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TABLE OF CONTENTS

INTRODUCTIONpage 1

THE VISIONpage 1

HOW THE VISION BEGANpage 1

WHAT IS VISION PLANNINGpage 2

REACHING CONSENSUS.....page 3

THE PARADISE DRIVE COMMUNITYpage 3

STATEMENT OF COMMUNITY VALUESpage 4

COMMUNITY GOALS AND ACTIONSpage 4

 I. PARKS, RECREATION, OPEN SPACEpage 5

 II. LAND USE.....page 7

 III. TRAFFICpage 9

 IV. PUBLIC SAFETY AND UTILITIES.....page 12

 V. SEWER AND WASTEWATER TREATMENTpage 16

 VI. ANNEXATIONpage 18

 VII. GOVERNANCEpage 19

 VIII. THE ROMBERG TIBURON CENTER FOR ENVIRONMENTAL
 STUDIES AND THE NATIONAL MARINE FISHERIES SERVICE
 SOUTHWEST FISHERIES CENTERpage 20

 History of the Sitepage 20

 The Romberg Tiburon Center for Environmental Studies.....page 21

 The National Marine Fisheries Service Southwest Fisheries Centerpage 22

APPENDIX A.....page 23

FIGURE 1: PARADISE DRIVE PLANNING AREA

APPENDIX Bpage 24

GLOSSARY OF TERMS USED IN THE PARADISE DRIVE VISIONING PLAN

APPENDIX Cpage 26

LIST OF WORKING PAPERS FOR PARADISE DRIVE VISIONING

APPENDIX Dpage 27

LIST OF PARTICIPANTS IN THE PARADISE DRIVE VISIONING PROCESS

FINAL DRAFT PARADISE DRIVE VISIONING PLAN

INTRODUCTION

The Paradise Drive Community is located on the eastern side of the Tiburon Peninsula in Marin County. Although the community is located in Marin County's urbanized corridor, a large portion of the area served by Paradise Drive remains rural due to the hilly topography of the peninsula and the proximity of the bay. The hilly terrain and limited roadway access combined with the historic pattern of development and annexation has resulted in a community with problems and constraints that are not shared by the cities and towns that form its borders or other portions of Marin County. Therefore, the goals and actions set forth in the Paradise Drive Visioning Plan are intended to address this community's unique situation.

THE VISION

The residents and property owners along Paradise Drive envision a rural residential community on the eastern side of the Tiburon Peninsula. The vision is to preserve the natural and manmade features of the landscape including: existing residential neighborhoods, Paradise Beach Park, the Romberg Center, Paradise Drive as a two-lane curvilinear roadway, the wooded hillsides, streams, valuable wildlife habitats, and views to the Bay. New development in the area will be limited to low and very low density residential development which is designed to blend with the natural landscape. All existing and future homes in the community will be served by environmentally sound water delivery and sewage collection and treatment systems. It is envisioned that sewage collection and treatment for existing and future homes in the area will be provided by a combination of individual, small neighborhood and existing sewage treatment systems. The area will continue to be a mixture of incorporated and unincorporated lands. The residents of the various existing neighborhoods in the unincorporated area will decide whether or not annexation to Tiburon helps them to achieve their vision for the Paradise Drive Community.

HOW THE VISION BEGAN

Visioning began with board members of Paradise Drive Property Owners Association expressing their desire for a local planning process to deal with issues of concern to the community. The Association draws its membership from residents and property owners on the Paradise Drive side of the Tiburon Peninsula from the ridge to the bay and from the Corte Madera town line to the Tiburon town line. For forty years the Association has considered Paradise Drive as a unique, distinct, bayside, essentially rural community within the Tiburon Peninsula. Issues of concern included sewage treatment problems and the bureaucratic maze which contributes to the problem; safety on Paradise Drive, including increased truck traffic and heavy use by recreational bicyclists; the management of open space, need for more community orientation of Paradise Beach Park, changing character of new residential development; the desire to locally prioritize planning issues; LAFCO's dual annexation policy, and the desire for more local control in land development and infrastructure issues, including a community plan for the area.

Further impetus for a community planning process came about when 40 homeowners on Old Landing Road and Paradise Drive formed an assessment district to construct a sewer line connecting their properties to Sanitary District # 2 of Corte Madera. This community project was completed in 1995 and was marked by the consistent opposition of a majority of property owners and residents in the Old Landing Road Sewer Assessment District to their automatic and mandatory annexation into the Town of Tiburon under Marin LAFCO's dual annexation policy.

In 1996, the County agreed to work with the community on a year-long visioning process to identify and develop consensus on the above-described issues and others which might be identified at community meetings. The County contracted with a planning consultant to facilitate community meetings and work with County staff on research and drafting of documents.

Members of the board of the Paradise Drive Property Owners Association chose a 13-member steering committee composed of residents and owners from various neighborhoods along Paradise Drive. Steering Committee members met monthly and contributed many hours of their time working with County staff and the consultant to formulate the agendas for community meetings, provide direction on the issues to be researched in the various working papers, provide feedback to County staff and the consultant on the working papers and community presentations, and comment on the format and content of the draft Visioning Plan.

The County sponsored the visioning process, retained the planning consultant, and provided professional staff to research issues of concern to the community and to report their findings in a series of working papers. The County also prepared meeting agendas with representatives of the Steering Committee and mailed notices of planned community meetings. The County staff prepared the draft Visioning Plan with input from the consultant and Steering Committee.

The planning consultant was responsible for facilitating the community meetings, formulating draft agendas, working with County staff in preparing issues papers, and reviewing the draft Visioning Plan.

At the first community meeting the County staff and consultant presented a year-long work program, a schedule of meetings, associated topics, and working papers which preceded the formulation of the visioning plan. At subsequent community meetings issues of concern were presented and discussed, and in January 1998 a draft Visioning Plan was presented at a community meeting for review and modification by members of the Paradise Drive community.

Monthly community meetings were held from March 1997 through May 1998. At these meetings residents and property owners debated various points of view on a number of controversial issues, including residential densities, alternatives to public sewer service, LAFCO dual annexation policy, and the pros and cons of annexation to Tiburon. By June 1998 all the controversial issues had been discussed, but the community failed to reach a consensus position on many of these difficult issues. It was agreed that the final Visioning Plan would discuss the various positions put forward at the community meetings and identify those issues where the community did not achieve consensus.

A final draft Visioning Plan was prepared by Marin County staff and distributed to residents and property owners on June 29, 1998. A one-month review period was established to allow individuals and groups an opportunity to comment on whether the draft plan accurately conveyed the results of the debate and discussion at the community meetings. County staff reviewed the comments and made appropriate editing changes. The Visioning Plan was then presented to Marin County and the Town of Tiburon.

WHAT IS VISION PLANNING

Visioning is a process by which a community makes a high level statement, 'the Vision' about its future. The Vision is expressed in a series of concise clear goal statements followed by a program of actions tailored to achieve the desired goals.

Visioning includes five distinct elements:

- a description of the existing conditions and the laws and policies which apply to land use and planning of the area;
- the perceptions of residents and property owners about the existing situation and their vision for the future of their community;
- the reconciliation of existing conditions and the vision;
- a statement of goals, based on an understanding of existing realities, and achievable actions to realize the goals;
- a statement of possible future consequences of the implementation of the goals and actions.

Once the visioning plan has been formulated it becomes a basis upon which the community can petition for action on the part of governmental agencies, and respond collectively to issues that affect the vision for the community.

REACHING CONSENSUS

An effort was made at community meetings to reach consensus on the values, goals, and actions set forth in the visioning plan. Community members recognized that consensus statements needed to be made in the plan to make clear to people and agencies outside the Paradise Drive area that there was full community support for the plan.

Consensus was defined as being acceptance by a significant majority of the people at a given meeting. A show of hands indicated how much support or opposition there was to a particular statement. The visioning plan summarizes the discussion on some of the more controversial topics such as density of future development, annexation, and forms of governance, about which there was not consensus. There were proposals to solicit reactions from subgroups, such as residents of Tiburon, residents of unincorporated areas, and residents within or outside the boundaries of sanitary districts, but there finally was agreement that an expression of consensus should come from the community as a whole, since the issues addressed affect the whole community.

