

Tamalpais Area Community Plan 1992



Adopted by the Marin County Board of Supervisors on September 21, 1992

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TABLE OF CONTENTS

I. INTRODUCTION	
A. LEGAL BASIS FOR THE PLAN	I-1
B. DEFINITION OF THE PLANNING AREA AND SUBAREAS	I-1
C. COMMUNITY GOAL.....	I-3
II. BACKGROUND	
A. HISTORY	II-1
B. NATURAL SETTING	II-2
III. LAND USE ELEMENT	
A. BACKGROUND	III-1
B. EXISTING LAND USE	III-1
1. Residential	III-7
2. Future Residential Development Potential	III-7
3. Residential Neighborhoods	III-9
Tamalpais Valley Neighborhood	III-11
Almonte Neighborhood.....	III-12
Homestead Valley Neighborhood	III-13
Muir Woods Park Neighborhood.....	III-14
4. Commercial Areas.....	III-15
Tam Junction	III-17
Shoreline Area	III-19
Manzanita Area	III-20
Strip Commercial Areas.....	III-21
Other Commercial Enterprises.....	III-22
5. Natural Resource Values	III-22
6. Open Space Opportunities in the Planning Area.....	III-25
7. Public Facilities	III-30
C. LAND USE GOALS	III-34
D. ISSUES, OBJECTIVES, POLICIES AND IMPLEMENTATION PROGRAMS	III-35
1. Community Wide Issues	III-35
a. Residential.....	III-35
ISSUE: Preservation of Community Character and Image	III-35
ISSUE: Residential Densities and Re-zoning.....	III-43
ISSUE: Development in Historic Subdivisions	III-44
ISSUE: Housing Variety and Affordability	III-46
ISSUE: Historic Subdivision Development on Paper Streets	III-47
ISSUE: Preservation of Cultural and Archaeological Resources	III-48

b.	Commercial	III-48
	ISSUE Maintenance of a Local Serving Commercial Base	III-48
c.	Open Space	III-49
	ISSUE: Preservation of Wetlands and Bay Waters	III-49
	ISSUE: Protection of Streamcourses and Riparian Zones	III-50
	ISSUE: Protection of Trees, Vegetation and Wildlife Habitat	III-51
d.	Natural Hazards	III-54
	ISSUE: Reduction of Risk Associated with Natural Hazards	III-54
e.	Public Facilities	III-56
	ISSUE: Reuse of Publicly Owned Land and Facilities	III-56
2.	Specific Area Issues	III-58
a.	Tamalpais Valley	III-58
	ISSUE: Protection of Parcels with Open Space Values	III-58
b.	Tam Junction	III-59
	ISSUE: Tam Junction Site Planning Guidelines	III-59
	ISSUE: East Side Land Use	III-64
	ISSUE: West Side Land Use	III-65
c.	Almonte	III-65
	ISSUE: Open Space Acquisition	III-65
	ISSUE: Limitations on Commercial Expansion	III-67
	ISSUE: Design Guidelines for Strip Commercial Areas	III-67
d.	Homestead Valley	III-68
	ISSUE: Residential Densities and Rezoning	III-68
	ISSUE: Protection and Enhancement of Open Space	III-69
	ISSUE: Fire and Treefall Hazard Reduction	III-69
e.	Muir Woods Park	III-69
	ISSUE: Protection of Existing Open Space Areas	III-70
f.	Shoreline Area	III-70
	ISSUE: Land Use and Development Intensity	III-70
	ISSUE: Development Guidelines for Shoreline and Manzanita	III-73
g.	Manzanita Area	III-77
	ISSUE: Protection of Wetlands and Hillside Area and Maintenance of Community Image	III-77
E.	LAND USE CATEGORIES	III-78
1.	Residential	III-78
2.	Commercial Land Use Categories	III-85
3.	Parks and Open Space	III-87
4.	Public Facilities	III-88

