Support community organizations and service providers that help disadvantaged families in Tiburon. Nonprofit and public organizations that provide essential services such as health care, housing, transportation, and other social services to lower-income, unhoused, senior, and other vulnerable populations are valuable partners. The Town should support them as part of Tiburon’s “safety net.”

Program DEI-gg Connecting Social Service Providers.

Spread awareness of social and mental health services by connecting residents and service providers, facilitating communication amongst the providers, and increasing dialogue between residents and local government.

Program DEI-hh Collaborative Service Model.

Support and encourage collaboration between different stakeholders to address local health and social service needs. Support partnerships between community-based organizations, service providers, Marin County, other North Bay cities, and the

internal components of Tiburon’s local government.

POLICY DEI-21 TRANSPORTATION IMPROVEMENTS.

Center equity in Tiburon’s transportation operations and planning. Work with local and regional transit agencies to ensure their services address the needs of households with limited travel options with a focus on increasing mobility for all community members. This should include the development of further transportation options to connect disadvantaged community members with available services and employment within Tiburon.

Program DEI-ii Transit Improvements.

Work with the Marin Transit Authority, the Golden Gate Bridge, Highway and Transportation District, Golden Gate Ferry, and other relevant transit operators to collect and analyze data on Tiburon’s transit-dependent population to ensure that this population’s needs are met.

Program DEI-jj Bicycle and

Pedestrian Improvements.

Highlight bicycle and pedestrian infrastructure in areas with a high concentration of both and a resident population with fewer transportation options. Support increasing access to bicycles, helmets, and other relevant cycling equipment for lower-income residents.

GOAL DEI-E: ACCESS TO EDUCATION AND ECONOMIC OPPORTUNITY.

Reduce educational and economic barriers for all residents.

The Town collaborates with nonprofit, private, and other public partners to support affordable childcare, quality education, after-school programming, vocational training, career advancement, and programs to help residents overcome economic barriers and achieve employment. Residents are entitled to have the resources and opportunities to learn, grow, thrive, and achieve.

As schools are a foundational component of a community, they are a key consideration in an equity-focused General Plan. Aside from educating residents, high-quality educational facilities also affect housing prices and neighborhood desirability. Education develops youth life experiences, increases access to gainful employment, and can ultimately disrupt poverty. Schools also serve as hubs for their communities by providing places to gather as well as community service resources.

Due to their separate governance and administration, education has not always been integrated into local planning processes. While General Plans often address topics around transportation and housing, they are not mandated to address the role of schools or education. Tiburon, the Reed Union School District, and other educational partners can work together through early childhood education, childcare programs, after-school programming, and collaborations between schools, local colleges, and regional universities. The business community can also serve as a partner for future employment.

While education is the best starting point for supporting economic

opportunities, other policies and programs can provide substantial economic opportunities. Collaborations with local businesses and entrepreneurs can create new employment and encourage local community investment.

POLICY DEI-22 CHILD CARE AND EARLY CHILDHOOD DEVELOPMENT.

Expand capacity for affordable early childhood development centers and childcare in Tiburon, including public programs.

Program DEI-kk Business Partnerships.

Develop local employer partnerships to increase the affordability and accessibility of childcare for low-income workers. Educate employers on the benefits of childcare to convince them to make these services available.

POLICY DEI-23 AFTER SCHOOL ACTIVITIES.

Create safe and affordable after-school opportunities for youth. Advertise these programs to ensure all community

members know of their existence. Collaborate with the community to identify needs, develop services to address these needs, and increase access to these services.

Program DEI-II Buddy Programs.

Collaborate with school districts to develop “host” programs where Tiburon families can support English learners and new students from other countries.

Program DEI-mm Cultural Competency.

Ensure that the Town of Tiburon uses culturally sensitive communication when providing information to families about extracurriculars.

POLICY DEI-24 ENABLING EQUITABLE ACADEMIC ACHIEVEMENT

Help local schools promote among students from different communities and socioeconomic groups and develop programs to help students with special

educational needs or circumstances that put up barriers to learning.

POLICY DEI-25 EMPLOYMENT READINESS

Develop partnerships between schools, community groups, and businesses so Tiburon residents can enter employment in the local and regional economies while also being able to engage with accessible career resources. Invest in services and programs that develop career ladders for lower-income workers to advance to higher-salary jobs and increased economic stability. Encourage local businesses to mentor students and young professionals.

POLICY DEI-26 LOCAL WORKFORCE RETENTION.

Recognize the local and regional economic contributions of Tiburon's lower- and moderate-income workers, especially the many essential workers in the local economy. Preserve existing employees and continue to provide employment opportunities for people

with a variety of educational and work experiences.

Program DEI-nn Measuring Workforce Contributions.

Use data to quantify the low- and moderate-income workforce's contributions to both Tiburon and the North Bay's economies. Leverage this data to create targeted economic development programs and strengthen the "safety net" for essential workers.

POLICY DEI-27 SMALL BUSINESS SUPPORT.

Develop a supportive small business environment in Tiburon. Address small business concerns relating to parking, infrastructure, litter, loitering, crime, and similar issues.

Program DEI-oo Business Assistance.

Explore policies and partnerships with organizations such as chambers of commerce to support small businesses and entrepreneurs in Tiburon, including

those that are minority-owned businesses.

Program DEI-pp Hiring Incentives.

Create incentives for the hiring of local workers, especially lower-income trades employees. In 2019, according to the US Census, 90.6% of Tiburon's workforce lived outside of the city. Of Tiburon's workforce, 9.4% lived in

Tiburon. Conversely, Bay Area Equity Atlas notes that in the same year, compared to the 4% of Californians who commute 90 or more minutes to work one-way, only 2.8% of Tiburon residents have a commute of that length.



SUPPORT SMALL BUSINESSES

Tiburon has a great mix of small businesses that the town can support in partnership with the chamber of commerce.



SAM'S CAFE

RESTAURANT

WAIT TO BE SEATED

Sam's TAKE OUT

PLEASE WAIT HERE TO ORDER OR PICKUP

ANGEL ISLAND

RESTAURANT



06.

MOBILITY



YOU ARE HERE...

CONTENTS

- 1 INTRODUCTION
- 2 LAND USE
- 3 DOWNTOWN
- 4 HOUSING
- 5 DIVERSITY, EQUITY + INCLUSION
- 6 MOBILITY**
- 7 NOISE
- 8 SUSTAINABILITY
- 9 CONSERVATION
- 10 OPEN SPACE, PARKS + RECREATION
- 11 SAFETY + RESILIENCE

6.1 PURPOSE OF THE CHAPTER

Mobility, or the ability to readily move from one place to another, is made possible in Tiburon through a transportation system that encompasses roadways, transit routes, ferry service, pedestrian paths and sidewalks, and bicycle paths, lanes, and routes. The goal of a well-planned and integrated transportation network is to provide safe and convenient travel for all users—including children, seniors, and persons with disabilities—whether travelling by vehicle, bicycle or foot. A balanced, multi-modal transportation system works to limit congestion, and reduce greenhouse gas emissions, and improve public health.

The Tiburon Peninsula possesses unique constraints and opportunities for circulation. The constraints are largely a function of the relative isolation that results from being a lengthy peninsula and from topography that is dominated by relatively steep hillsides. The unique

opportunities are provided by the navigable waters that surround the peninsula, the clustering of pedestrian-oriented development in downtown, and the heavily used Old Rail Trail, a multi-use path that runs most of the length of the peninsula.

The Mobility chapter includes the following sections:

6.2 Vision and Guiding Principles.

Sets forth a guiding vision and principles for the transportation system.

6.3 Existing Mobility Conditions.

Summarizes existing mobility conditions in Tiburon, including all modes of transportation that residents, visitors, and employees on the peninsula use regularly, and the sources of traffic congestion.

6.4 Circulation Improvements.

Presents a list of proposed supply and demand strategies intended to reduce vehicle miles traveled (VMT) and traffic congestion and enhance mobility.

6.5 Goals, Policies, and Programs.

Identifies goals, policies, and programs to improve mobility and the transportation system.