THE PARADISE DRIVE COMMUNITY

The Paradise Drive study area is located on the east side of the Tiburon peninsula from the top of the Tiburon Ridge to the bay shore. The study area encompasses about 1200 acres: two-thirds on unincorporated County lands and one-third within the boundaries of the Town of Tiburon. (See Figure 1)

The east side of the peninsula faces northeast toward San Francisco Bay with views toward the Richmond-San Rafael Bridge and Contra Costa County. The east peninsula shoreline is characterized by coves and small beaches. Steep wooded hills rise from the shoreline to the grasslands at the top of the Tiburon ridge.

The Paradise Drive community has evolved from enclaves of summer cottages built in the early part of the 20th century, now occupied as year round dwellings, to subdivisions built in the 1950s and 60s to large luxury homes built in the 1980s and 90s. Community residents are concerned that construction of large, suburban-style houses will alter the rural character and appearance of the community. Existing residents would like to limit the bulk and mass of new structures and encourage a rural style of design. They also want to preserve the rural wooded environment, visual access to the Bay, and a pattern of rural residential development.

There is a difference in visual character of the community north and south of Trestle Glen Boulevard. The area north of Trestle Glen is characterized by open hillsides with little tree cover and a more dense pattern of development than the area south of Trestle Glen. Paradise Cay, a water-oriented shoreline community built in the 1960s, is located north of Trestle Glen. South of Trestle Glen the area is heavily wooded with a rural atmosphere. San Francisco State University's Romberg Center for marine research is located near the shore as is the County Paradise Beach Park. There are a number of large undeveloped properties in the area, where there is potential for 200 to 300 new residences.

The area is served by one narrow winding two-lane road, Paradise Drive, which follows the land contours at about the 200 foot elevation. There are steep slopes on either side of the road, rising upward on the west side and falling off sharply on the east side. The terrain does not provide an opportunity for continuous shoulders without major cutting and filling, which would change the character of the roadway. There are some opportunities for turnouts at selected locations. The residential areas on both sides of Paradise Drive are served by narrow, steep, rural roadways, some of which are maintained by the County or the Town of Tiburon and some of which are private roads and driveways.

STATEMENT OF COMMUNITY VALUES

The residents of the neighborhoods along Paradise Drive value their community for its tranquillity, beauty, closeness to nature, open space, and access to the bay and wish to preserve, protect, and enhance the area's quality of life. Community values include the following:

- To preserve the rural character and identity of the community. Future development should be low and very low density development with a low visual profile.
- To preserve residential quality of life and balance recreational activities in the area.
- To protect the natural resources of the area.
- To provide residents with adequate and effective sewage treatment systems and with water sufficient for domestic use and fire protection.
- To maintain the current configuration of Paradise Drive while improving safety for all users of the roadway, including motorists, pedestrians, and bicyclists.

COMMUNITY GOALS AND ACTIONS

At community meetings early in 1997 Paradise Drive residents identified issues of concern for developing a vision for their community. Staff and the consultant prepared working papers on

these topics and presented and discussed them with the community at monthly meetings throughout 1997. The topics are:

1. Parks, Recreation and Open Space
2. Land Use
3. Traffic
4. Public Safety and Utilities
5. Sewers and Wastewater Treatment
6. Annexation
7. Governance
8. The Romberg Center

At the end of each meeting points of consensus about the topic being discussed were listed. These consensus points are the basis for the goals and actions listed at the end of each topic area in the visioning plan. The text of each section summarizes the material presented in the working paper and any other pertinent information about the topic. The goals and actions (printed in italic type) represent the consensus of the community on each topic.

I. PARKS, RECREATION, OPEN SPACE

The Paradise Drive area has substantial acreage in park lands and open space, but most of it is targeted to regional users and does not provide all of the amenities found at a neighborhood or community park. Within the Paradise Drive area, there is only one developed park, Paradise Beach Park, which is operated and maintained by Marin County. This park is 19 acres in size and offers picnic areas with barbecues, a fishing pier, turf area, and a 100-yard long sand beach. There are no playgrounds or sports fields for local residents. Fee parking is available at this site, although overflow to the street occurs during peak periods.

On the Tiburon Ridge, there are several open space areas that are accessible to hikers and, in some cases, mountain bike riders and equestrians. The only preserve within the planning area is Tiburon Uplands Nature Preserve, on 24 acres above the San Francisco State laboratories. This preserve has a hiking trail. The largest open space on the peninsula is Ring Mountain, which has no developed facilities other than trails and fire roads.

Many of the homes in Paradise Cay and some at other locations next to the bay have their own docks, although the shoreline is largely uninterrupted by docks. There is a private marina at Paradise Cay. There is no public dock available and the nearest launch ramp is over Tiburon Ridge. Other than the beach at Paradise Beach Park, there is no other public access to the water along the north and east sides of the peninsula.

Bicycling, dog walking, jogging, and rollerblading are popular activities in the area, occurring mostly on Paradise Drive. These activities conflict with automobile traffic on the narrow, winding road. The conflict is particularly severe on weekends when recreational use of the road increases.

There are no formal parking areas provided at the open space areas and preserves. Users driving to the sites must find parking along public roads, where a few short turnouts can accommodate a few vehicles. Because of the attractive setting and comparatively low traffic compared with other areas in the County, many recreational users will drive to the area to bike, jog, or rollerblade, thus exacerbating an already tight parking situation.

Goal I-1: *To encourage community use of Paradise Beach Park and minimize traffic, parking, safety, and noise impacts by users of this facility from outside the community.*

Actions

- *Establish contact with the Parks, Open Space, and Cultural Affairs Commission to explore options for local recreation opportunities, such as a playground and sports equipment, a dog-friendly park policy, expansion of hours and access, and a discount pass for local residents.*
- *Consider forming a group to support and fund-raise for improvements in Paradise Beach Park.*
- *Encourage enforcement of parking regulations on Paradise Drive to discourage overflow parking by users of Paradise Beach Park.*
- *Explore ways to reduce the number of single-occupant vehicles arriving at the park through such means as shuttle vans and higher fees for single-occupant vehicles than for multi-occupant vehicles.*

Consequences: Implementation of the goal and actions could result in a closer relationship between the Paradise Drive community and the County Parks Department in fundraising for Paradise Beach Park and in developing recreational activities and facilities oriented toward local residents. Weekend traffic and parking conditions could also improve.

Goal I-2: *To provide safe and convenient local pathways for pedestrians within the community.*

Actions

- *Explore opportunities for providing local pathways near the road as a safe convenient alternative to walking on the side of Paradise Drive.*
- *Use public lands for pathway alignments and, to the extent legally feasible, encourage provision of easements on private property for local pathways connecting neighborhoods, to enable local residents to walk from one part of the community to another.*

Consequences: Development of local pathways could result in safer and more pleasant walking conditions for Paradise Drive residents, especially for children, who could independently and safely walk to destinations where they now have to be driven.

Goal I-3: *To use a variety of techniques to maintain the rural character of the Paradise Drive area, including taxation, for public open space acquisition to preserve land from development.*

Actions

- *Maintain a pattern of low density residential development.*
- *Preserve trees, vegetation and other natural features that contribute to the area's rural visual appearance.*
- *Maintain the rural visual character of the hillsides and provide visual access to the Bay.*

- *Maintain a pattern of residential development (homes within a rural landscape) to promote the rural character.*
- *Limit the bulk and mass of new residential structures.*
- *Design homes in a rural style to blend into the existing landscape.*
- *Maintain the current rural circuitous alignment of Paradise Drive while providing for traffic, bicycle, and pedestrian safety improvements.*

Consequences: Without further acquisition of open space the rural character of the community will be maintained through development policies that encourage clustering and provision of private open space, that preserve trees and other vegetation, that maintain views, and that limit the bulk and mass of new structures. If residents vote to tax themselves for further open space acquisition, some lands can be preserved from future development.

II. LAND USE

Land use policies for the Paradise Drive visioning area are established in the general plans of the County of Marin and the Town of Tiburon. The County general plan includes designations of uses and densities for unincorporated lands which are not within the Town boundaries. The Tiburon general plan includes designations of uses and densities for all the lands in the Paradise Drive area, since the area is within the Town's sphere of influence. The Town is granted the authority under state law to plan areas within its sphere of influence, even if the land is under the jurisdiction of the County, since state law designates areas within the sphere of influence for future annexation to a city or town.