IV. TRANSPORTATION ELEMENT

A. BACKGROUND	IV-1
B. EXISTING CONDITIONS.....	IV-2
1. Roadway Network and Classification.....	IV-2
2. Operational Characteristics	IV-2
3. Parking	IV-12
4. Transit	IV-13
5. Bikeway, Trails and Accessways.....	IV-15
6. Truck Routes	IV-21
7. Road Maintenance.....	IV-21
C. FUTURE TRANSPORTATION NEEDS	IV-22
1. Roadway Network and Service Capacity	IV-22
2. Residential and Commercial Traffic Generation.....	IV-22
3. Trip Distribution and Assignment.....	IV-24
4. Future Travel Demand	IV-25
5. Intersection Level of Service.....	IV-28
6. Parking	IV-31
7. Transit	IV-32
8. Bikeways and Urban Trails.....	IV-32
9. Truck Routes	IV-33
D. TRANSPORTATION GOALS	IV-33
E. ISSUES, OBJECTIVES, POLICIES, AND IMPLEMENTATION PROGRAMS	IV-34
ISSUE: Promoting Alternative Modes of Transportation.....	IV-34
ISSUE: Existing and Future Traffic Congestion	IV-36
ISSUE: Level of Service Standard for Intersections	IV-39
ISSUE: Relationship of Development Intensity to Roadway Capacity	IV-42
ISSUE: Roadway Extensions.....	IV-42
ISSUE: Roadway Design and Character	IV-43
ISSUE: Control of Visitor and Recreation Traffic.....	IV-44
ISSUE: Parking.....	IV-44
ISSUE: Road Access to Hillside and Ridge Properties	IV-46
ISSUE: Trail and Community Accessway Preservation and Maintenance.....	IV-47
ISSUE: Roadway and Trail Signing	IV-48
ISSUE: Funding Transportation System Improvements.....	IV-49

V. PUBLIC FACILITIES AND SERVICES ELEMENT

A. EXISTING CONDITIONS.....	V-1
1. Schools	V-1
2. Recreation.....	V-2
3. Fire Protection	V-3

4.	Police Protection.....	V-4
5.	Medical Facilities.....	V-4
6.	Post Office.....	V-5
7.	Library Service	V-5
8.	Water Service	V-5
9.	Sanitation.....	V-6
10.	Flood Control	V-7
11.	Disaster Planning	V-7
B.	ISSUES, OBJECTIVES, POLICIES AND IMPLEMENTATION PROGRAMS	V-8
	ISSUE: Adequacy of Public Facilities and Services	V-8
	ISSUE: Maintaining an Adequate Long-Term Supply of Water	V-8
	ISSUE: Individual Waste Disposal Systems in Muir Woods Park.....	V-9
	ISSUE: Providing an Adequate Level of Fire Protection.....	V-10
	ISSUE: The Provision of Adequate Police Protection in the Community	V-11
	ISSUE: The Effects of New Development on Stream Erosion and Flooding.....	V-11
VI.	SPHERE OF INFLUENCE AND LAFCO POLICIES	
A.	INTRODUCTION	VI-1
B.	ISSUES, OBJECTIVES, POLICIES AND IMPLEMENTATION PROGRAMS	VI-2
	ISSUE: Resolution of Jurisdictional and Public Service Boundary Disputes.....	VI-2
VII.	TAMALPAIS DESIGN REVIEW BOARD	
A.	INTRODUCTION	VII-1
B.	HISTORY OF TAMALPAIS DESIGN REVIEW BOARD	VII-1
C.	MODIFICATION OF TAMALPAIS DESIGN REVIEW BOARD.....	VII-2
D.	ORGANIZATION OF TAMALPAIS DESIGN REVIEW BOARD.....	VII-2
E.	RESPONSIBILITIES OF TDRB.....	VII-3
F.	PLANNING DEPARTMENT SUPPORT FOR TDRB	VII-4
VIII.	RESOLUTIONS	
A.	BOARD OF SUPERVISORS RESOLUTION CERTIFYING THE FINAL EIR	VIII-1
B.	BOARD OF SUPERVISORS RESOLUTION ADOPTING THE PLAN.....	VIII-3

