

# CREATE TIBURON 2040

## CHAPTER 3: DOWNTOWN

### 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 include the following sections.

- **3.2 Downtown Setting.** 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*

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## 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.<sup>1</sup>

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.

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<sup>1</sup> Tiburon 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.*

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 21<sup>st</sup> 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.



*Downtown Tiburon was connected to Corinthian Island by a narrow isthmus, with a lagoon beyond. The railroad terminated at a depot at the waterfront (left). Today, Main Street, the harbor, and Shoreline Park lie along the water. The Tiburon Boulevard corridor extends to the north. (Sources: Belvedere-Tiburon Landmark Society, Google Earth)*

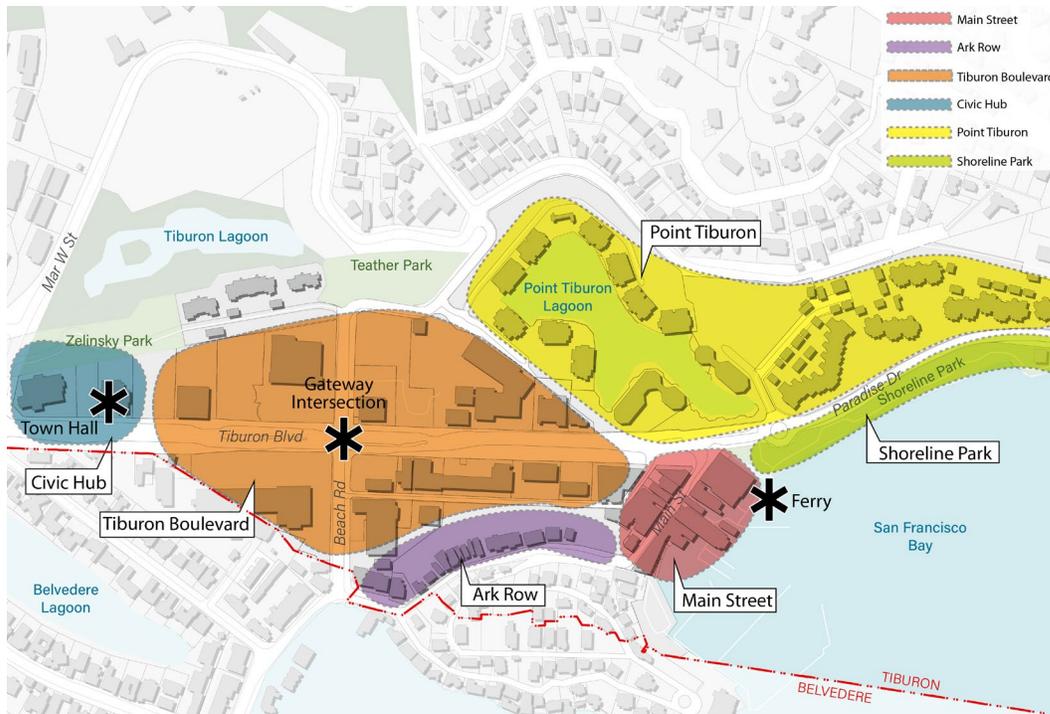
## **Downtown's Subareas**

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.

**Figure DT.2: Downtown Subareas**



Downtown Tiburon is comprised of several subareas -- each with a distinct character and set of uses.



**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.

### **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.



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

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.

## 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.



**Civic Hub.** *Tiburon’s Town Hall marks the northwest boundary to Downtown with a clock tower and iconic building form.*