In addition to general plan designations, other procedures which are used to regulate land use are zoning, design review, and environmental overlay designations. Both the County and Tiburon have two kinds of zoning districts: conventional and planned. In conventional districts minimum or maximum standards for development are established and, if a development proposal meets the standards, it can be approved and a building permit issued.

Prior to the development of land in a planned district, a master plan and precise development plan must be prepared which address development standards; visual impacts; slope stability; other environmental issues; and project design, including building materials, architectural style, and landscaping. Public hearings are held on master plans and design review.

The County addresses environmentally sensitive areas through a general plan and zoning overlay designation. For bayfront areas, filling of wetlands and dredging are not allowed (except for maintenance dredging), and public access to the shoreline is encouraged. In ridge and upland greenbelt areas, preservation of views and vegetation and clustering of development below ridges and away from steep and unstable areas are required. Tiburon has similar policies for shoreline and ridge areas.

All lands in the visioning area are designated for residential development or as public areas or open space. The residential density ranges in the Countywide Plan and the Tiburon General Plan

go from one dwelling unit per ten acres to seven dwelling units per acre. The highest existing residential density in the visioning area is 5.8 dwelling units per acre.

There are 833 parcels of land in the Paradise Drive area, 269 within the Town of Tiburon and the remaining 564 in the unincorporated area. There are 134 vacant developable parcels which are zoned for single-family residences. Thirteen of these parcels are subdividable. Two of the parcels are eligible for two or three dwelling units. The remaining 11 parcels account for nearly 340 acres of potentially developable land. The maximum number of dwelling units which could be constructed is 153, although environmental and sewer constraints may reduce the amount of possible development. Most of these developable properties are south of Trestle Glen Boulevard.

There was considerable discussion at community meetings about whether the present general plan and zoning designations of the County and Tiburon should be maintained or whether lower densities should be recommended for large parcels to reduce development potential and maintain the rural character of the community. A working definition for very low density was one dwelling unit per ten acres and for low density was one unit per 2.5 acres. The ten large vacant parcels with development potential are designated for development at an average of one dwelling unit per 2.5 acres, with a few parcels designated for one unit per 10 acres. The community was divided as to whether to support a lower density for these parcels or to maintain the status quo. Since there was not a consensus to change land use policy in the area, the status quo will be maintained. Therefore, the densities currently provided for in the Marin Countywide Plan and the Tiburon General Plan will continue to guide future residential development in the Paradise Drive area.

Another issue discussed was whether a clustered or dispersed pattern of development was more conducive to preserving the rural environment along Paradise Drive. There was consensus to encourage clustering, which would provide flexibility in lot size and location so that topography, views, vegetation, and preservation of open space could be considered when land was subdivided and developed, was the preferred pattern of development.

Goal II-1: To preserve the rural character of the communities along Paradise Drive.

Actions

- *On larger subdividable parcels of land, continue the current designation of low and very low density development.*
- *Define low density as 1 unit per 2.5 acres or lower. Define very low density as 1 unit per 10 acres or lower.*
- *Recognize and protect the differences in rural character of the areas north and south of Trestle Glen. The area south of Trestle Glen Road will continue to have a much more rural character than the area to the north.*
- *Develop design standards which take into consideration the open landscape north of Trestle Glen and the extensive tree cover south of Trestle Glen and which avoid a suburban style of development and gated communities. Recognize that Paradise Cay, which is north of Trestle Glen, has its own character and development standards.*
- *Plan new development to minimize the number of roadways and driveways onto Paradise Drive for safety and to reduce the need for grading and paving.*

- *Maintain rural road standards with low intensity street lighting and no sidewalks.*

Consequences: The individual style and character of subareas of the community are recognized so that new development will be compatible with the prevailing style of each area. A mix of low and very low density development will be allowed on large undeveloped parcels, consistent with the current general plan policies and zoning of Marin County and the Town of Tiburon.

Goal II-2: *To reduce the visual impact of new development.*

Actions

- *Continue using planned district zoning which encourages clustering and siting of development to minimize visual and environmental impacts.*
- *Develop design standards to define low visual impact.*
- *Locate new development away from ridges and visually prominent subridge areas.*

Consequences: The implementation of the goal and actions will result in development which is not visually intrusive and protects environmentally sensitive areas.

Goal II-3: *To provide opportunities for residents of the area to participate in the future development of their communities.*

Action

- *Residents should continue to participate by commenting on development proposals as individuals and through property owners' and homeowners' organizations.*

Consequences: Community residents will continue to participate in public review of development individually and through existing organizations and procedures since there was not consensus to establish any new local organizations for community oversight of planning and development.

III. TRAFFIC

Paradise Drive is a narrow, winding, two-lane road which is traveled by a variety of users. The primary source of traffic is from the residents living in the area, from providers of various services, and from Romberg Tiburon Center staff, students, and participants in meetings at the Center. Bicyclists, dog walkers, rollerbladers, and joggers use the road for recreational purposes; some motorists use it as a means to bypass traffic going over Alto Hill on Highway 101. Safety is a primary concern, especially with the diverse users on the roadway. While widening the road might be a means to solve many of the problems, doing so would require extensive grading, tree removal, and right-of-way acquisition and would ultimately alter the character of the area.

Paradise Drive from the Corte Madera Town limit to the end of the Tiburon peninsula varies in width from 18 to 24 feet. This width allows two traffic lanes but no shoulders. There are occasional unpaved turnouts which can be used by slower vehicles to allow passing; however, they are also used at times for parking. For most of the length of the roadway, there is a drainage

ditch and then a steep upward slope on the ridge side of the road and a steep drop-off on the bay side.

Traffic along Paradise Drive is relatively light but increased between 1970 and 1990. Traffic counts conducted during the summer of 1997 indicated a decrease from the previous two sets of counts. The only explanation for the decrease appears to be that the 1997 counts were done during the summer and previous counts were done in non-summer months when schools were in session and traffic is heavier. The 1997 counts indicated that bicycles accounted for 22% of southbound trips on Paradise Drive and 26% of the northbound trips.

The California Highway Patrol provides traffic patrol and enforcement in the planning area and maintains statistics on accidents. The accident rate on Paradise Drive is 1.76 accidents per million vehicle miles traveled, compared with 2.5 accidents statewide on similar types of roadways. This statistic includes bicycle accidents reported to the Highway Patrol. Some bicycle accidents involving minor injuries are treated at the Fire Department but not reported to the Highway Patrol.

There are no active proposals to further improve Paradise Drive, mainly due to the cost of constructing such improvements and the grading that would be required to accomplish them. Additional driveways on Paradise Drive are not permitted when other options, such as access to a side street or private road easement, are available. When it is necessary for a driveway to be located on Paradise Drive, sight distance criteria are applied to minimize potential hazards.

Bicycle traffic on Paradise Drive results mainly from recreational riding and is more concentrated on weekends and holidays. Because there are no shoulders, bicycles must use the traffic lane. The tight, blind corners and narrow lanes require cars to drift into the opposing lane to pass. Since many of the riders are in groups, the platooning effect can result in substantial blockage of the roadway and effectively preclude safe passing by cars for miles.

Since there are no sidewalks throughout the planning area, pedestrians, joggers, and roller bladers must use the travel lanes of the roads. There are also no connecting paths between neighborhoods so that if someone wants to walk from one neighborhood to another, it is necessary to walk on Paradise Drive.

Limited bus service along Paradise Drive is provided by Golden Gate Transit in the form of a free ferry shuttle to Larkspur (Route 13), only during weekday commute periods and only west of Paradise Cay. Supplemental service is provided on school days (Route 45) between Paradise Cay and Redwood High School. Reed Union School District provides bus transportation on Paradise Drive north of Trestle Glen for its students.