LIST OF FIGURES

1	Planning Area Boundaries.....	I-2
2	Overview Key to Existing Land Use.....	III-2
3	Existing Land Use Categories	III-3
4	Existing Land Use Categories	III-4
5	Existing Land Use Categories	III-5
6	Existing Land Use Categories	III-6
7	Existing Residential Neighborhoods.....	III-10
8	Existing Commercial Districts.....	III-16
9	Tam Junction.....	III-18
10	Open Space Opportunity Areas.....	III-27
11	Open Space Opportunity Areas.....	III-31
12	Open Space Opportunity Areas.....	III-32
13	Maximum Building Height Relating to Grade Slope	III-39
14	Maximum Subfloor Height.....	III-40
15	Tam Junction - East Side Land Use	III-66
16	Overview Key to Future Land Use	III-80
17	Future Land Use	III-81
18	Future Land Use	III-82
19	Future Land Use	III-83
20	Future Land Use	III-84
21	Major Intersections Serving the Planning Area	IV-3
22	Location of Arterial Roadways and Residential Collectors	IV-4
23	Location of Turning Movement Counts	IV-7
24	Levels of Service: Selected Intersections	IV-9
25	New Manzanita Intersection Design.....	IV-10
26	General Alignment of Major Trails.....	IV-16
27	Representation of Trail Easements and Accessways	IV-18
28	Shoreline Highway/Flamingo Road Intersection Improvements	IV-38
29	Tam Junction Intersection Improvements.....	IV-41

LIST OF TABLES

1	Planning Area Housing	III-11
2	Twenty-Four Hour Traffic Volume Data.....	IV-5
3	Intersection Level of Service Definitions.....	IV-6
4	Existing Intersection Level of Service	IV-8
5	Commuter Parking Lot Usage	IV-13
6	Transit Routes Provided by Golden Gate Transit.....	IV-14
7	Planning Area Buildout	IV-23
8	Trip Generation Summary (Buildout)	IV-25
9	Trip Generation PM Peak Hour	IV-26
10	Existing Planning Area Buildout Average Daily Traffic Volumes	IV-27

APPENDICES (Bound Separately)

- A. PROGRAM AND IMPLEMENTATION MATRIX**
- B. RESIDENTIAL FLOOR AREA RATIO FORMULA**
- C. BOTHIN MARSH BUFFER ZONE**
- D. SHORELINE AND MANZANITA AREAS DEVELOPMENT**
- E. TRANSPORTATION**
- F. ADMINISTRATIVE POLICIES**
- G. STEERING COMMITTEE ROSTER**
- H. PARCELS WITH SUBDIVISION POTENTIAL**
- I. TAM JUNCTION DESIGN GUIDELINES**
- J. ORDINANCES**
- K. PARCELS ALONG SHORELINE HIGHWAY DESIRABLE FOR OPEN SPACE**

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PREFACE

The primary land use goal for the Tamalpais Planning Area is the conservation of the semi-rural small town residential and commercial character and scale of the community, and its close relationship with the natural beauty of its setting.

The intent and purpose of this plan is to retain and enhance these qualities. This purpose was voiced over and over in the scheduled workshops and community meetings held to review the Community Plan.

The general approach during the Plan revision process was to acknowledge the identified environmental constraints as limitations on development rather than trying to identify extensive mitigation measures.

The objectives, policies and implementation programs set forth in this Plan are formulated to achieve these main goals.

1. Maintain the semi-rural character of the community as defined by its small town residential and commercial setting and the quality of the natural environment.
2. New development shall be integrated harmoniously into the neighborhoods and geographic areas of the Planning Area in order to maintain their distinctive character.
3. Encourage land uses that further the sense of neighborhood and community feeling, including the commercial districts.
4. Limit commercial development or redevelopment to uses that primarily serve the Planning Area residents at a scale compatible with the semi-rural environment.
5. Preserve the natural beauty and wildlife diversity of the tidal and seasonal wetlands in the Planning Area through a program of acquisition and/or strict land use regulation.
6. Focus on improvements that will facilitate and promote public transit. The community has stated it does not want extensive road widening to accommodate more automobile use.

These goals are spelled out specifically in later chapters of the Plan.

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I. INTRODUCTION

A. LEGAL BASIS FOR THE PLAN

The California Government Code requires each Local Planning Agency (County of Marin) to adopt a comprehensive, long-term general plan for the physical development of the area over which it has jurisdiction. Furthermore, the local planning agency has the authority to prepare community plans, based on local public participation, for areas within the Countywide Plan boundaries. Community plans provide the Marin County Planning Commission and Board of Supervisors with a framework for making decisions related to land use, density, subdivisions, design review, transportation, and other essential services and facilities.