## 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.

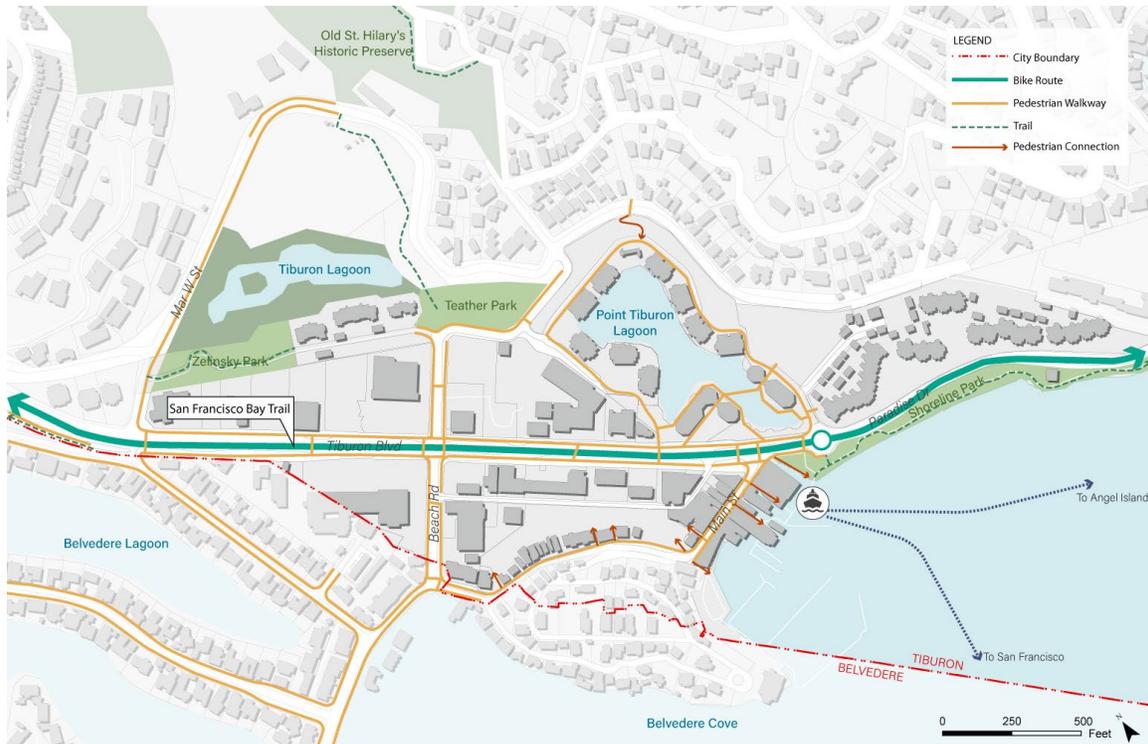
**Figure DT.3: Historic and Contributing Resources.**

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*While Downtown has no Historic Landmarks, it contains several Locally Significant structures and numerous complementary structures.*