6.2 VISION AND GUIDING PRINCIPLES

VISION

Town goals and policies are guided by its overall vision for the transportation system. The following statement provides this vision for this element:

The Town of Tiburon envisions a transportation system that supports the Town's goals for safe and healthy transportation, sustainability, a sense of small-town community character, high quality of life for residents, and economic vibrancy of the downtown area, which will continue to grow as a draw for visitors and residents. The Town furthermore envisions that that its streets and pathways will form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards. This entails the integration of Complete Streets

into street designs that are comfortable and convenient for the breadth of travel choices while creating more vital places in fitting with desired community character. Complete Streets are routinely planned, designed, operated, and maintained with the consideration of the needs and safety of all travelers along and across the entire public right of way. Streets will meet the needs of all ages and abilities who are walking, bicycling, using transit, traveling with mobility aids, driving vehicles, and driving commercial freight.

COMPLETE STREETS

Complete Streets are routinely planned, designed, operated, and maintained with the consideration of the needs and safety of all travelers along and across the entire public right of way. This includes people of all ages and abilities who are walking; driving vehicles such as cars, trucks, motorcycles, or buses; bicycling; using transit, or traveling with mobility aids; and freight shippers. Every street and its environs are different, so physical manifestation of this principle will change based on the local context. However, providing for all users is a core tenet of Complete Streets.



COMPLETE (ABOVE) AND NOT YET COMPLETE (BELOW)

Complete Streets approach focuses on desired outcomes; there is no one-size-fits-all solution.

The Complete Streets movement fundamentally redefines what a street is intended to do, what goals a transportation agency is going to meet, and how a community will spend its transportation money. The Complete Streets approach breaks down the traditional separation between highways, transit, biking, and walking, and instead focuses on the desired outcomes of a transportation system that supports safe use of the roadway for everyone.

Complete Streets policies formalize a community's intent to plan, design, operate, and maintain streets so they are safe and accessible for all users of all ages and abilities. Policies direct decision-makers to consistently fund, plan, design, and construct community streets to accommodate all anticipated users, including pedestrians, bicyclists, public transit users, motorists, and freight vehicles.

There are many types of Complete Streets—it does not mean every street has sidewalks, bike lanes, and transit. On streets with low traffic volumes, such as those in Tiburon's hilly residential neighborhoods, a Complete Street may be a shared space with traffic calming that ensures walking and bicycling is

safe, even without marked bike lanes or sidewalks. On busier thoroughfares such as Tiburon Boulevard, by contrast, separated walking and biking facilities are more appropriate. There is no one-size-fits-all solution, and the design of every street must take into account local land use, traffic volumes, and the role of the street in the overall multimodal network.

GUIDING PRINCIPLES

To support the vision statement, several principles guide the Mobility Element:

CONGESTION

Automobile traffic volumes along major corridors—especially Tiburon Boulevard—should be reduced to improve traffic flow and enhance quality of life and safety. In particular, the Town shall address growing school and contractor traffic on weekdays, and visitor traffic on weekends.



COMPLETE STREETS, FLEXIBLE STREETS

Miller Avenue, in Mill Valley, comfortably supports all modes of travel (top). Temporary closure of Main Street has supported downtown life (bottom).

HEALTH

The Town's transportation system should support opportunities for active transportation choices, including walking and biking, which contribute to the community's health. Emissions from automobiles should be reduced as much as possible to the lessen the negative health consequences of particulate matter contained in vehicle exhaust.

ECONOMY

The Town's transportation system should support economic development in the Town as well as access to other destinations, which is essential to maintaining the Town's appeal as a place to live. A variety of safe and reliable transportation connections to destinations across the San Francisco Bay Area are vital the Town's economic well-being.

ENVIRONMENTAL SUSTAINABILITY

The Town values the preservation of local natural resources, such as open space and water quality. The Town also recognizes that local

governments can play a strong role in reducing greenhouse gas emissions and mitigating the potential impacts of global climate change. Transportation policies in the Town should support both of these objectives.

VEHICLE MILES TRAVELED (VMT)

The mobility network and land use pattern should support efforts to reduce VMT, relevant to greenhouse gas emissions.

SAFETY

The Town's transportation network should be safe for all users, whether walking, biking, driving, or taking transit. People of all ages should feel comfortable biking and walking as a means of transportation as well as recreation.

EQUITY

The transportation network should balance the needs of all users, as well as people of different incomes, who may have limited access to automobiles. Senior citizens and people with disability who are no

longer able to drive should also be served by high-quality transportation options such as paratransit.

CHOICE

Residents and visitors in Tiburon should have the choice to travel by different modes as they see fit, safely, and with convenience and flexibility. Driving is likely to remain the most common mode of travel for the foreseeable future in Tiburon, but walking, biking, and riding transit (as well as carpooling) will become attractive choices for an increasing number of people.

MANAGEMENT AND MEASUREMENT

Roadway and circulation network performance metrics—encompassing all modes of travel—should be established and measured. The transportation network should be managed to achieve set targets, such as reducing the number of collisions, improving parking availability, or reducing automobile congestion.

DESIGN

Tiburon has views of natural and urban settings that are among the finest in the world. The design of transportation facilities should take into account and enhance the Town's setting of residential tranquility intertwined with natural beauty, as well as its vibrant and appealing downtown.

6.3 EXISTING MOBILITY CONDITIONS

SETTING

The Tiburon Peninsula possesses unique constraints and opportunities for circulation. The constraints are largely a function of the relative isolation that results from being a lengthy peninsula and from topography that is dominated by relatively steep hillsides. The unique opportunities are provided by the navigable waters that surround the peninsula, the pedestrian-oriented development in downtown, and the heavily used Old Rail Trail, a multi-use path that runs most of the length of the Peninsula.

Tiburon’s history of rail and ferry transport shaped the Town’s development patterns, with a walkable downtown located close to the Ferry Terminal and former train station. Located eight miles north of San Francisco, Tiburon is placed in the heart of the San Francisco Bay Area, accessible by ferry from downtown San

Francisco. Figure M-1 shows the major regional transportation facilities.

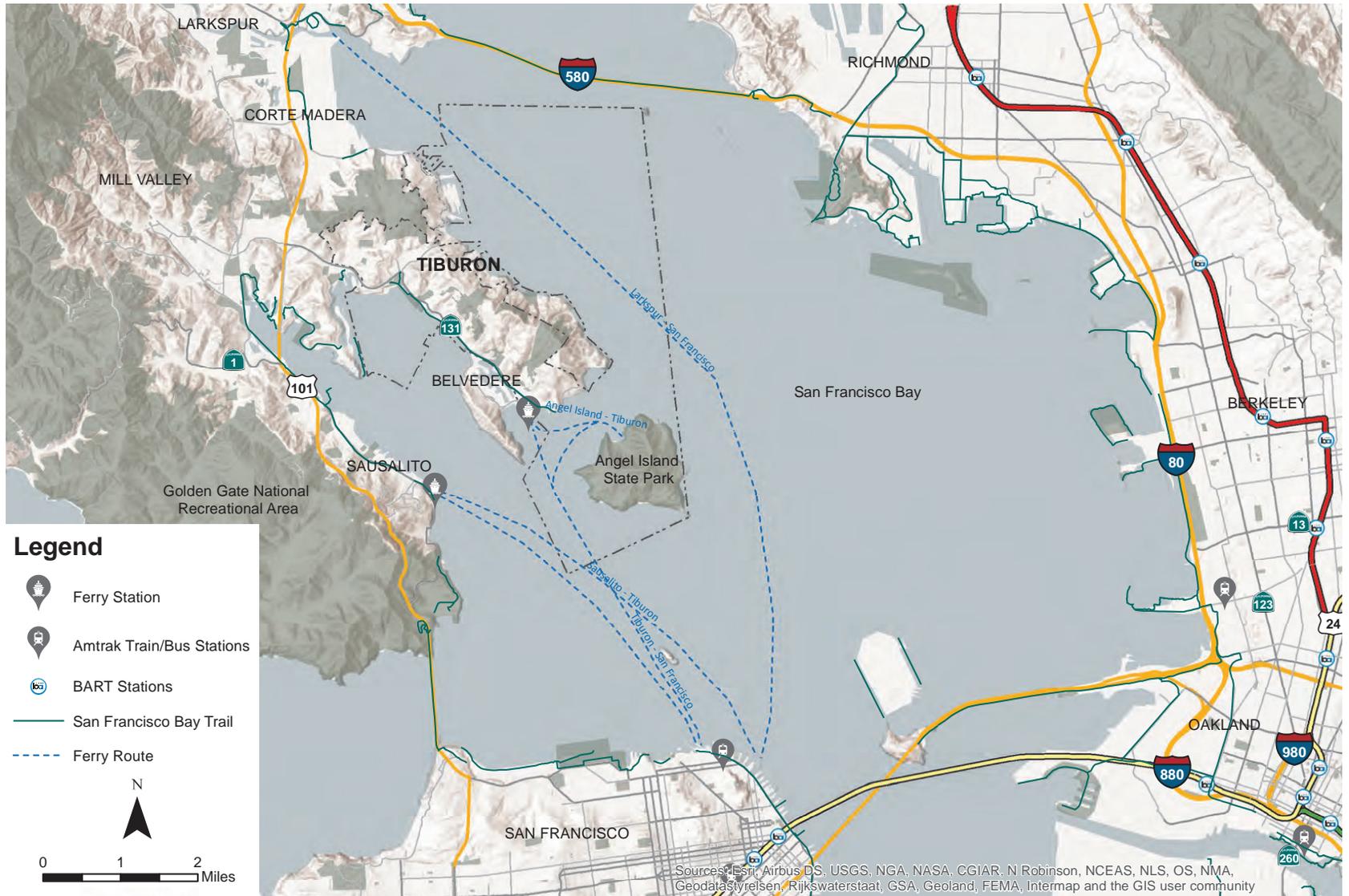
BAY AND HILLS

Tiburon’s topography and peninsula location constrain transportation. At the same time, the bay presents unique opportunities.