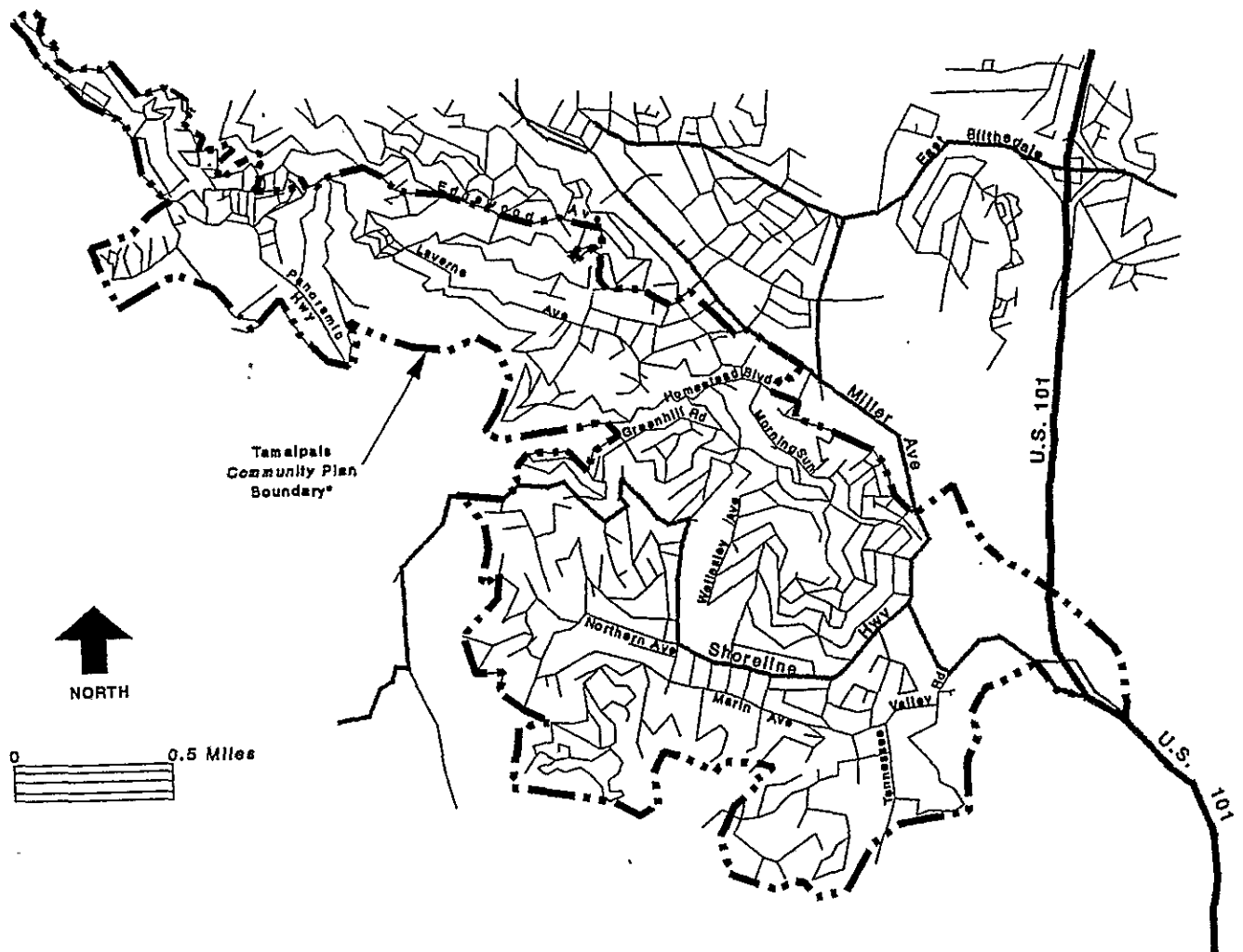
The Marin Countywide Plan meets the content requirements for a State-mandated general plan and establishes a process for local participation in the formation of "community plans." Although a guide and not a law, the Countywide Plan together with local community plans provides the basis for the administration of laws, particularly the zoning and subdivision ordinances. When adopted by the Marin County Planning Commission and the Board of Supervisors, community plans become a statement of policy for making future decisions relative to specific land uses and development within community planning area boundaries.

The Community Plan supports and reinforces the general elements of the Marin Countywide Plan. The Plan is a document stating current community goals, objectives, policies and implementation programs relative to the current and foreseeable future conservation and development issues facing the community. The Community Plan must be periodically reviewed in light of changing conditions, needs and desires in order to keep it as a contemporary and useful guide. Amendments to the Community Plan should be made judiciously and not abrogate the fundamental objectives of the plan.