Goal III-1: *To maintain the rural character and configuration of Paradise Drive and improve safety for all users.*

Actions

- *Investigate ways to provide safety improvements without making major changes to the roadway.*

- *Identify locations where safety improvements could be made, such as more turnouts, small shoulder widening, and paving. Work with County Public Works Department staff to identify locations for constructing turnouts for bicyclists to allow passing by motor vehicles and in those locations to replace the double stripe at the roadway centerline with a single stripe line to allow additional passing room.*
- *Create a system of off-road neighborhood paths for residents to use as an alternative to walking on the side of the road.*
- *Consider the possibility of establishing no parking zones on Paradise Drive.*
- *Investigate the feasibility of putting in mechanical safety devices, such as speed bumps.*
- *Work with the California Highway Patrol to patrol regularly to enforce bicycle safety regulations.*

Consequences: Since the roadway width and configuration will not be changed, ingenuity and creativity will be needed to make small safety improvements and continuing and ongoing education and enforcement will be required to make cyclists, automobile drivers, and pedestrians aware of the rules of the road. If buildout of properties occurs at existing densities, there will be additional local vehicle trips on the road.

Goal III-2: *To develop and maintain an accurate information base about existing and projected future traffic conditions to make well-informed decisions about land use and transportation.*

Actions

- *Request the County Public Works Department to do traffic counts, including bicycles, at periodic intervals and interpret the results.*
- *Request the County and Tiburon to conduct traffic studies to project the cumulative amount of traffic from future development, including projected expansion of the Romberg Center. Studies should include an evaluation of the capacity of Paradise Drive and whether the roadway can support the traffic from projected growth (including bicycle traffic).*

Consequences: There will be a body of information, including GIS mapping technology, about existing and projected traffic conditions which will provide a basis for public decision-making about projected development and traffic.

Goal III-3: *To preserve transportation facilities and services for local residents while minimizing the impacts of automobile and bicycle traffic originating from outside the area.*

Actions

- *Investigate the feasibility of providing public transit and school buses along Paradise Drive south of Paradise Cay and Trestle Glen Boulevard.*
- *Urge the County to post signs on Paradise Drive regulating access for through truck traffic but allowing truck access for local deliveries and services.*

- *Give priority to local services and improvements over mobility and facilities for through traffic.*

Consequences: If these implementation strategies are successful, there will be a decrease in the use of Paradise Drive as a bypass for through traffic. If not, additional thinking may be needed about ways to discourage use of Paradise Drive as a bypass for through traffic.

IV. PUBLIC SAFETY AND UTILITIES

Water

The entire Tiburon Peninsula, including the boundaries of the Paradise Drive visioning area, is within Marin Municipal Water District's (MMWD) service area. MMWD through its reservoir, storage tank and waterline system provides water for domestic use and fire suppression. In the Paradise Drive area the existing gravity system provides adequate water service up to approximately elevation 200 feet. Paradise Drive is sited in the vicinity of the 200 foot elevation. Properties down slope of Paradise Drive can be served by the gravity flow system. However, development above elevation 200 feet needs to be serviced by a higher elevation water storage tank or in some limited cases by a water pressure pump system. Existing development in the Paradise Drive area is served by a combination of systems, including gravity flow, high elevation water storage tanks and water pressure systems.

Most of the Paradise Drive area is served by a six-inch water main, which extends under Paradise Drive from Taylor Road all the way to the south end of the visioning area. The six-inch water main does not deliver the desired 1,000 gallons per minute (gpm) of fire flow to all areas along Paradise Drive. In order to improve the fire flow in the gravity served system, the existing six-inch water main in Paradise Drive would have to be replaced with a larger pipeline, which would probably be eight inches in diameter.

The water system can generally deliver 1,000 gpm fire flows along Paradise Drive from the Corte Madera Town Limits to Trestle Glen Boulevard. South of Trestle Glen Boulevard the water system is capable of delivering approximately 750 gpm of fire flow up to an elevation of about 200 feet. Above 200 feet (without a higher elevation water storage tank or pressure system) the fire flow can be expected to be less than 500 gpm.

There are existing higher elevation water storage tanks which serve residences along the ridge line south of Trestle Glen. However, these tanks are at or near capacity for adequate service and the further expansion of their service areas is limited. A tank with a minimum capacity of 120,000 gallons would be required to provide 1,000 gpm of fireflow for two hours.

MMWD and the Fire Departments and Fire Districts in its service area have entered into a program to upgrade the water delivery system to improve its ability to withstand seismic events and to increase fire flow in the areas where it is most needed. The seismic upgrade recommendations of the study will make improvements to the backbone system that delivers water to the Tiburon Peninsula. However, MMWD currently has no plans to improve the existing water delivery system on the east side of the peninsula.

The entire Paradise Drive visioning area is served by the Tiburon Fire Protection District, a special state fire district governed by an independently elected Board of Directors, which sets the level of fire protection service within its service area. At present the standard fire response to any fire call is three engine companies.

Fire Station #10, located at the intersection of Trestle Glen Boulevard and Paradise Drive, provides the first response to fire and medical emergency calls emanating from homes and property served by Paradise Drive. Station #10 has one engine company and an ambulance, and is staffed 24 hours a day. Back-up (second) fire and emergency response is provided by Fire Station #11 located in downtown Tiburon. Station #11 is staffed with one engine company and a battalion chief. The third engine company responding to a fire in the Paradise Drive area would be either from the Town of Corte Madera or the Alto Fire District. The District tries to achieve a response time of five minutes or less for fire and emergency calls. However, some locations along Paradise Drive south of Trestle Glen Boulevard could experience response times of eight to nine minutes.

Factors which lead to delays in response time or contribute to increase fire risk include narrow streets and driveways, areas with a fire flow less than 1,000 gallons per minute, existing narrow water mains, lack of fire hydrants, and the proximity of vegetation to structures and roadways. Vegetation management is an easily implemented program that can significantly reduce the risk of a fire conflagration.

The District goal is to upgrade water lines (eight-inch diameter minimum), provide more fire hydrants (350 linear feet between hydrants), and provide a fire flow of 1,000 gallons per minute in existing developed areas. At present, Marin Municipal Water District (MMWD) does not have a program to systematically upgrade water lines, provide fire hydrants or increase fire flow in the Paradise Drive area.

Gas and Electric

Service to the planning area is provided by Pacific Gas and Electric Company. A major electric transmission line runs along Paradise Drive to serve existing homes as well as providing more than enough capacity for any future growth. Electric service is generally above ground in the area with a few exceptions, such as Paradise Cay. There are no plans to underground lines on Paradise Drive at this time. PG&E estimates the cost of undergrounding at \$200 per foot, which includes electric, telephone, and cable TV lines within the street but does not include service laterals to each residence.

Telephone

Local phone service is provided by Pacific Bell and is available to all parcels in the Paradise Drive area. All lines in the area are for analog transmission and there are no plans currently to extend fiber-optic cable into the area. Other technologies are emerging which may make it possible to use existing lines to approach the performance of fiber optic without the cost.

Cable Television

TCI is the cable provider in the Paradise Drive area. Generally, service is available in the more densely developed areas only. TCI's franchise agreement is up for renewal beginning in 1998 and provision of service to all parcels requesting it will be a part of the next franchise agreement.

Disaster Coordination

The Marin County Office of Emergency Services (OES) serves as a coordinating agency for all of the various emergency service providers (i.e. police, sheriff, fire, and paramedics) in the event of a disaster and acts as a liaison with the State OES for mutual aid assistance.

Goal IV-1 : *To provide adequate water for household use and fire protection.*

Actions

- *Measure baseline water use and calculate potential increase by new users and expansion of existing uses, including water usage at the Romberg Center as development plans are implemented.*
- *Explore the possibility of joint use and cost sharing of expanded water storage and delivery by institutions and residents.*
- *Investigate options and implement solutions to provide water pressure adequate for firefighting and household use throughout the planning area.*
- *When new developments are built with a requirement for a tank for water storage, explore the possibility for allowing existing residences to connect to the tank.*
- *Consider developing a fireflow master plan to provide more information about water storage options and costs.*
- *Consider construction of two 100,000 gallon cisterns for emergency use in case of seismic rupture of water mains and possible fire storms.*

Consequences: Implementation of these actions would mean improved water storage and pressure for existing residents when new storage facilities are provided for new development. Water storage for fire emergencies would also be provided.

Goal IV-2: *To carry out vegetation management practices which reduce the risk of fire on public and private lands.*

Actions

- *Urge public agency landowners to improve vegetation management practices on their lands, e.g. cutting fire breaks on the perimeter of properties.*
- *Urge the County Public Works Department to do more brush cutting and maintenance along roadways.*
- *Educate private property owners about the need to manage vegetation on their property.*

Consequences: The result of better vegetation management practices by public and private landowners would be a community less vulnerable to major fire damage.