## 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.



**Figure DT.4: Downtown Circulation Network**

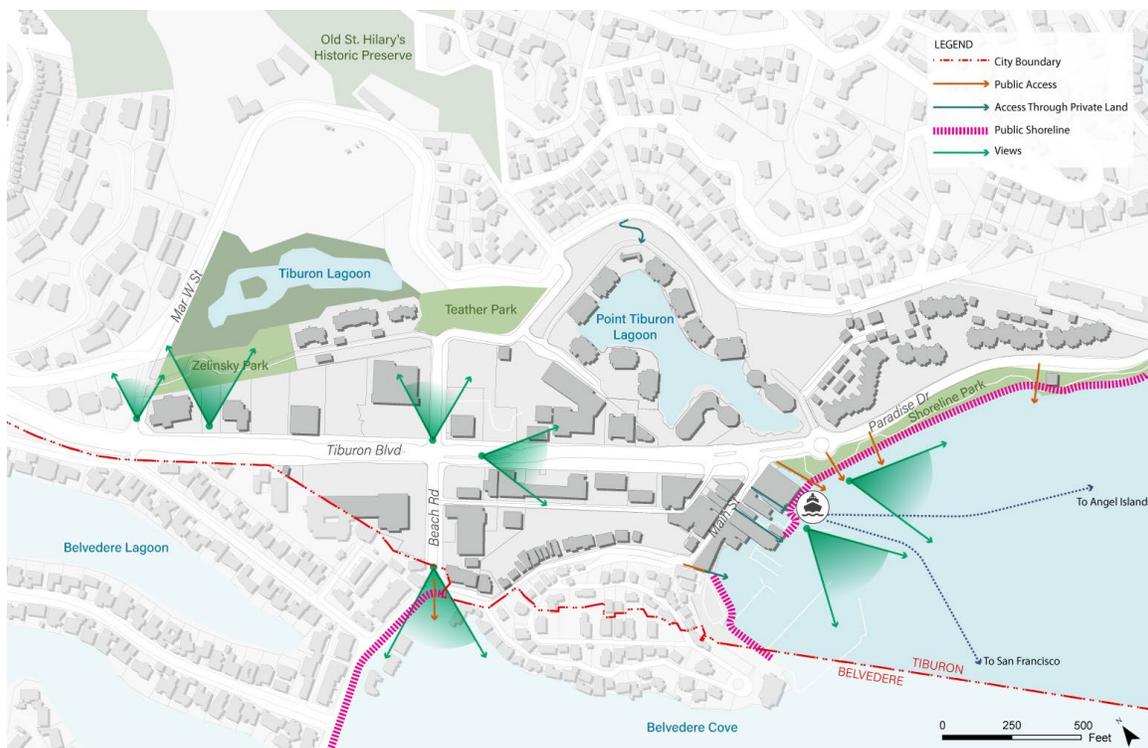
Tiburon Boulevard’s enhanced streetscape supports traffic flow while also providing continuous sidewalks and bicycle lanes, landscaped medians, and paving and special lighting. Still, the wide right-of-way may offer further opportunities for pedestrians, as well as green infrastructure. The

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.

## Shoreline Access and Views



**Figure DT.5: 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. And approaching from the west, Tiburon Boulevard provides a view to the Bay which becomes closer as one travels toward Downtown.

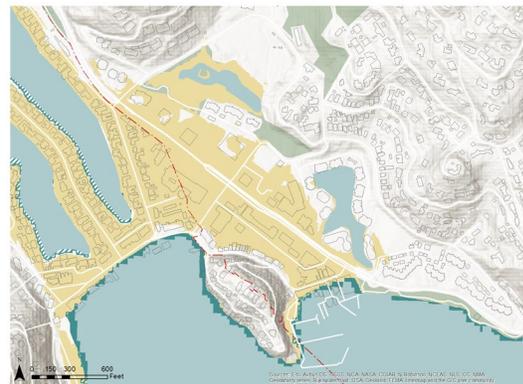
Downtown is also framed by views to Corinthian Hill to the south behind Ark Row, and to the Tiburon peninsula upland neighborhoods and open spaces to the north. These northern views also take in the low-lying parks, open spaces, and lagoons at the base of the ridge.

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

## 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.



**Figure DT.6: Projected Sea Level Rise, Downtown Tiburon.** This series shows Downtown Tiburon and vicinity with shallow groundwater intrusion, shown in yellow, and tidal inundation at 10", 20", and 50" of sea level rise, shown in green, clockwise from top left. These modeled levels are based on Marin County's BayWave model, which projects these levels to be reached in 2030, 2050, and 2100, respectively.

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.*** Green infrastructure can be introduced in tandem with pedestrian enhancements. Raised waterfront promenades are proposed as part of San Francisco's port resilience project. Sources: NACTO, Port of San Francisco.

## **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.*

## **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 and enjoyment of life in Downtown through land use, design, and 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.



*Festivals on Main Street. Main Street becomes a public open space when it is closed to traffic*

### **Policy DT-2 Mix of Commercial Uses**

Encourage commercial land uses Downtown, including a mix of businesses that serve both residents and 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.

### **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 and 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.

## **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.

#### **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, and 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.

**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 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.



**Stormwater Detention Vaults.** *Torrential rains are expected to increase with climate change. In response, stormwater detention vaults can be used to absorb storm surge and can be locate below low lying streets and open spaces.*

### **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**

**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.