Figure M-1

REGIONAL TRANSPORTATION SETTING



STREET NETWORK

The street network in the Tiburon planning area consists of approximately 60 miles of streets. The Town’s street classifications are as follows, further described in Table M-1 and shown in Figure M-2:

ARTERIAL

A major street providing multi-modal travel and access to key land uses, as well as carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to properties. Safe pedestrian and bicycle facilities, where feasible and appropriate, should be provided along arterials.

COLLECTOR

A street for travel between arterial and local streets, generally providing direct access to properties. Safe

pedestrian and bicycle facilities should be provided along the collectors where feasible and appropriate.

LOCAL STREETS

A street providing direct access to properties and designed to discourage through traffic. Dedicated bicycle and pedestrian facilities may not be necessary if traffic speeds are slow enough to comfortably share the roadway space.

Table M-1

STREET CLASSIFICATIONS

TYPE	FUNCTION	EXAMPLES	TRAFFIC LANES
Major Arterial	Connects major local activity centers, provides direct multi-modal access to adjacent properties, and connects with U.S. 101 freeway	Tiburon Blvd., from U.S. 101 to Trestle Glen	4
Minor Arterial	Connects major arterial with collector and local streets, serves major local activity centers, and provides direct multi-modal access to adjacent properties	Tiburon Blvd., from Trestle Glen to Main St.; Trestle Glen Blvd.	2 – 4
Collector	Connects local streets with arterial streets and provides direct multi-modal access to adjacent properties.	Blackfield Dr., Reed Ranch Rd., Lyford Dr., Stewart Dr.	2
Local	Serves adjacent residential and commercial properties.	Gilmartin Dr., Cecilia Way, Main St., Mountain View Dr., Mt. Tiburon Rd., Juno Rd.	2

Figure M-2

STREET CLASSIFICATION MAP



SIDEWALKS & PATHS

High-use pedestrian areas include the downtown area and crossings of Tiburon Boulevard to assess destinations such as schools, the post office, and library. Pedestrians in Tiburon use a variety of facilities, as shown in Figure M-3, including streets (with and without sidewalks) and multi-use paths, as well as trails designed primarily for recreational purposes. Sidewalks are provided on portions of some arterial and collector streets, but most local streets in Tiburon do not have sidewalks. Some of these walkways do not meet ADA requirements for width, obstructions, tripping hazards, or curb ramps. The Town of Tiburon joined the Reed Union School District (RUSD) and St. Hilary School in forming the Tiburon Peninsula Traffic Committee, which aimed to increase carpooling, walking, and biking to schools and to improve traffic flow around school neighborhoods. From that process, the Town approved a traffic safety

improvement plan for areas around the schools. The improvements, including the installation of sidewalks funded by Safe Routes to Schools grants, are ongoing.

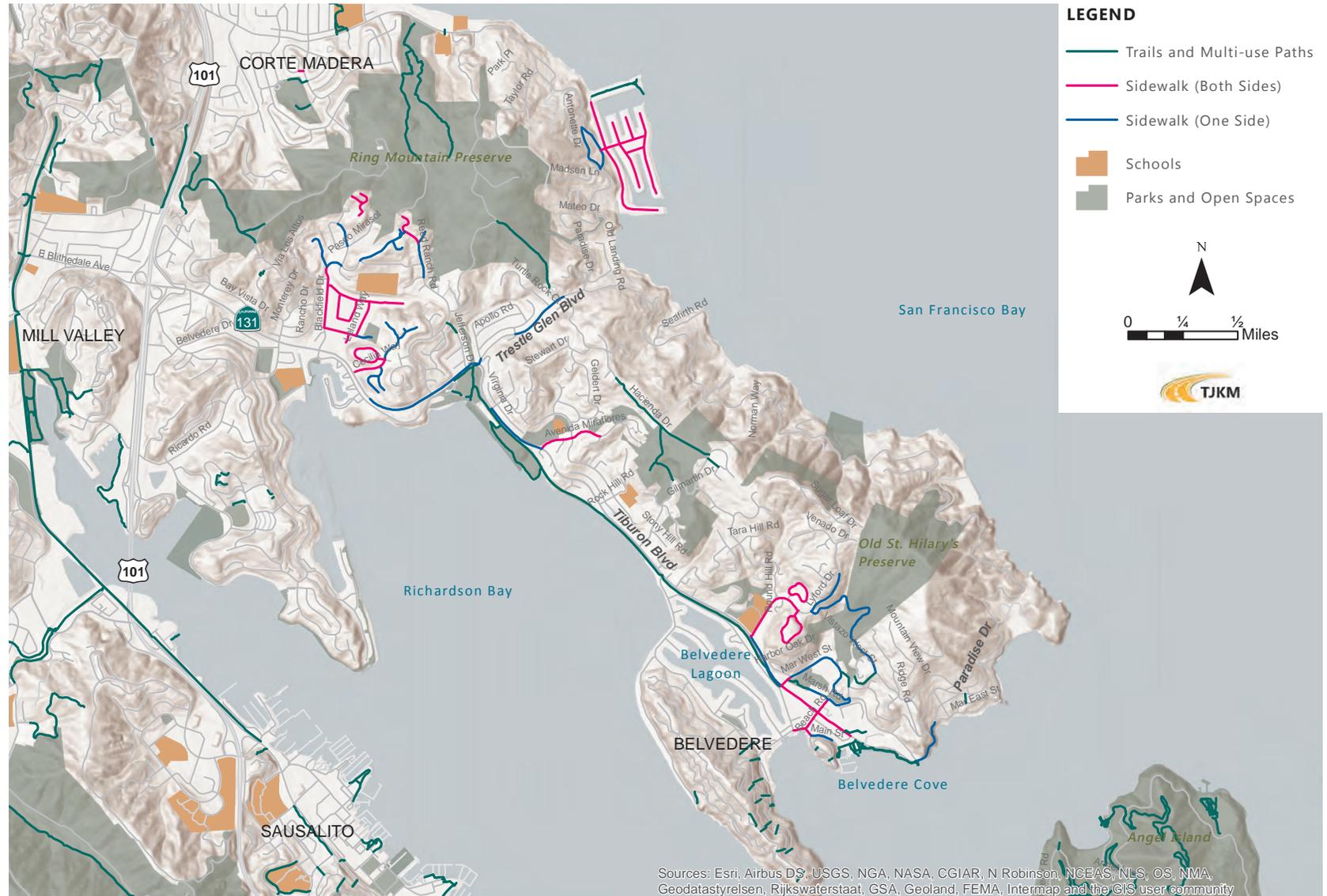


SIDEWALKS AND PATHS

Tiburon's pedestrian network spans from high-use areas like downtown to open space trails.

Figure M-3

SIDEWALKS & PATHS



BIKEWAY NETWORK

One of the underlying goals of “complete streets” requirements is that all modes of travel, including bicycles, should be adequately accommodated on most streets, not just streets that are designated as bikeways. Therefore, the provision of travel accommodations may occur throughout the Town’s transportation network.

Designated bikeways are routes where an additional level of bicycle accommodation is to be provided. There are four classifications of designated bikeway facilities in California, as defined by the California Department of Transportation (Caltrans).