Goal IV-3: *To be prepared for emergencies in case of fire, flood, landslide, or earthquake.*

Actions

- *Educate the community about the need for disaster preparedness; develop neighborhood disaster preparedness plans; and establish an emergency communications center.*
- *Explore the possibility of maintaining a fireboat for water-based firefighting.*
- *Encourage residents who live near the water to buy pumps and take water from the bay for local firefighting.*

Consequences: The result of carrying out these actions would be a community with an adequate staging area, prepared to cope with emergencies and equipped for firefighting.

Goal IV-4: *To have a mapped data base of the planning area, providing information about vegetation, water courses, slope stability, and other conditions relating to safety and land use.*

Action

- *Use County geographic information system and mapping capabilities to develop these maps.*
- *Request the County and Tiburon Public Works Departments to conduct an engineering study of storm water control for the entire Paradise Drive visioning area, using base maps developed by the County.*

Consequences: Accurate, detailed maps of the area would be available for site planning, drainage studies, vegetation management, sewage treatment studies, and other planning activities needed in the community.

Goal IV-5: *To have adequate and unobtrusive provision of utilities for all residents.*

Actions

- *Install cable television and data transmission lines to serve the entire Paradise Drive area. Include in the new TCI franchise agreement a requirement to extend the cable line along the full length of Paradise Drive as part of TCI's basic service at their cost.*
- *Underground utility lines whenever possible.*
- *When trenches for sewer and water lines are opened for repair or upgrading, use the opportunity to underground or install other utility lines, such as telephone, fiber optic, and electric power.*
- *Investigate the installation of street lights at appropriate locations along Paradise Drive.*

Consequences: New and upgraded utility facilities would be provided efficiently through joint use of trenches; new and better communication facilities would be provided; and gradual undergrounding of utility lines would result in a more attractive community.

V. SEWER AND WASTEWATER TREATMENT

Wastewater disposal in the Paradise Drive area is provided either by sewage collection and treatment systems operated by three public sanitary districts and one private district or by individual disposal systems (septic tanks and leach fields). Sanitary District #2 serves most parcels north of Trestle Glen Boulevard. A small area on Hillcrest Drive is served by the Richardson Bay Sanitary District. Many of the parcels south of Trestle Glen Boulevard are not currently within the service area boundary of any public sanitary district. However, all of the parcels south of Trestle Glen Boulevard, including the Seafirth area and Romberg Center, are within Sanitary District #5's adopted Sphere of Influence. Sanitary District #5 operates two treatment plants, one at Paradise Cove and the main plant in downtown Tiburon. There is one private district (Seafirth) which only serves the Seafirth subdivision.

Most of the parcels south of Trestle Glen Boulevard are not on sewers and are served by individual septic tank/leach field systems. The Paradise Drive area has soils with low permeability and a high water table. The use of septic tank/leach field systems in areas with these characteristics can result in surface ponding of essentially untreated wastewater. Some septic systems are over 30 years old; some relatively new systems have failed; and the area has generally poor conditions for septic systems.

The San Francisco Bay Regional Water Quality Control Board (RWQCB) is a state agency which has regulating and permitting authority over wastewater dischargers. The RWQCB has permitted the three treatment plants within the study area. The Environmental Health Division of the Marin County Community Development Agency is responsible for regulation and inspection of private septic and other individual treatment systems in Marin County. Permits are required whenever wastewater will be generated to ensure that the system used for collection and/or treatment will function properly and in an environmentally sound manner.

Sanitary District #5's main treatment plant in Tiburon meets all the RWQCB's current treatment and discharge standards. Paradise Cove requires substantial upgrades because of increases in demand for capacity. Seafirth would also require substantial upgrades but also lacks physical space to expand. The main plant also has no additional space for expansion but has sufficient capacity with the existing facilities to serve the entire planning area.

While septic systems are used extensively in low density areas, the Paradise Drive area is less than ideal for these conventional systems. A typical system consists of a tank, which settles out solids, and a leach field, which disperses the liquids which are filtered as they percolate into the soil. The steep slopes in the area make it difficult to find a suitable location to install a leach field. The shallow soils and high water table as well as the high clay content of the soil preclude effective percolation of effluent into the soil.

When an existing system fails or is proposed for expansion or a new system is proposed, agencies regulating septic systems have become increasingly stringent about allowing septic systems in the Paradise Drive area. In the most extreme cases, when existing systems have

failed, the property owner has been required to connect to the nearest sewer system. While the local sanitary district may be willing to extend service to properties that are currently not sewerred, the property owner must bear the cost of constructing new sewer lines, pump stations, and necessary improvements to existing treatment plants. In most cases the cost of the required improvements is cost prohibitive and politically charged for a single property owner or small group of property owners.

After a lengthy process of obtaining approvals from the Regional Water Quality Control Board, Marin County Environmental Health has adopted amendments to the County Health Code to allow three kinds of alternatives to conventional septic tanks and leach fields when conventional systems are not feasible: sand filters, mound systems, and pressure-dosed sand trenches. Any individual, group of individuals, or organization could propose additional modifications to the County's regulations to allow other types of experimental systems. The procedure for review of these changes is lengthy and expensive; however, it could be expedited if the County and the Regional Water Quality Control Board jointly participated with interested property owners in proposing and testing various experimental systems in place under similar conditions around the world.

Goal V-1: To provide residents and property owners with environmentally-sound and cost-effective wastewater treatment systems.

Actions

- *Request the County to set up a task force composed of County, Regional Water Quality Control Board, and sanitary district staff and community residents to fund an engineering study of wastewater management (both on-site and alternative solutions), to expedite amendment of the County health code to allow experimental wastewater disposal systems in the Paradise Drive area from Trestle Glen Boulevard south to the Tiburon Town limits, and to explore the development of affordable financing mechanisms for upgrading wastewater disposal systems.*
- *Coordinate with the Romberg Tiburon Center and the County Parks Department so that properties near them can participate in any upgrading of wastewater treatment facilities.*
- *Encourage owners of existing homes with septic and/or leach field problems and homeowners who want to enlarge their houses to use individual systems, either conventional, alternative, or experimental, if code amendments are made, and if it is not feasible, practical, or cost effective to hook up to an existing sewer line.*
- *New development on large properties should be served by sewers.*

Consequences: More options for sewage treatment would be available than on-site conventional septic systems or hooking up to a conventional sanitary sewer line. Other environmentally-sound and cost-effective alternatives would be studied and possibly made available to property owners. Some of these alternatives would not require annexation to a sanitary district and therefore trigger annexation to a city under the dual annexation policy of Marin LAFCO. Development on large properties would be served by sewers and would require annexation to a sanitary district and a city.

VI. ANNEXATION

Policies and decisions about annexations and governance in California are the responsibility of a state-created agency in each county, called the Local Agency Formation Commission (LAFCO). The purpose of LAFCO is to: 1) determine where and when urban development requiring services from cities and special districts should occur; 2) promote reorganization of local governmental agencies where current structures cause public confusion, policy breakdown and fiscal inefficiencies; and 3) protect designated environmentally sensitive and agriculturally productive lands from conversion to urban uses. The mandates of LAFCOs apply to special districts as well as to cities.

LAFCO has the duty of developing and determining a sphere of influence for each local governmental agency within the County. The sphere of influence is an assessment of the capability of local governments to extend urban services to areas designated for urban development. State law defines a sphere of influence to mean "a plan for the probable ultimate physical boundaries and service area of a local governmental agency." An "urban service area" means land within a city's sphere of influence, which is currently served by existing urban facilities, utilities, and services or is proposed to be served by urban facilities, utilities, and services in the first five years of a city's adopted capital improvement program. The State Legislature has given local LAFCOs the power to make annexation and governance decisions based on their mandated sphere of influence studies.

At present the majority of the land in the Paradise Drive area is unincorporated although some lands within the study area are within the Town of Tiburon's corporate limits. However, all of the unincorporated lands within the Study Area are designated by Marin LAFCO as being within the Town of Tiburon's Sphere of Influence. The urban services provided by the County of Marin and Town of Tiburon to land and residences within their respective jurisdictions include general administration, police protection and recreation services. All other urban services and utilities are provided by special districts or private enterprises.