The Tamalpais Planning Area Community Plan Steering Committee drafted this plan in a series of meetings and workshops over the last six years. The Marin County Planning Department, the consulting firm of EDAW, Inc., and John Roberto Associates provided valuable professional staff and administrative support in the community planning effort.

B. DEFINITION OF THE PLANNING AREA AND SUBAREAS

The Tamalpais Planning Area is comprised of four major residential neighborhoods and six commercial areas. The Planning Area stretches from the Shoreline/Manzanita area and Tamalpais Valley neighborhood in the south, to the Muir Woods Park neighborhood in the west. The Golden Gate National Recreation Area generally forms its western boundary, with the City of Mill Valley to the north and Richardson Bay on the east (see Figure 1). Policies related to the houseboat area, south of the Tam Community plan area are included in the Richardson Bay Special Area Plan.



The major residential areas include Tamalpais Valley, Almonte, Homestead Valley, and Muir Woods Park. There are numerous smaller neighborhoods located within each of these larger residential areas, each having distinctive local characteristics. However, for purposes of planning and the formulation of goals, objectives and policies which were manageable, it was not possible to identify these smaller neighborhoods. The Community Plan attempts to recognize the geographic differences between the major neighborhoods and addresses issues shared by all neighbors together and those issues specific to each area.

The six commercial areas which are found within the Planning Area include Tam Junction, the Shoreline Area, the Manzanita Area, Almonte Junction, the Laurel-Poplar Area, and the Miller Avenue area. This Community Plan contains specific policies and programs to guide conservation and development issues within each of these areas.

The geographic location of each of the residential neighborhoods and commercial districts is described and mapped in subsequent chapters of this Plan for easier reference in presenting planning goals, objectives, policies, and programs.

C. COMMUNITY GOAL

The expectation and agreed upon goal of the neighborhoods in the Tamalpais Planning Area is to protect the natural environment in both residential and commercial areas. The Planning Area is characterized by a variety of natural features, including hilly terrain, wooded areas, the bay, and a view of the ocean. The housing in the area should have an unobtrusive quality with an essentially rural-looking, rather than a suburban-looking setting. The design of the homes should be compatible with the natural landscape.

The goals of the Community Plan are to maintain the semi-rural character of the community as defined by its small town residential and commercial nature and the quality of the natural environment shall be maintained. Accordingly, new development shall be integrated harmoniously into the neighborhoods and geographic areas of the community in order to maintain their distinctive characters. New commercial development or redevelopment will be limited to uses that primarily serve the residents and businesses in the Planning Area. New development and redevelopment to the greatest extent possible shall preserve the natural beauty and wildlife diversity of the tidal and seasonal wetlands in the Planning Area through a program of acquisition or strict land use regulation.

The guiding philosophy for the Community Plan places a strong emphasis on protecting public safety and preserving the natural resources of the community, while still permitting individual property owners to realize reasonable development potentials.

The general approach during the Community Plan formulation process was to acknowledge the identified environmental constraints as limitations on development rather than trying to identify extensive mitigation measures, such as street widening, intersection signalization, or increased stream channelization projects. The Plan approach limits the cost of public improvements and has the benefit of reducing on-site and off-site mitigation fees which might otherwise have to be borne by the property owner.

The community's goal is to maintain both its physical appearance and its social and economic diversity as recommended in the Marin Countywide Plan. Individual lot development over a long period of time has encouraged the development of a variety of housing accommodations. Large single family homes, small cottages (originally intended for weekend living), cabins on the slopes of Mount Tamalpais, duplex, and apartment units provide housing for families with children, couples, single persons, both young and old.

Although these are the major goals for the Tamalpais Planning Area, there are additional specific goals the community wishes to achieve in the areas of land use and transportation. These goals are spelled out in later chapters of the Plan.

II. BACKGROUND

A. HISTORY

Community planning efforts in the Tamalpais Planning Area began in December 1971 when the Task Force and residents of Tam Valley joined Almonte to begin work on a plan. Homestead Valley also participated in the Task Force activities. In July 1972, a preliminary plan for the Tamalpais Planning Area was presented to the community.