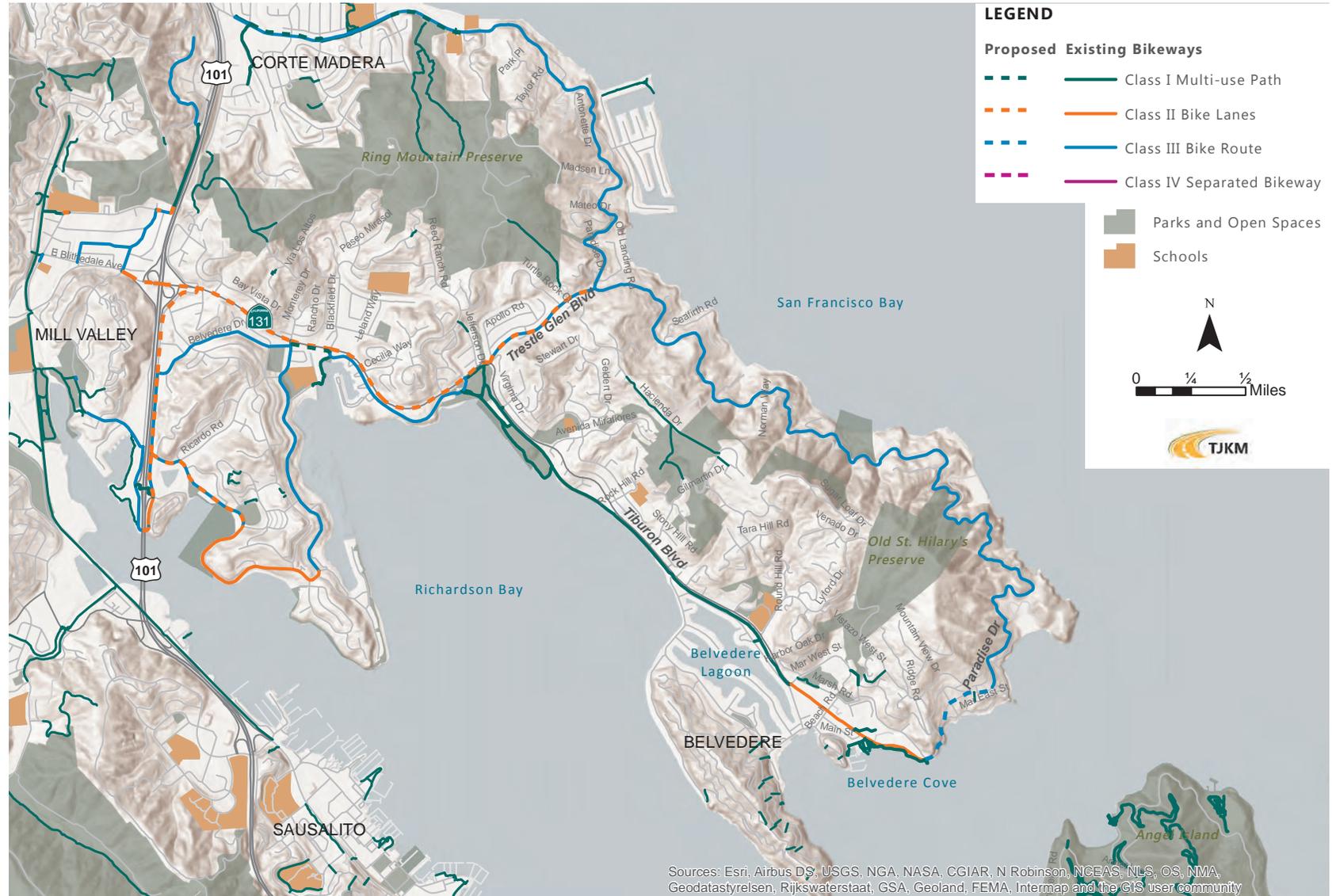
BIKING IN TIBURON

Biking is not a new part of the Tiburon lifestyle.

Source: Belvedere-Tiburon Landmarks Society

Figure M-4

BIKEWAY NETWORK



MULTI-USE PATHS (CLASS I BIKEWAYS)

A path physically separated from motor vehicle traffic by an open space or barrier, and either: within a highway right-of-way or within an independent right-of-way used by bicyclists, pedestrians, joggers, skaters, and other non-motorized travelers. Because the availability of uninterrupted rights-of-way is limited, this type of facility may be difficult to locate and more expensive to build relative to other types of bicycle and pedestrian facilities, but less expensive compared to building new roadways. The 2.6-mile Old Rail Trail connects Richardson Bay from Blackie's Pasture, Downtown Tiburon, and Shoreline Park. The Old Rail Trail is in close proximity to schools, shopping areas, parks, and public facilities.

BICYCLE LANES (CLASS II BIKEWAYS)

A portion of a roadway that has been set aside by striping and pavement markings for the preferential or exclusive use of bicyclists. Bicycle lanes are intended to promote an orderly flow of bicycle and vehicle traffic. This

type of facility is established by using the appropriate striping, legends, and signs. Buffered bicycle lanes are further enhanced by providing a designated buffer space, typically with pavement markings, between the bicycle lane and adjacent on-street parking or motor vehicle lane. Buffered bicycle lanes provide greater separation between bicyclists and motorists and/or avoid the door zone adjacent to parked cars.

BICYCLE ROUTES (CLASS III BIKEWAYS)

Class III bicycle routes are facilities where bicyclists share travel lanes with motor vehicle traffic. Bike routes must be of benefit to the bicyclist and offer a higher degree of service than adjacent streets. They provide for specific bicycle demand and may be used to connect discontinuous segments of bicycle lane streets. They are often located on local residential streets. Presently, the Town has 2.8 miles of class III bikeways on Paradise Drive.



TIBURON BOULEVARD NEAR BEACH ROAD, CLASS II BIKEWAY



OLD RAIL TRAIL, CLASS I BIKEWAY

SEPARATED BIKEWAY (CLASS IV BIKEWAYS)

A Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and adjacent vehicle traffic. The physical separation may include flexible posts, grade separation, inflexible physical barriers, or on-street parking. Separated bikeways generally operate in the same direction as vehicle traffic on the same side of the roadway. However, two-way separation bikeways can also be used, usually in lower speed environments. Presently, there are no class IV bikeways in

Tiburon. However, Tiburon Boulevard between US-101 and Blackfield / Greenwood Cove Drive could be the potential location for class IV bikeways.

Figure M-4 shows the existing and planned bikeway network consistent with the Town’s adopted Bicycle and Pedestrian Plan that was most recently updated in 2016. The existing bicycle facilities follow “Paradise Loop” which runs along Tiburon Boulevard and Paradise Drive and forms the primary bicycle transportation and recreation spine of the Tiburon Peninsula. Table M-2 shows the existing and proposed length of bikeways by class.

Table M-2

BIKEWAY NETWORK MILES

TYPE OF BIKEWAY	BIKEWAY CLASS	EXISTING MILES	PROPOSED MILES
Multi-use Paths	I	2.72	0.0
Bicycle Lanes	II	0.72	1.61
Bicycle Routes	III	2.84	0.97
Separated Bikeways	IV	0.00	0.03
Total	--	6.13	2.61

PUBLIC TRANSIT

Public transportation in Tiburon is provided by Marin Transit, Golden Gate Transit/Ferry and Angel Island/Tiburon Ferry. Key transit routes are shown in Figure M-5.

Marin Transit is the agency responsible for local transit service within Marin County, including Tiburon. The agency operates local transit services and contracts with other operators for three types of fixed route services within the county: large bus fixed route, shuttle, and rural service. Marin Transit also operates paratransit and dial-a-ride service within Marin County.

Golden Gate Transit operates transit services between Marin County and Sonoma, San Francisco, and Contra Costa Counties. It is one of three operating divisions of the Golden Gate Bridge, Highway, and Transportation District. The agency operates two

inter-county bus services: Transbay Basic Service, and Transbay Commute Service. Prior to the pandemic, one commute bus route was operated between Tiburon and San Francisco with two AM trips and one PM trip.

The Golden Gate Bridge, Highway, and Transportation District operates ferry service between Marin County and San Francisco via conventional and high-speed ferries. Service is provided between the Tiburon Ferry Terminal (located in downtown Tiburon) and the San Francisco Ferry Building Gate B, Monday-Friday.

The Angel Island/Tiburon Ferry operates recreational ferry service between Angel Island and downtown Tiburon.

School bus service in Tiburon is provided by the Yellow Bus program that provides morning and afternoon service to Bel Aire School, Del Mar School, and Reed School.