The Marin LAFCO has several policies which are applicable to the Paradise Drive area, including service hierarchy, sphere of influence, dual annexation, agency consolidation, annexation program, and rezoning. The policy which has the most impact and which has generated the most discussion among residents and property owners at Paradise Drive community meetings is the dual annexation policy, which requires that any parcel requesting annexation to a service district, such as a sanitary district, must also annex to the city within whose sphere of influence the parcel is located. Marin and Napa are the only two counties in California which have a dual annexation policy. Annexation to a sanitary district would be required if an undeveloped parcel were to request connection to a sewer. The annexation to a sanitary district would trigger the dual annexation policy, requiring annexation to the Town of Tiburon. The dual annexation policy is also applicable to existing developed lots where septic systems have failed and there is no effective means of repair other than to sewer the parcel.

Many residents are reluctant to consider annexing to a district if they are also required to annex to any city or town. People think that they should be able to choose whether to annex to a town or city and not be required to do so by LAFCO's dual annexation policy. Some residents think that the dual annexation policy should be waived for the Paradise Drive area.

Annexation of unincorporated lands in the Paradise Drive area to the Town of Tiburon, and related issues, were discussed at three community meetings. There was no consensus about whether residents should have an opportunity to vote on the issue of dual annexation (to a sanitary district and a city or town). Nor was there consensus about whether it should be a goal of the visioning plan to rescind the dual annexation policy of the Marin Local Agency Formation Commission (LAFCO) or to retain it. Participants at community meetings were also divided as to whether there should be different annexation policies for large undeveloped properties and for smaller properties which are already developed or which are undeveloped but cannot be further subdivided.

Given the lack of consensus for any change in current policies expressed at community meetings, the visioning plan is not recommending any change in LAFCO or County policies concerning annexation. Because there was no consensus on these issues, the visioning plan does not include any goals or actions dealing with annexation.

Consequences: Since there was no consensus to change current County and LAFCO policies concerning annexation, the current policies will continue. The Paradise Drive area is within the sphere of influence of the Town of Tiburon and will continue to be subject to the dual annexation policy of Marin LAFCO; that is, when a property annexes to a special district providing sewer service, it will also be annexed to the Town of Tiburon.

VII. GOVERNANCE

Residents are concerned about their identity and the identity of their community. Many people feel that the rural environment can be better protected by the County than by the Town of Tiburon. Others feel that Tiburon's zoning and design review provide more local control over new development than the County's procedures.

Local design review boards make recommendations on development applications in their area of interest. The board may suggest changes to a project to enhance its compatibility with the neighborhood or to resolve neighborhood concerns. The Town of Tiburon has a design review board which makes decisions about such matters for developments within the Town. The County has established design review boards in many unincorporated communities. There is not a design review board in the Paradise Drive area.

A special district was mentioned at Paradise Drive community meetings as a form of government which could provide local control over local issues. It was suggested that a new environmental district could be created, which would pursue alternative methods of providing sewage treatment, domestic water, and improving air quality and would also review and make decisions about subdivision and development proposals. Generally, State law provides for the formation of a single purpose district for activities such as water, sewer, fire protection, police protection, road maintenance, street lighting, and park and recreation services. However, land use regulation and control is specifically designated as a county or city function under State law. Therefore, a city or county cannot pass on its land use regulatory function to any subsidiary agency nor can any special district be created to regulate land use within or outside its area of interest.

The suggestion to consider forming an environmental district was presented at a community meeting and did not receive consensus support. There was likewise not a consensus to establish

an advisory design review board for the unincorporated area of Paradise Drive. Proposals were also made to form a committee to discuss the variety of viewpoints expressed at community meetings and try to work to find common ground. There was no consensus to form such a group. There was also no consensus to form an organization to oversee the implementation of the goals and actions of the visioning plan. Community meeting participants expressed the opinion that the existing homeowners' and property owners' organizations and other ad hoc groups should work on implementing the various parts of the visioning plan. Since there was not consensus for any change in existing conditions, the visioning plan will not recommend any new governance options for the Paradise Drive area.

Consequences: There will be no change in the governance of the Paradise Drive area. The County will continue to be the governing body for the unincorporated area without any new local advisory or elected bodies to provide governmental services in the area. The Town of Tiburon will continue to provide governmental services to the area within its boundaries.

VIII. THE ROMBERG TIBURON CENTER FOR ENVIRONMENTAL STUDIES AND THE NATIONAL MARINE FISHERIES SERVICE SOUTHWEST FISHERIES CENTER

The Romberg Tiburon Center for Environmental Studies (RTC) and the National Marine Fisheries Service (NMFS) Southwest Fisheries Center are located on a 34 acre parcel of land between Paradise Drive and San Francisco Bay. The land is owned by the U.S. Government and was used for military purposes during World War II. In 1978, San Francisco State University (SFSU) was given title to twenty-five acres of the property by the National Oceanic and Atmospheric Administration (NOAA) under a conditional deed of trust, requiring the University to use the property for educational purposes. SFSU has been using RTC as a field station for marine and estuarine studies. After 30 years, if RTC remains in compliance, SFSU will own the land outright without any conditions. The National Marine Fisheries Service Southwest Fisheries Center occupies the remaining nine acres of the property. NMFS will be relocating its center to Santa Cruz in 2000 at which time its nine acres will be declared excess federal property.

History of the Site

The site of the Romberg Tiburon Center for Environmental Studies and the NMFS Southwest Fisheries Center has a varied and colorful history. The history of this bayside land along the east shore of the Tiburon Peninsula can be traced back to the early 19th century. Prior to 1817, the cove was once the site of a Coast Miwok Indian village inhabited by Indians of the Coon Tribe. The land was used for a codfishery (1877-1904), a coaling station (1904-1931), and the California Marine Academy (1931-1940). John A. Roebling's Sons Company reeled cables for the Golden Gate Bridge from 1933-1937; and the base was re-acquired by the Navy and used as an anti-submarine net supply depot from 1940-1958. Although the Depot was reactivated during the Korean War, it finally closed down in 1958 and part of the property was returned to the public. This newly acquired land became two new county parks - Tiburon Uplands and Paradise Beach Park. The present bulkhead along the shore of the Paradise Park is made up of the large concrete submarine net weights from the Net Depot days. In 1961, the Department of Interior, U.S. Bureau of Sport Fisheries and Wildlife, established the Tiburon Marine Laboratory on the base. This laboratory was the predecessor of the present National Marine Fisheries Service Southwest Fisheries Center. Also, from 1963-1973, the Department of Interior's Bureau of

Mines conducted research on deep sea mining, using the research vessels, *Virginia City* and *Grass Valley*. In 1970 both the Marine Minerals Technology Center and the Tiburon Marine Laboratory were transferred from the Department of Interior into the Department of Commerce, under the newly established National Oceanic and Atmospheric Administration (NOAA). Although the Marine Minerals Technology Center closed three years later, the Tiburon Laboratory continued its work under NOAA's National Marine Fisheries Service. On May 2, 1978, 25 acres of surplus land was officially transferred from NOAA to SFSU, which established the Romberg Tiburon Center for Environmental Studies (RTC) on the site in 1978.

The Romberg Tiburon Center for Environmental Studies

SFSU holds a thirty-year lease from the U.S. Government on the land and facilities which it occupies and expects to acquire the property in 2007. The University is also interested in bidding on the property occupied by the National Marine Fisheries Service Southwest Fisheries Center if the U.S. Government declares it surplus. The research mission of the Romberg Tiburon Center is focused on a fundamental understanding of the physical and biological processes of the San Francisco Bay, its surrounding terrestrial environments, and other marine and freshwater systems. The Center's education mission is to provide undergraduate and graduate courses in biology, geography, and geology that promote learning in the fields of marine biology and estuarine ecology, oceanography, and limnology. Additionally, RTC is involved in community outreach, offering a summer education program and an open house to help educate the surrounding community about San Francisco Bay and other marine and estuarine topics. As a field station of the university, RTC has a finite size and a focused mission and does not foresee major expansion of its facilities or activities.