The initial Tamalpais Planning Area was expanded by the Planning Department to include Muir Woods Park to avoid leaving out contiguous unincorporated lands. Muir Woods Park residents began work on a Master Plan in January 1973. In June 1973, the Task Force Plan and the Muir Woods Master Plan were presented to the County. In May 1974, Tam Valley and Almonte submitted the Tam Preserve, a statement of planning policies and a list of their accomplishments.

The Plan adopted on November 25, 1975 (Resolution No. 75-457) was amended in 1981. The 1981 amendment provided specific land use guidelines for Tam Junction area, including Martin's Triangle and the Bothin Marsh.

In 1986, the Marin County Planning Department initiated a joint planning process with the City of Mill Valley to update both the 1974 Tamalpais Community Plan and the 1975 Mill Valley General Plan. Throughout the planning process, both communities shared ideas and communicated preferences when the actions of one area had some relationship to the other. Rather than preparing a common document, the planning departments of both the County and the City of Mill Valley determined that separate planning documents were needed for clarity. This document presents the updated Tamalpais Planning Area Community Plan.

As it evolved, this Community Plan process was affected by other planning efforts that were initiated as parallel studies. Design guidelines for the shoreline area were developed and became the basis for the Shoreline Area Specific Plan and policies and programs.

A second study, providing considerable detail, was undertaken for the commercial area in Tam Junction. The results of that study, including design guidelines and implementation strategies are appended to this document. The goals, objectives, policies and programs of the Countywide Plan are incorporated by reference in this Community Plan. In various instances, the Community Plan is more specific than the Countywide Plan and revised or new policies have been included in the Community Plan. Countywide Policies that apply specifically to Tam Junction are included in the Tam Junction Design Guidelines (See Appendix I).

The 1974 Community Plan and the 1981 Amendment were given careful consideration in the current planning effort, and many of the objectives, policies and programs contained in the earlier plan for the area are incorporated into the 1992 Community Plan.

B. NATURAL SETTING

Nestled among the redwoods and sheltered by Mt. Tamalpais, the Tamalpais Planning Area provides a sense of refuge from the busy urban environment of the larger Bay Area. The Community is bounded by the hillsides and steep ridges of the coastal mountains and the water of Richardson Bay, forming natural edges to urban growth. Many of the ridgelines are preserved as permanent open space by the Golden Gate National Recreation Area (GGNRA) and provide the dominant visual backdrop for the community. Similarly, the bayfront lands are relatively undeveloped and provide both visual and physical access to the water, as well as riparian habitat. Creeks, redwood groves, open grass-covered hillsides, and marshes are found within the community. Residential neighborhoods are located among the valleys and hillsides, with commercial and more intense residential uses clustered on the flat lowlands. The intimate relationship between the residential and commercial areas and the natural setting create a small town, semi-rural community character that has spawned a quality of life that is dear to the area's residents.

III. LAND USE ELEMENT

A. BACKGROUND

The Land Use Element is the broadest in scope and most comprehensive element of the Community Plan. The objectives, policies, and programs contained herein were formulated after years of study and discussion of the many conservation and development issues facing the Tamalpais Planning Area community.

The intent of the Land Use Element is to match the countywide and local community policies concerning natural resource protection, environmental constraints, recreation, open space, and community design with the urban land needs derived from the population, housing, economic development, and transportation objectives of both the Countywide Plan and individual community plans.

The Land Use Element defines and shows graphically the general spatial distribution of all uses of land within the Tamalpais Planning Area. Furthermore, the Land Use Element stipulates the maximum levels of development intensity which will be allowed on undeveloped and underdeveloped properties within the Planning Area.

B. EXISTING LAND USE

The Tamalpais Planning Area totals an estimated 2,345 acres and is bounded on the south and west by the undeveloped ridges of the Golden Gate National Recreation Area, on the north by the City of Mill Valley, and on the east by Richardson Bay, specifically, the Bothin Marsh (see Figure 1). The Planning Area is an established residential community with few large acreages available for subdivision. Many of the undeveloped parcels in the Planning Area were subdivided in the early twentieth century, and remain unimproved because of environmental constraints. Commercial development within the Planning Area is concentrated primarily in the Tam Junction, Manzanita and Shoreline areas of the community. Other land uses include an elementary school, the Caltrans corporation yard, the park and ride commuter lot near U.S. Highway 101, small parks and open space lands, and the undeveloped lands owned by the Flood Control District. Figures 2 through 6 show the distribution of existing land use in the Planning Area. The existing land use categories found in the legends of Figures 3-6 are intended to classify areas based on their existing dominant land use type. However, there may be parcels within any given area which are developed with a different type or intensity of use. A general description of these uses can be found on Section E. Land Use Categories.