PARATRANSIT

Marin Access Paratransit offers pre-scheduled bus transportation for persons with disabilities in Marin County. Service is offered within $\frac{3}{4}$ mile of fixed route Marin Transit routes and covers portions of Tiburon. Service is provided to paratransit eligible individuals on an on-demand basis, during regular Marin Transit operating hours.

Figure M-5

TRANSIT ROUTE MAP



TRAVEL MODES TO/ FROM WORK

Tiburon has double the rate of people that use public transportation to and from work (18.1 percent) compared to the Marin County average, according to U.S. Census Bureau estimates from 2015-19. Just 54.6 percent of workers drove alone to work which is fairly low as compared to countywide (64.1 percent) and statewide (73.5 percent) averages.

Tiburon also has a higher rate of residents working at home (14.9 percent during the 2015-19 period that predates the COVID-19 pandemic), more than double the Bay Area and statewide averages prior to 2020.

The journey to work commute characteristics data is summarized in Table M-3.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates



FERRY SERVICE

Largely due to the ferry connection, Tiburon has nearly double the rate of transit use as Marin County as a whole.

Table M-3

WORK COMMUTE CHARACTERISTICS

JURISDICTION OF RESIDENCE	TOWN OF TIBURON		MARIN COUNTY		BAY AREA (9 COUNTY REGION)		STATE OF CALIFORNIA	
	NUMBER	% ²	NUMBER	%	NUMBER	%	NUMBER	%
Employed persons	4,344		130,747		4,119,405		19,078,101	
Drove Alone	2,327	54.6%	82,136	64.1%	2,522,264	65.1%	13,767,903	73.5%
Carpool	365	8.6%	10,537	8.2%	374,868	9.7%	1,841,273	9.8%
Public Transit	773	18.1%	12,346	9.6%	522,092	11.1%	970,901	5.2%
Walk	69	1.6%	4,399	3.4%	147,157	3.5%	479,751	2.6%
Other	92	2.2%	2,813	2.2%	143,493	3.3%	482,036	2.6%
Worked at Home	635	14.9%	15,930	12.4%	258,172	7.3%	1,188,387	6.3%

TRAFFIC PATTERNS

Tiburon Boulevard is the main arterial street serving Tiburon and experiences greater traffic congestion than any other street in the town. The sources of traffic on Tiburon Boulevard are varied. During the school year, traffic is heavily peaked in the morning and mid-afternoon as school pick-up and drop-off occurs. Motorists traveling westbound in the morning and eastbound in the afternoon (to/from U.S. Highway 101) are a major contributor to traffic. Daily (24-hour) traffic volumes on key street segments are illustrated in Figure M-6.

Reported collision locations over the 5-year period from January 1, 2015 to December 31, 2019 are identified in Figure M-7. As shown, the highest number of reported collisions occurred at the intersection of Tiburon Boulevard and Blackfield Drive (shown in the aerial photo on the right).

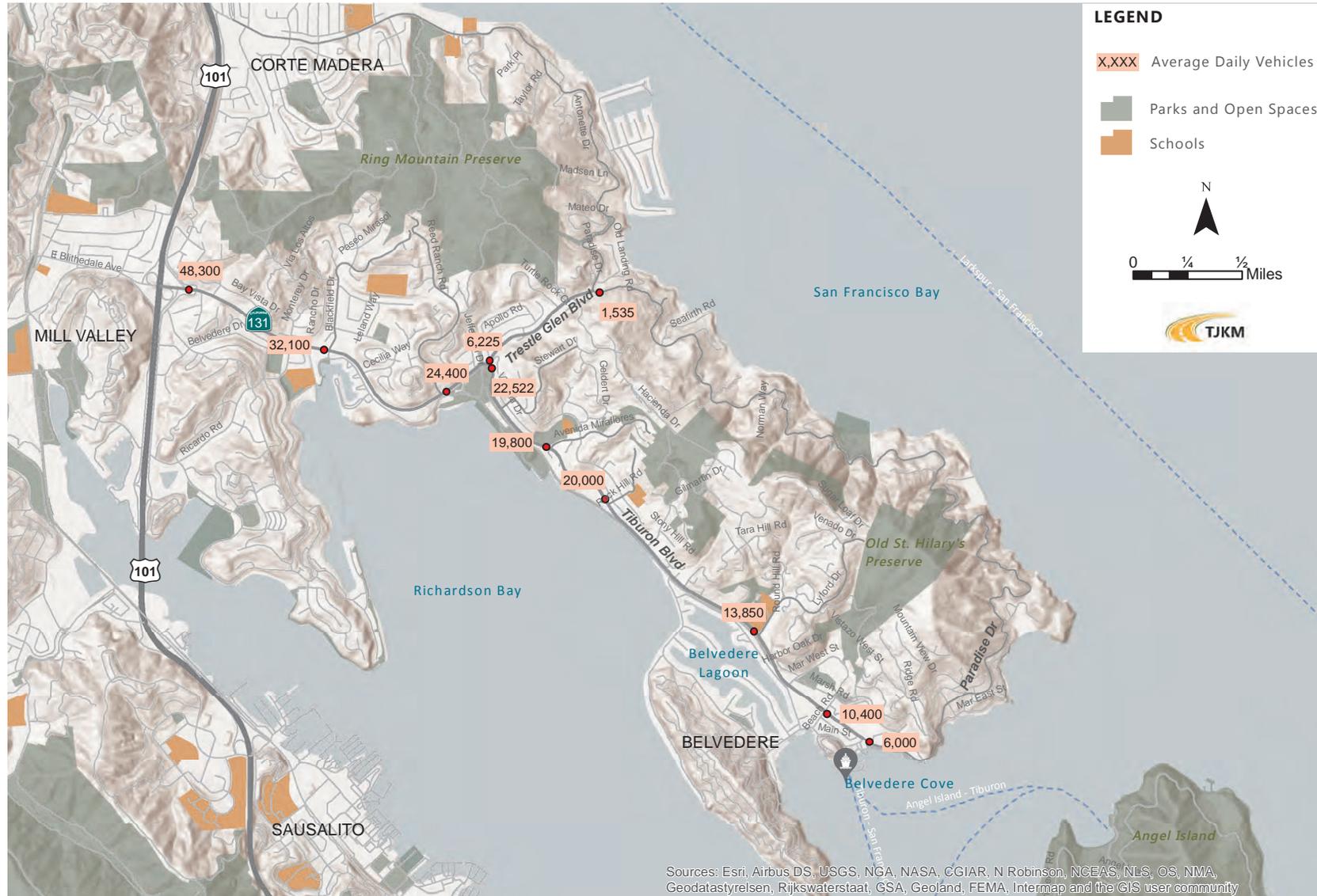


TIBURON BLVD. & BLACKFIELD DR.

The highest number of reported collisions between 2015 and 2019 in Tiburon occurred here.

Figure M-6

DAILY TRAFFIC VOLUMES



6.4 CIRCULATION IMPROVEMENTS

There is no single “silver bullet” solution to mobility constraints on the Tiburon peninsula. The circulation improvements identified in Table M-4 are a mixture of supply and demand strategies intended to reduce vehicle miles traveled (VMT) and traffic congestion and enhance mobility.

Table M-4

PROPOSED CIRCULATION IMPROVEMENTS

LOCATION	DESCRIPTION
Tiburon Boulevard & Blackfield Drive / Greenwood Cove Drive (intersection)	Consider installation of a roundabout to reduce collisions.
Tiburon Boulevard & Mar West Street (intersection)	Consider installation of a roundabout.
Tiburon Boulevard	Provide high-visibility crosswalk treatments, including upgrades to existing mid-block crossings in downtown Tiburon. Consider installing pedestrian hybrid signals at some crossings where appropriate.
Tiburon Boulevard (from Highway 101 to Trestle Glen Boulevard)	Provide continuous Class II bicycle lanes with Class IV separated bikeway treatments on some segments and provide pathway segments to eliminate gaps in the pedestrian network.
Tiburon Boulevard & Trestle Glen Boulevard (intersection)	If feasible, extend the length of the eastbound left-turn pocket on Tiburon Boulevard approaching Trestle Glen Boulevard.
Trestle Glen Boulevard	Provide bicycle route improvements, including Class II bicycle lanes where feasible, consistent with the Bicycle and Pedestrian Plan.
Paradise Drive	Provide bicycle route improvements consistent with the Bicycle and Pedestrian Plan and Bay Trail Plan.
Tiburon Boulevard & Gilmartin Drive	Provide a dedicated right-turn lane on Gilmartin Drive approaching Tiburon Boulevard.
Targeted pedestrian improvements identified in the 2016 Bicycle and Pedestrian Master Plan.	<ul style="list-style-type: none"> • Tiburon Blvd (161 feet west of Juanita Lane): Mid-block crossing upgrade • Moitoza Lane (between Vistazo West Street and Emperanza Street): installation of steps, lanes and paths identified as top-priority pedestrian project. • Tiburon Ridge Rail (vicinity of Rabin Property-Town Trail) close trail gaps. • Las Lomas Trail (weather harden existing trail, Las Lomas Lane at Centro West St) • Crosswalk enhancements at Tiburon Blvd/Blackfield Dr-Greenwood Cove Dr intersection



TIBURON BOULEVARD

6.5 GOALS, POLICIES AND PROGRAMS

CIRCULATION SYSTEM

GOAL M-A

Provide a multimodal transportation system that supports the vision, goals, and objectives of the Town and is effectively planned, funded, operated, and maintained.