RTC consists of six buildings: 1) the Research and Education Laboratory which houses 40 persons, 2) the Bay Conference Center whose maximum capacity is 140 people, 3) the historic Officers' Quarters, which serves as office and laboratory space and houses up to 40 persons, 4) the Commodore's House which served as the RTC caretaker's house for years but is currently unoccupied, and 5) and 6) the barracks buildings where the RTC maintenance/shop, marine operations, and storage facility are located and which house approximately five people each.

The University has received funding to renovate the Research and Education Laboratory and the Commodore's House. The Research Laboratory renovation will modernize existing laboratories but will add minimal square footage. The Commodore's House will be converted into a Guest House that can accommodate 18 to 20 people and will be used as short-term lodging for visiting scientists and students. The Research and Education Laboratory and the historic Officers' Quarters have classrooms where SFSU students attend classes. Course offerings at RTC range from one to five per semester and class sizes ranges from five to 20 students per class. Generally, individual classes at RTC are held one day a week, either on Mondays, Wednesdays or Fridays. From five to 100 students per week may be attending classes during a semester. Summer courses, one to two weeks in length, are attended by 16 to 160 students. Faculty, researchers, and staff generally drive to the site in their own automobiles while students drive or use the shuttle van between SFSU and RTC. The Conference Center was used on 116 days during the 1997-98 fiscal year with an average group size of 30 to 40 people, mostly for all-day meetings.

RTC uses a septic tank and leach fields for sewage disposal. The leach fields were replaced in 1992. There is interest in developing an on-site biological treatment plant for sewage disposal.

RTC is working with its immediate neighbors towards a partnership in such a sewage treatment system.

Water is supplied to RTC by the Marin Municipal Water District. Some community residents have concerns about the Romberg Tiburon Center's water use and would like to monitor patterns of water consumption.

The National Marine Fisheries Service Southwest Fisheries Center

The National Marine Fisheries Service Southwest Fisheries Center occupies ten buildings on a nine-acre property. The buildings are used for storage, offices and laboratories. There are 36 permanent staff plus part-time and seasonal workers. Some additional staff will be added during the next two years. The relocation of the laboratory and staff is scheduled for Spring 2000. The Center will relocate to Santa Cruz, adjacent to the Long Marine Laboratory of the University of California, Santa Cruz. When the laboratory is vacated, the property will be turned over to the Federal General Services Administration which will manage the process of disposing of the property. The Romberg Tiburon Center intends to bid on the property when it becomes available.

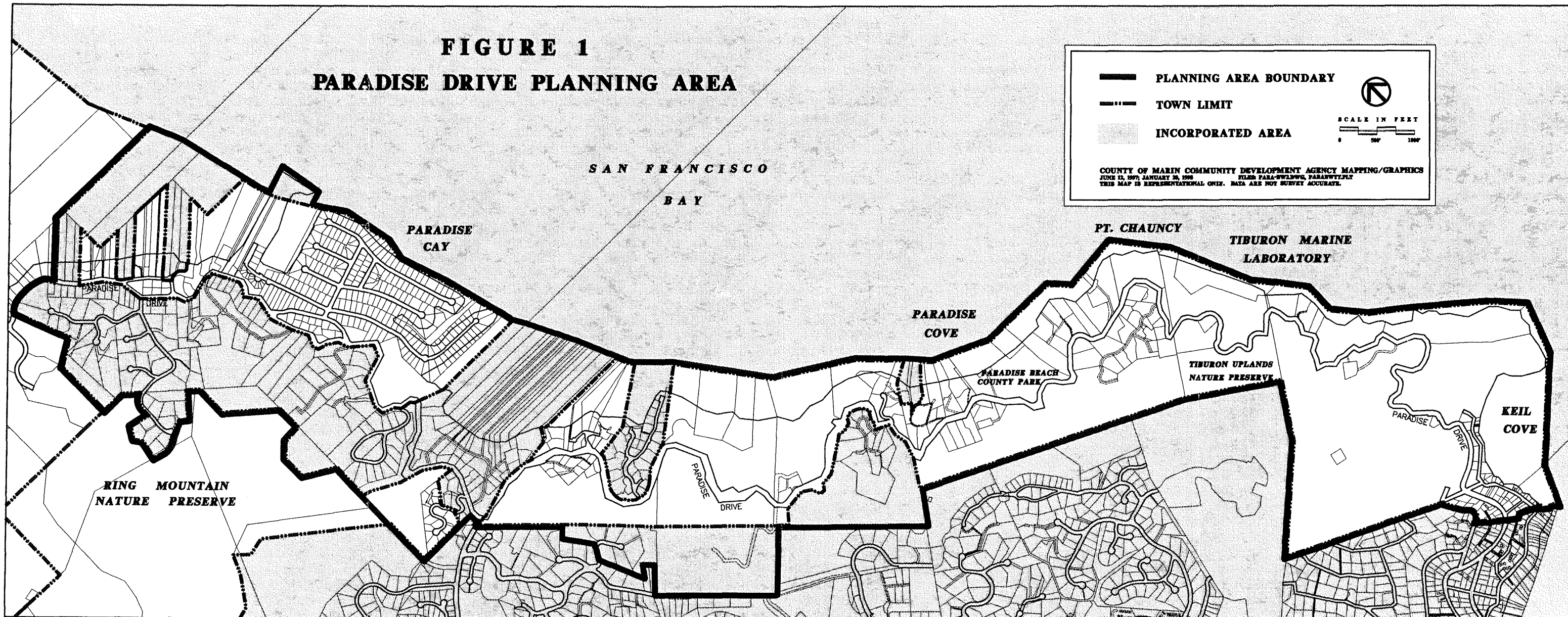
Goal VIII-1: To acknowledge the Romberg Tiburon Center as an important asset of the Paradise Drive community and maintain ongoing relationships with staff and board members to address issues of concern to the community, including traffic, number of students, number of permanent on-site residents, and sewage treatment.

Actions.

- *Ask to have a Paradise Drive community member appointed to the board of the Romberg Tiburon Center.*
- *Review the Romberg Tiburon's Annual Reports to keep track of the Center's activities and plans.*
- *Request reports on water usage at RTC.*
- *Monitor traffic generated by development at RTC.*
- *Explore the possibility of working with RTC to develop an on-site biological treatment plant for sewage disposal.*

Consequences: Implementation of these actions would bring about a closer relationship between the Romberg Center and the Paradise Drive community. The Romberg Center would contribute its scientific expertise to the community and the community would make the Romberg Center more aware of its concerns about traffic and water usage.

**FIGURE 1
PARADISE DRIVE PLANNING AREA**



APPENDIX B

GLOSSARY OF TERMS USED IN THE PARADISE DRIVE VISIONING PLAN

Advisory Board: A group of individuals appointed by a governmental body to provide advice or recommendations on a given topic.

Annexation: To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Clustered Development: Development in which a number of dwelling units are placed in close proximity or are attached, with the purpose of retaining an open space area.

Community Plan: A planning document which sets forth policies and programs which regulate development in a local area at a greater level of detail than the general plan.

Dispersed Development: Development in which an entire property is divided into parcels of equal size, each with a dwelling unit.

District or Special District: An agency of the state, formed pursuant to general law or special act, to provide services within limited boundaries.

Dual Annexation Policy: A policy of the Marin Local Agency Formation Commission, applying to property located within a city's sphere of influence, which is as follows for land contiguous to municipal limits: Annexations of unincorporated land to special districts which provide services necessary for urban development shall require concurrent annexation to a city if the land is located within the city's sphere of influence boundary.

Estuarine: Related to or formed in an estuary.

Estuary: The part of the wide lower course of a river where its current is met by the tides. An arm of the sea that extends inland to meet the mouth of a river. San Francisco Bay is an estuary.

Fiber Optic Cable: Many strands of thin flexible glass, the thickness of dental floss, that carry huge amounts of information as light waves generated by lasers. A single strand can carry 12,000 phone conversations at once.

Fire Flow: The volume and pressure of water flowing through a water line measured in gallons per minute for the purpose of gauging adequacy for fire fighting.

Geographic Information System (GIS): A system of computer hardware, software, and procedures designed to support the capture, management, manipulation, analysis, and display of spatially-referenced data for solving complex planning and management problems.

Governance: The organization, machinery, or agency through which a political unit exercises authority and performs functions.

Master Plan: A plan designating land uses, and a development scheme, for a large parcel of land. It addresses visual and environmental issues and identifies location of development.