Note that all land use maps in the Community Plan are schematic representations only, and that exact information should be obtained from Marin County Planning Department.

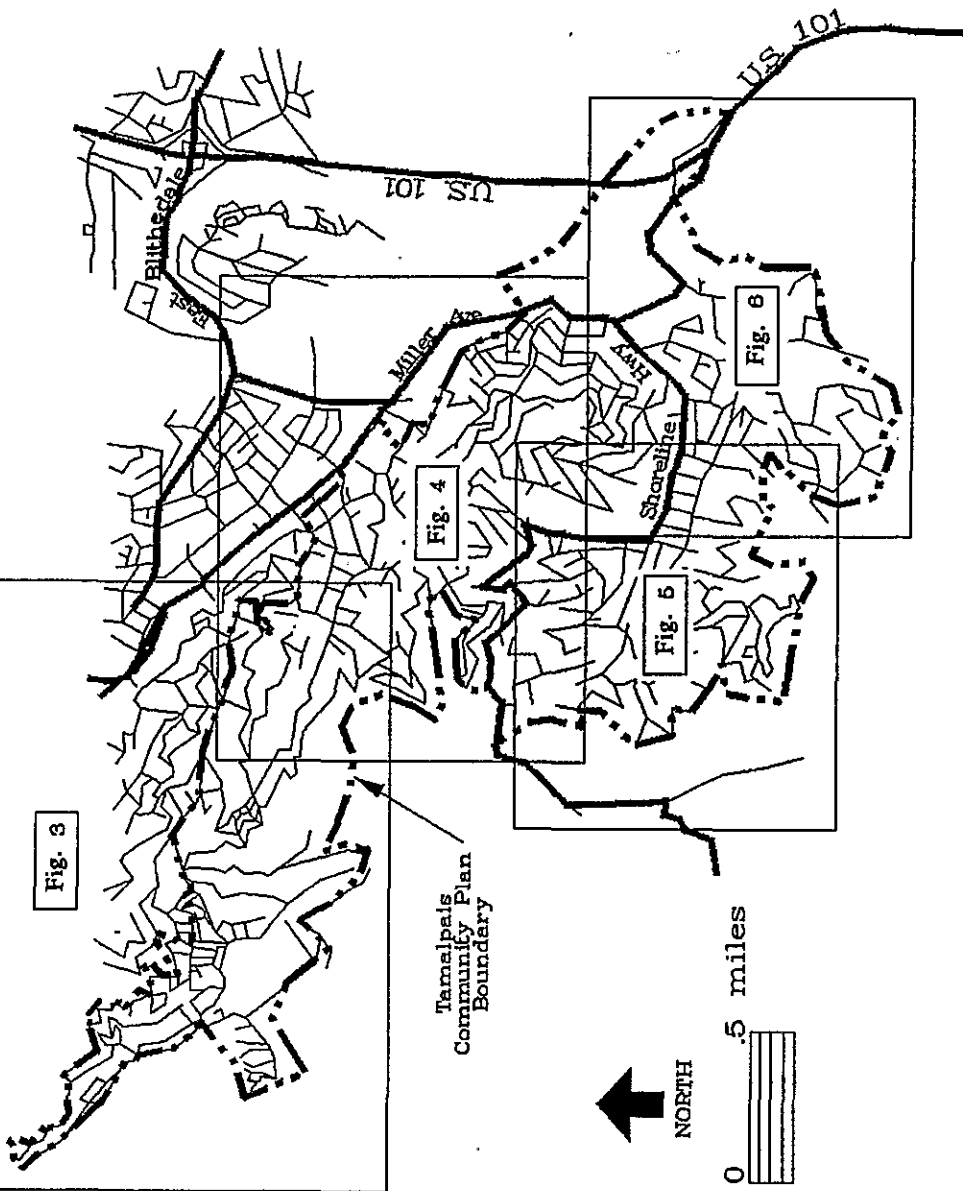


Figure 2
Overview Key to Existing Land Use

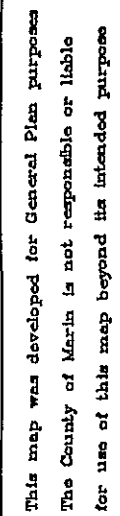
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TAM AREA COMMUNITY PLAN