POLICY M-1 RIGHT-OF-WAYS.

Preserve and manage rights-of-way consistent with the goal to provide Complete Streets and the Town's goals for preserving residential quality of life and aesthetics.

POLICY M-2 EMERGENCY SERVICES.

Prioritize emergency service needs when developing transportation plans and making transportation network changes.

POLICY M-3 FACILITIES AND INFRASTRUCTURE.

Prioritize the maintenance and operation of the existing transportation network over major expansions to the transportation network when investing discretionary revenue.

POLICY M-4 PROPOSED MOBILITY IMPROVEMENTS.

Use Table M-4 as the basis for transportation network improvements over the next 20 years, enabling the roadway system to operate safely and efficiently while accommodating future

growth consistent with the General Plan. Prioritize construction of roadway improvements based on consideration of relevant factors including, but not limited to, funding availability, periodic analysis of traffic service levels, the location and timing of new development and safety considerations.

Program M-a List of Proposed Circulation Improvements.

Update and re-evaluate the list of Proposed Circulation Improvements in Table M-4 approximately every five years.

Program M-b Funding for Local Roads and Active Transportation.

Work with transportation funding agencies such as the Metropolitan Transportation Commission and the Transportation Authority of Marin to ensure funding for critical local roads and improvements to the bicycle and pedestrian network.

GOAL M-B

Increase multimodal accessibility throughout the Tiburon Planning Area with an emphasis on improved walking, bicycling, and transit modes.

POLICY M-5 MULTIMODAL CHOICES.

Strive to achieve an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit. This would increase travel choices and aid in achieving a more balanced transportation system, thereby reducing air pollution and greenhouse gas emissions.

POLICY M-6 MULTIMODAL ACCESS.

Facilitate multimodal access along appropriate corridors and to major facilities destinations such as Blackie's Pasture, schools, and Downtown Tiburon.

Program M-c Transit Facilities.

Work with transit agencies and operators to ensure the provision of adequate transit facilities.

GOAL M-C

Improve accessibility and system connectivity by removing physical and operational barriers to safe travel.

POLICY M-7 ELIMINATE GAPS.

Eliminate "gaps" in bikeways and pedestrian networks where feasible and appropriate.

POLICY M-8 IMPROVE TRANSIT ACCESS.

Support Marin Transit and the Golden Gate Bridge, Highway and Transportation District in addressing identified gaps in public transit networks by working together to appropriately locate passenger facilities and stations, providing and maintaining pedestrian walkways and bicycle access to transit stations and stops, and dedicating public rights of way as necessary for transit stops.

POLICY M-9 BARRIER REMOVAL FOR ACCESSIBILITY.

Remove barriers, where feasible, to allow people of all abilities to move freely and efficiently throughout the planning area, with the highest priority given to areas that are near Downtown or in other flat areas.

POLICY M-10 CONNECTIONS TO TRANSIT STATIONS.

Work to ensure adequate connections to transit stations by identifying, prioritizing, and seeking funding to plan and construct roadway, bikeway, and pedestrian improvements within 1/2 mile of existing and planned transit stations. Such improvements shall emphasize the development of complete streets.

STREETS AND ROADWAYS

GOAL M-D

Create a context-sensitive street and roadway system that provides safe access to all users between activity centers within the Planning Area and to destinations across the San Francisco Bay Area, including places of employment, shopping, and recreation. As such, the Town shall strive to balance the needs for congestion relief, personal travel, goods movement, parking, social activities, business activities, and revenue generation, when planning, operating, maintaining, and expanding the roadway network.

POLICY M-11 BALANCING COMMUNITY, SOCIAL, ENVIRONMENTAL, AND ECONOMIC GOALS.

Evaluate and strive to address community, environmental, and town-wide economic development goals when adding or modifying public rights-of-way.

POLICY M-12 TRANSPORTATION IMPACTS OF LAND USE.

Take into consideration potential multimodal access and automobile traffic impacts when making land use decisions.

Program M-d Transportation Impacts and Traffic Monitoring.

Evaluations of transportation impacts shall take into account the effect on vehicle miles traveled (VMT) and multimodal travel, including the effect on new projects on pedestrians, bicyclists, and transit users. In addition, the Town shall maintain its traffic monitoring program, periodically

measures intersection levels of service and collision data.

POLICY M-13 TRANSPORTATION MITIGATION FEE.

Require all new projects to pay a pro rata share of needed multimodal access improvements (a transportation mitigation fee) in accordance with the burden created by such new projects.

Program M-e Updating the Transportation Mitigation Fee.

Periodically review and update the transportation mitigation fee program to ensure that it is based on current information and continues to provide funds for addressing multimodal transportation impacts generated by new projects.

Program M-f Mitigation Fee Program in Unincorporated Areas.

Coordinate with Marin County for complementary spending of transportation mitigation fees collected from Planning Area projects on improvements within the Tiburon planning area.

POLICY M-14 LEVEL OF SERVICE.

Strive to achieve and maintain the average peak hour level of service (LOS) at LOS C for signalized intersections and future roundabout intersections in the Tiburon planning area, with the exception of:

- Intersections from U.S. Highway 101 interchange to E. Strawberry Drive/ Bay Vista Drive (inclusive), which the Town shall strive to achieve and maintain at LOS D.
- Locations where Complete Streets roadway engineering improvements are necessary to ensure safe access for pedestrians and bicyclists, which shall be evaluated on a case-by-case basis, weighing safety with traffic delay considerations.

The Town acknowledges that actual conditions may not meet the above LOS levels during certain peak periods.

POLICY M-15 TRAFFIC SIGNALS.

At such time as any unsignalized intersection along Tiburon Boulevard meets signal warrants, the Town shall approach Caltrans to approve and/

or provide signalization or other appropriate improvements.

POLICY M-16 CONGESTION MANAGEMENT PLAN.

Comply with the Transportation Authority of Marin's Congestion Management Plan (CMP), including adopting and monitoring the level of service (LOS) of the CMP network. As of 2015, the CMP LOS standards are LOS E for U.S. Highway 101 during the P.M. peak hour and LOS D for Tiburon Boulevard during the P.M. peak hour.

POLICY M-17 OVERHEAD UTILITY LINES.

In conjunction with Land Use Element policies, encourage overhead utility lines to be placed underground along Tiburon Boulevard, Paradise Drive, and Trestle Glen Boulevard, working with the County of Marin where applicable.

POLICY M-18 ROUNDBABOUTS.

Where feasible, consider roundabouts as an intersection traffic control option

with demonstrated air quality, safety, and mobility benefits. In particular, the Town shall further study installing a roundabout at the intersection of Tiburon Boulevard and Blackfield Drive to reduce collisions, and at the intersection of Tiburon Boulevard and Mar West Street, due to the importance of this location as a gateway to Downtown, and potential traffic flow and safety benefits.

POLICY M-19 TIBURON RIDGE AND SIGNIFICANT RIDGELINES.

In connection with the ridgeline policies of the Open Space, Parks, and Recreation chapter, ensure that no new streets, driveways, or utilities are installed along or over the Tiburon Ridge or significant ridgelines except for the use of emergency services, or where no other access is viable.

GOAL M-E

Maintain all existing, as well as to design all future, residential streets with consideration of a combination of residents' safety, cost of maintenance, and protection of residential quality of life.

POLICY M-20 TRAFFIC CALMING MEASURES.