Natural Resource: A material source of wealth, such as timber, fresh water, or a mineral deposit, that occurs in a natural state. In the context of Paradise Drive this term includes landforms, trees, the shoreline, and San Francisco Bay.

Permeability: The quality or state of being capable of diffusion or penetration. For example, permeable soils allow water to pass through them, whereas more impermeable soils, such as those with a high clay content, do not.

Precise Development Plan: A detailed site and design plan for a large parcel of land, which includes illustration of building materials, architectural style, and landscaping.

Ridgeline: A line connecting the highest points along a series of hills and mountains.

Rural: Relating to or characteristic of the country, as contrasted to *urban*. In the Paradise Drive context rural characteristics include: wooded areas, open space, narrow roadways without curbs and sidewalks, unobtrusive houses which blend with the landscape.

Sphere of Influence: The ultimate service area and boundaries of a special district or city as adopted by the Local Agency Formation Commission (LAFCO).

Sub-ridge: A secondary ridge below the major ridgeline.

Urban Services: Includes police, fire, sewer, and water services.

Urbanized Corridor: Refers to the City-Centered Corridor, one of the three environmental corridors designated in the Marin Countywide Plan. The Plan specifies that, although urban development is concentrated in this eastern portion of the county, areas within the corridor are designated for resource protection. These areas include the Ridge and Upland Greenbelt Area, the Streamside Conservation Area, and the Bayfront Conservation Zone. Portions of the Paradise Drive area are within the Ridge and Upland Greenbelt Area and the Bayfront Conservation Zone.

Vegetation Management: Cutting and trimming grasses, shrubbery, and trees near buildings to reduce the risk of fire.

Water Table: The upper limit of the portion of the ground wholly saturated with water.

Wildlife habitat: The physical location or type of environment in which an organism or biological population lives or occurs.

APPENDIX C

LIST OF WORKING PAPERS FOR PARADISE DRIVE VISIONING

Working Paper Number 1: Issues, Priorities, and Goals for the Visioning Process

Working Paper Number 2: Recreation and Open Space Facilities and Issues

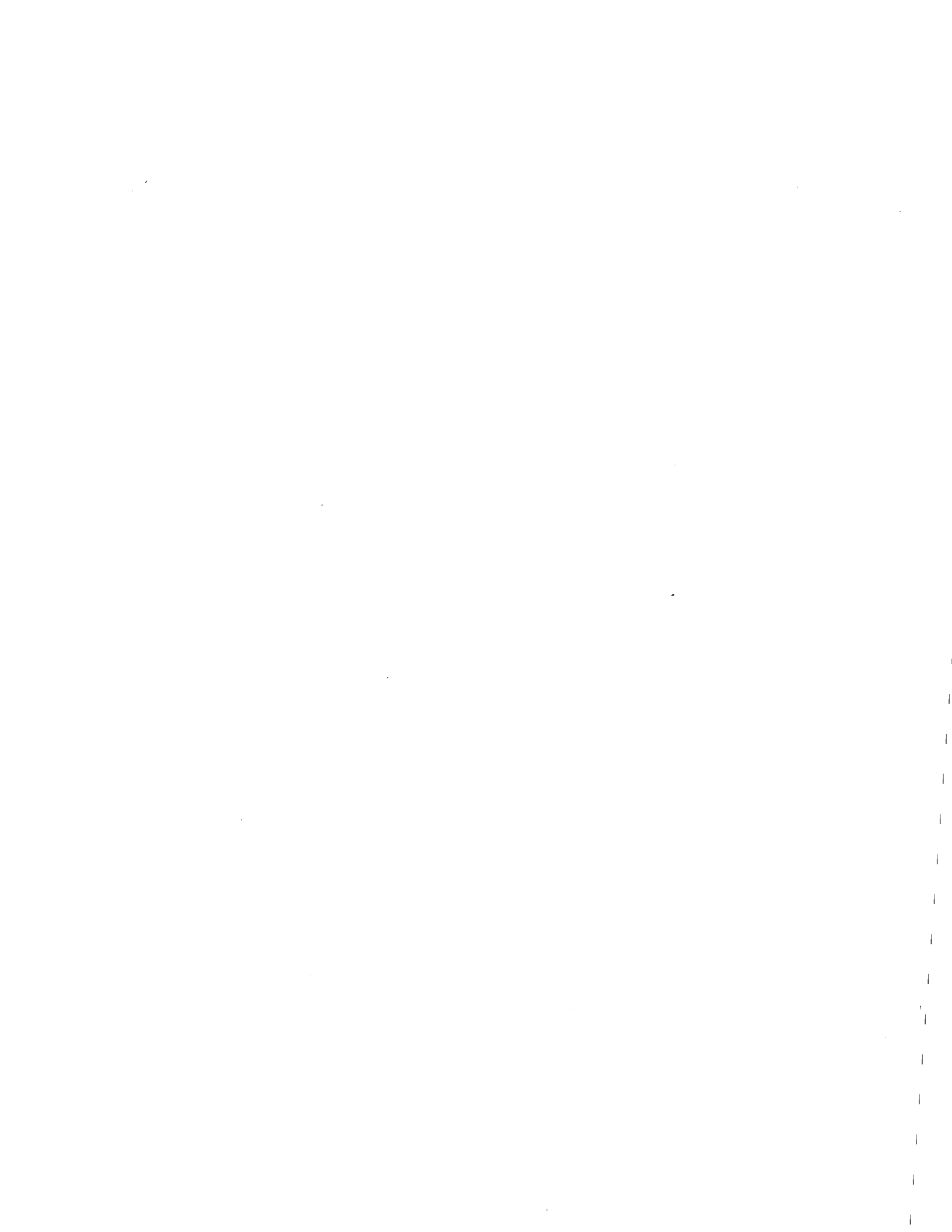
Working Paper Number 3: Land Use Issues

Working Paper Number 4: Traffic Issues

Working Paper Number 5: Public Safety and Utility Issues

Working Paper Number 6: Sewer and Wastewater Treatment Issues

Working Paper Number 7: Annexation and Governance Issues



APPENDIX D

LIST OF PARTICIPANTS IN THE PARADISE DRIVE VISIONING PROCESS

Paradise Drive Visioning Steering Committee

Vic Canby, Co-Chair	Susan Hoehler
Peter Maync, Co-Chair	Russell Holm
Becky Pringle, Secretary	Donald Miller
David Coury	Ray Lynch, Jr.
Susan Deluxe	David Phillips
Raymond Dreyer	Patrick Ryan
Paul Hantzshe	Bjorn Solberg

Paradise Drive Property Owners Association
Paradise Cay Homeowners Association
Seafirth Estates Homeowners Association
Old Landing Road Homeowners Association

Annette Rose, Marin County Supervisor, Third District
Mark Riesenfeld, Marin County Community Development Director
Carol Williams, Planning Division, Marin County Community Development Agency
Scott Davidson, Planning Division, Marin County Community Development Agency
David Mesagno, Environmental Health Division, Marin County Community Development Agency
Ron Miska, Marin County Open Space District
John Roberto, Planning Consultant

Bob Beaumont, Marin County Public Works Department
Captain Mark Sooy, California Highway Patrol
Lieutenant Ed Hafer, California Highway Patrol
Officer Julio Bandoni, California Highway Patrol

Rosemary Bliss, Chief, Tiburon Fire Protection District
John La Haye, Marin Municipal Water District

Henry Knauber, Manager, Sanitary District 5
*Robert Paul, Corte Madera Public Works Director and Manager of Sanitary District 2

*Dawn Mittleman, Executive Officer, Marin LAFCO
*Henry Barner, Marin LAFCO Board
Anne Peterson, Kentfield Planning Advisory Committee

Harry Matthews, Tiburon Mayor Robert Kleinert, Tiburon Town Manager
Terry Hennessy, Tiburon Town Council Scott Anderson, Tiburon Planning Director
*Jerry Thayer, Tiburon Town Council

Alissa Arp, Director, Romberg Tiburon Center

**Former*

Other agencies with jurisdiction over land and water in the Paradise Drive area:

Marin County Sheriff

Regional Water Quality Control Board

United States Army Corps of Engineers

United States Coast Guard

San Francisco Bay Conservation and Development Commission