Consider traffic calming measures, where safe, warranted, and appropriate given topographical and other physical conditions, to increase safety in residential areas by reducing vehicle speeds and volumes and encouraging walking and bicycling. Specific measures may include, but are not limited to, marked crosswalks, curb extensions, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts, traffic circles, on-street parking, planter strips with street trees, chicanes, and other geometric design features.

POLICY M-21 GATED STREETS AND SUBDIVISIONS.

Strongly discourages gated streets, roadways, and subdivisions. This policy is not intended to prevent single family homeowners from installing gates on private driveways serving their individual residence.

POLICY M-22 STREETLIGHTS.

Install streetlights only at intersections or where required for safety purposes. Light sources shall be of a warm, subdued nature and should be downlights and/or properly shielded.

GOAL M-F

The Town and other agencies with jurisdiction over roadways within Town limits shall plan, design, operate and maintain all streets and roadways to accommodate and promote safe and convenient travel for all users - pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight and motor vehicle drivers.

POLICY M-23 ACCOMMODATE ALL USERS.

Ensure that, where feasible and appropriate, all new roadway projects and any reconstruction projects designate sufficient travel space for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility.

Program M-g Complete Streets Implementation.

Implement the complete streets goals and policies set forth in this chapter by utilizing Town Council Resolution No. 42-2012 and referrals to the Parks, Open Space & Trails Commission (acting as the Bicycle and Pedestrian Advisory Committee).

POLICY M-24 PEDESTRIAN AND BICYCLE-FRIENDLY STREETS.

Ensure that all street construction projects support pedestrian travel. Improvements may include sidewalks, roundabouts, traffic circles, narrow lanes and other traffic calming devices, target speeds less than 35 miles per hour, street trees, high-visibility pedestrian crossings, and bikeways.

Program M-h Increase Connectivity in the Downtown.

Improve pedestrian connectivity, linkages and east of movement throughout the Downtown area through various physical and signage improvements.

POLICY M-25 IDENTIFY AND FILL GAPS IN COMPLETE STREETS.

Identify streets that can be made more "complete" through a reduction in the width of travel lanes, with consideration for emergency vehicle operations. The Town shall consider including new bikeways, sidewalks, and on-street parking on these streets by re-arranging and/or re-allocating how the available space within the public right of way is utilized. All new street configurations shall provide for adequate emergency vehicle operation. The Town shall explore the addition or enhancement of crosswalks on Tiburon Boulevard at key locations in conjunction with safety improvements to ensure that vehicular collisions with pedestrians are reduced.

TIBURON BOULEVARD

GOAL M-G

Cooperatively plan for the maintenance and improvement of Tiburon Boulevard.

POLICY M-26 ROADWAY CLASSIFICATION.

Tiburon Boulevard has three distinct segments, and future design treatments should reflect the character of each segment. Between Highway 101 and Trestle Glen Boulevard, Tiburon Boulevard is classified as a major arterial with priority for vehicle movement. Between Trestle Glen Boulevard and Mar West Street, Tiburon Boulevard is classified as a minor arterial with consideration for both vehicle traffic and the need for residential access as well as biking and walking. From Mar West Street to Ferry Plaza, Tiburon Boulevard is classified as a downtown thoroughfare (a type

of local street), with priority given to pedestrians and bicyclists.

POLICY M-27 CURB CUTS ON TIBURON BOULEVARD.

Additional curb cuts should be discouraged on Tiburon Boulevard except where other access points are not feasible or if necessary for emergency vehicle access. Unnecessary curb cuts should be eliminated.

POLICY M-28 PARKING LOT FRONTAGES.

Discourage parking lots that have substantial frontage on Tiburon Boulevard. Consistent with Downtown Element policies, such parking lots should be located in the rear of buildings to the extent possible. Parking lots should also be screened by buffers or berms where feasible.

POLICY M-29 PARKING.

Tiburon Boulevard between Rock Hill Road and San Rafael Avenue should

remain free from parking on the water side to enhance and preserve views and the experience of a landscaped waterfront drive.

POLICY M-30 WATER VIEWS.

Water views for pedestrians and drivers shall not be obscured. Overgrown planting shall be trimmed to frame, rather than block, views for pedestrians and drivers to the maximum extent feasible. The Town shall consider approving selective removal or thinning of undesirable trees that block water views.

PARADISE DRIVE

GOAL M-H

Cooperatively plan for the maintenance and improvement of Paradise Drive.

POLICY M-31 ACCESS.

Attempt to work with the County of Marin to secure safe and reliable access for all users to and from the northeastern side of the Tiburon Peninsula along Paradise Drive. Due to the very high maintenance costs associated with Paradise Drive, the Town will avoid taking on the burden of maintaining additional portions of Paradise Drive unless a suitable and stable ongoing source of funding is established.

POLICY M-32 VIEWS

Preserve scenic views from Paradise Drive wherever possible.

POLICY M-33 OVERLOOKS.

Where appropriate, establish scenic overlooks along Paradise Drive.

POLICY M-34 DRIVEWAYS AND ROADWAYS.

New driveways and roadways intersecting Paradise Drive shall be kept to the minimum number possible and be situated in safe locations. To meet this objective, to the extent feasible, multiple residences shall be served by a single access from Paradise Drive.

POLICY M-35 TURN-OUTS AND WIDENED SHOULDERS.

Create turn-outs and widened shoulders on Paradise Drive where possible to protect the health and safety of its users.

BICYCLES & PEDESTRIANS

GOAL M-I

Design, construct, and maintain a universally accessible, safe, convenient, integrated, and well-connected bicycle and pedestrian system that promotes biking and walking. Provide bicycle facilities, programs, and services, and implement other transportation and land use policies as necessary to achieve increased bicycle and walking use.

POLICY M-36 BICYCLE SAFETY FOR CHILDREN.

To reduce single-child automobile trips to schools, the Town shall support infrastructure improvements and programs that encourage children to

bike and/or walk safely to school or ride a bus. This includes installation of sidewalks in critical areas where feasible.

POLICY M-37 COUNTDOWN PEDESTRIAN SIGNALS.

The Town supports, where warranted, the replacement by Caltrans of pedestrian traffic signals with "countdown-style" pedestrian signals, which inform pedestrians of the number of seconds remaining to cross safely.

POLICY M-38 TRAIL CONNECTIONS.

The pedestrian paths, trails and bicycle lanes in Tiburon should connect with other paths and trails where practical.

POLICY M-39 BIKE FACILITIES.

Bicycle facilities, including bike racks, shall be included as part of new public and commercial projects, particularly in Downtown Tiburon.

POLICY M-40 PEDESTRIAN STREETS.

Establish pedestrian routes, particularly for school children, for all neighborhoods where feasible and appropriate. Require that pedestrian-oriented streets be designed to provide a pleasant environment for walking and other desirable uses of public space, including such elements as shade trees, plantings, and wayfinding signage where appropriate. Pedestrian routes shall include safe crossings at major intersections.

POLICY M-41 SPEED MANAGEMENT POLICIES.

Develop and implement speed management policies that support driving speeds that are safe for pedestrians and bicyclists, including consideration of bicycle riding speed limits on Old Rail Trail.

POLICY M-42 BICYCLE AND PEDESTRIAN MASTER PLAN.

In developing capital improvement budgets, the Town shall use the Bicycle and Pedestrian Master Plan as a guide for prioritizing bicycle and pedestrian improvements. New development shall be consistent with applicable provisions of the Bicycle and Pedestrian Master Plan.

Program M-i Bicycle and Pedestrian Master Plan.

Review and update the Bicycle and Pedestrian Master Plan periodically and revise the list of improvements and actions called for in the Master Plan when implementation has occurred, and/or when conditions warrant.

POLICY M-43 BAY TRAIL.

The Town supports the completion and maintenance of the Bay Trail.

Program M-j Bay Trail.

Use the designation of Paradise Drive as part of the Bay Trail as a tool in applying for improvement funding for the road, and work cooperatively with ABAG and neighboring jurisdictions to improve the Bay Trail around the Tiburon Peninsula.

POLICY M-44 OLD RAIL TRAIL MULTI- USE PATH.

Monitor Old Rail Trail and consider periodic improvements that would enhance the safety of its users. Continue to encourage low to moderate bike speeds along Old Rail Trail to ensure pedestrian safety.

POLICY M-45 SCHOOL ROUTE MAPS.

Work with local schools to develop maps detailing the safest routes for children to walk and bicycle to school, including trails and other shortcuts.

PUBLIC TRANSIT

GOAL M-J

Promote an integrated transportation system, including the preservation and enhancement of transit as an essential component of a multimodal transportation system, in order that residents and visitors may efficiently, conveniently, and safely connect to, and transfer between, different transportation modes.

POLICY M-46 BUS SERVICE.

Work with Golden Gate Transit and Marin Transit to increase service levels for buses in the planning area when feasible and ensure that bus service provides accessibility and mobility for all Tiburon residents, workers, and visitors. Implementing evening bus service shall be a priority for the Town.

The Town shall ensure high-quality bicycle and pedestrian access to bus stops. The introduction of parking meters may provide a potential source of revenue to finance transit passes for employees, who are a target group for increasing transit ridership. The Town shall continue to identify additional strategies to encourage residents, workers, and visitors to ride buses for trips to, from, and within planning area.

POLICY M-47 UTILIZING DEAD- HEADING BUSES.

Encourage Marin Transit and Golden Gate Transit to service commutes on Tiburon Boulevard in the morning and evening with buses that would otherwise deadhead (return to their yard empty).

POLICY M-48 BUS SHELTERS.

Bus shelters shall be coordinated with Golden Gate Transit and Marin Transit and should receive design review approval. Covered bus shelters are preferred. Benches and paved loading pads should be provided at all bus stops.

POLICY M-49 SEATING AT BUS STOPS.

The Town supports the installation and maintenance of attractive, covered, unobtrusively lighted seating areas at all bus stops along Tiburon Boulevard and will work with Golden Gate Transit, Marin Transit, and the Transportation Authority of Marin (TAM) to provide them. The Town strongly discourages the placement of commercial advertising on public bus shelters.

POLICY M-50 PROVISIONS FOR BUS STOPS

New development along transit routes, particularly in Downtown, shall include appropriate provisions for bus stops, including covered waiting areas.

POLICY M-51 LOCATION OF TRANSIT FACILITIES.

The location of new transit facilities shall emphasize safety and accessibility for the rider so as to encourage transit ridership.

POLICY M-52 FERRY SERVICE.

Help ensure that ferry service remains a viable commuter and recreational travel option. This may include helping to coordinate between Golden Gate Transit and Marin Transit bus service and ferry providers. The Town shall encourage the expansion of ferry service to Friday and Saturday evenings.

In cooperation with ferry service and transit bus providers, the Town shall seek to identify public revenue sources to allow ferry service to Tiburon to be offered with lower fares and implement other improvements to increase ridership.

Program M-k Ferry Service Funding.

Actively support efforts to provide resources and secure funding for maintaining and enhancing ferry service.

POLICY M-53 WATER TAXIS.

Support the use of water taxi services, which provide on demand boat trips to

destinations across the Bay Area, as an alternative to driving for recreational and commuting trips when ferry service is not available.

POLICY M-54 PARATRANSIT.

Support the provision of paratransit services for those riders that cannot utilize fixed route bus service.

POLICY M-55 PARATRANSIT AND SENIOR HOUSING.

Senior housing projects shall provide for convenient and accessible paratransit loading and unloading.

GOAL M-K

Provide facilities and incentives to reduce reliance on the private automobile throughout the planning area.

POLICY M-56 PROVIDE ALTERNATIVES TO SINGLE-CHILD AUTOS FOR SCHOOL TRIPS.

Seek to reduce the number of auto trips made by parents who are picking-up and dropping-off children at local schools by supporting programs that provide viable & attractive alternatives to driving children to school.

Program M-l School Bus Service Funding.

Actively support efforts to provide resources and secure funding for maintaining and enhancing school bus ("Yellow Bus") service.

POLICY M-57 EMPLOYER INCENTIVES FOR ALTERNATIVE TRANSPORTATION MODES.

Coordinate with the Transportation Authority of Marin to encourage employers to work together to identify programs that provide incentives for employees to use alternative transportation, including carpools.

Program M-m Transportation Demand Management.

Support transportation demand management (TDM) programs and measures, including promoting the 511 Rideshare program to employers and employees as a resource for exploring ways to reduce traffic and parking congestion.

POLICY M-58 CONTRACTORS.

Encourage contractors working on building renovations and repairs to arrive and depart outside of peak travel periods to reduce congestion on Tiburon Boulevard. The Town shall consider allowing contractors to use the Blackie's Pasture overflow parking lot as a park-and-ride location.

PARKING

GOAL M-L

Provide and manage parking such that it balances the Town goals of economic development, livable neighborhoods, convenience, sustainability, and public safety throughout the planning area.

POLICY M-59 APPROPRIATE PARKING.

Manage public parking and regulate the provision and management of private parking to support parking availability and auto access to neighborhoods across the Planning Area, with consideration for access to existing and funded transit service and shared parking opportunities.

POLICY M-60 RECIPROCAL PARKING.

Continue to encourage and allow reciprocal parking facilities for those

businesses located near one another with different peak hour operating demands.

POLICY M-61 PARKING FOR NEW USES.

Parking and loading should be provided for new uses and expansion of existing uses in Downtown Tiburon with the intent of providing adequate but not excessive amounts of parking in locations that do not visually dominate the streetscape. Provide for alternative parking solutions such as mechanical stackers or tandem parking in appropriate situations.

Program M-n Review and Revise Parking Regulations for Downtown.

Review and revise the parking regulations set forth in the Tiburon Zoning Ordinance to better reflect the realities and uniqueness of Downtown Tiburon's parking milieu and to encourage increased activity near streets, such as outdoor dining.

POLICY M-62 ACQUISITION OF PARKING FACILITIES.

The Town should consider the acquisition of Town-owned and/or operated downtown parking facilities. In addition, the Town should support the provision of electric vehicle charging facilities.

Program M-o EV Charging.

Encourage the provision of electric vehicle charging facilities in multi-family residential, commercial, and public parking lots.

INTERAGENCY COORDINATION

GOAL M-M

Improve interagency coordination between the Town and agencies responsible for transportation programming and funding.

POLICY M-63 COORDINATION WITH TAM.

Engage in good faith, participatory planning efforts with the Transportation Authority of Marin and other agencies working toward alleviating congestion in the U.S. Highway 101 Corridor.

Program M-p U.S. Highway 101 Corridor Planning.

Maintain an active role in the Transportation Authority of Marin and/or U.S. Highway 101 Corridor planning program with the purpose of ensuring that improvements enhance inter-city movement.

POLICY M-64 COORDINATION WITH CALTRANS.

Maintain a good working relationship with Caltrans to ensure that improvements proposed by Caltrans are sensitive to the Tiburon community and to facilitate expeditious consideration of Town requests for improvements.

VEHICLE MILES TRAVELED

GOAL M-N

To support statewide and regional efforts to reduce greenhouse gas emissions, the Town shall strive to ensure that rates of VMT are below regional averages on a “per resident” and “per employee” basis.

POLICY M-65 LAND USE AND TRANSPORTATION PRIORITIES TO REDUCE VMT

Support and prioritize land use and transportation provisions that help reduce VMT.

POLICY M-66 CIRCULATION IMPROVEMENTS AND VMT.

Consider the effect of planned circulation improvements on VMT when updating the Town’s capital improvement program.

POLICY M-67 CAR SHARING AND BICYCLE SHARING.

Support car sharing and bicycle sharing opportunities in Downtown Tiburon.

SAFETY

GOAL M-O

Encourage programs and prioritize circulation improvements aimed at reducing collisions and eliminating traffic fatalities.

POLICY M-68 SAFETY MONITORING.

Monitor collision data to assist in prioritizing mobility improvement options.

POLICY M-69 SAFETY IMPROVEMENTS.

Identify and/or pursue funding for safety improvements, particularly along Tiburon Boulevard, including such improvements as pedestrian crossing improvements, separated bikeway segments, and the installation of roundabouts where feasible.

POLICY M-70 EMERGING TECHNOLOGIES AND SERVICES.

Be proactive in ensuring the circulation system adequately accommodates emerging technologies and services, including driverless vehicles and ridesharing services, in a safe and efficient manner.

POLICY M-71 SAFE ROUTES TO SCHOOLS.

Continue to promote Safe Routes to School programs, and installation of physical improvements to enhance walking and bicycling to schools.

Program M-q Safe Routes to School Program.

Continue to work with the Reed Union School District, Tamalpais Union High School District, St. Hilary School, and with the Transportation Authority of Marin as the administrator of the County’s Safe Routes to Schools Program, to promote alternative transportation programs that reduce traffic congestion around schools. This will include improving safe access routes for children walking and biking, as well as developing appropriate measures identified by the Community Action to Reduce Traffic (CART) committee.