John Roberto Associates

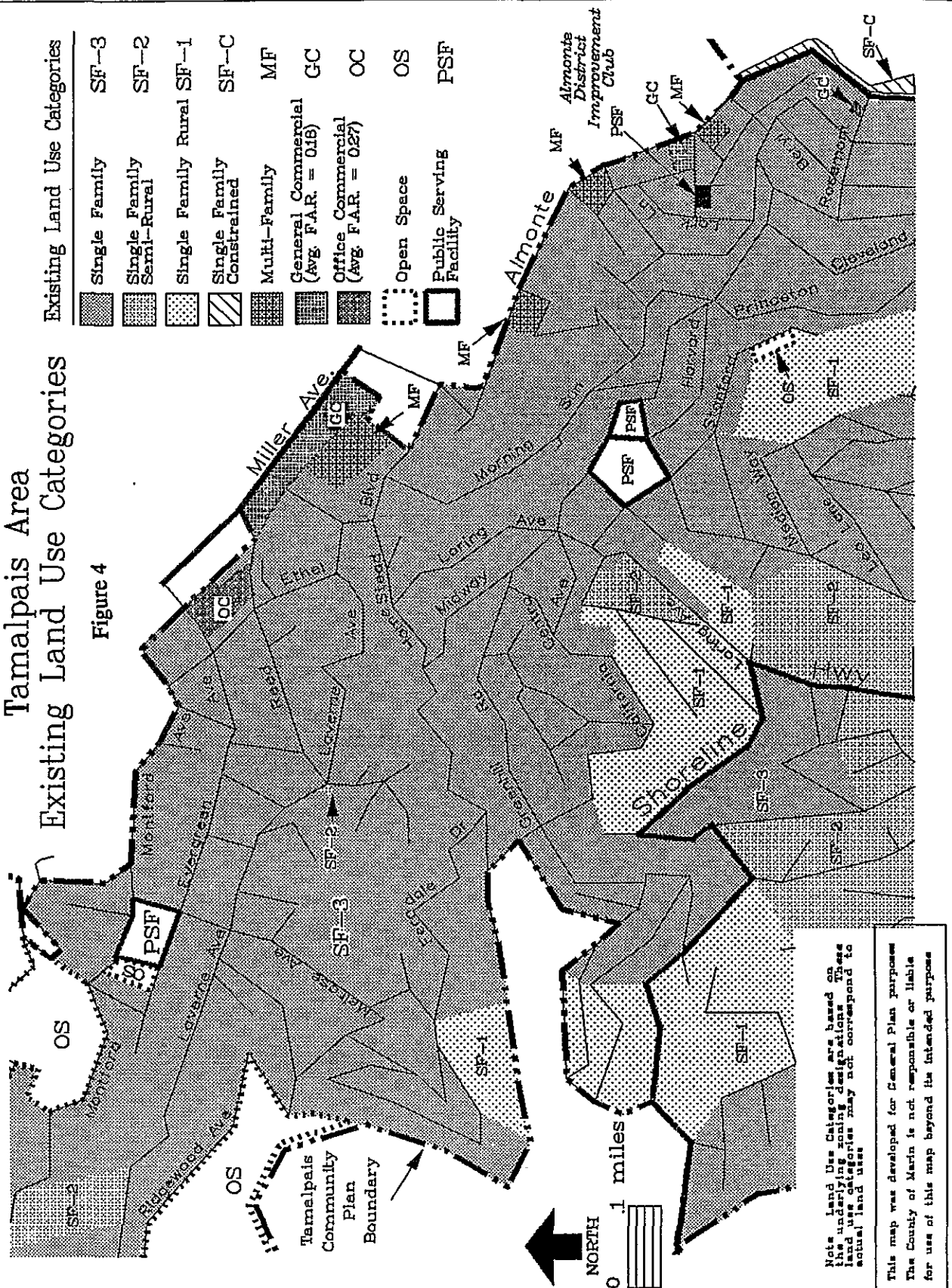
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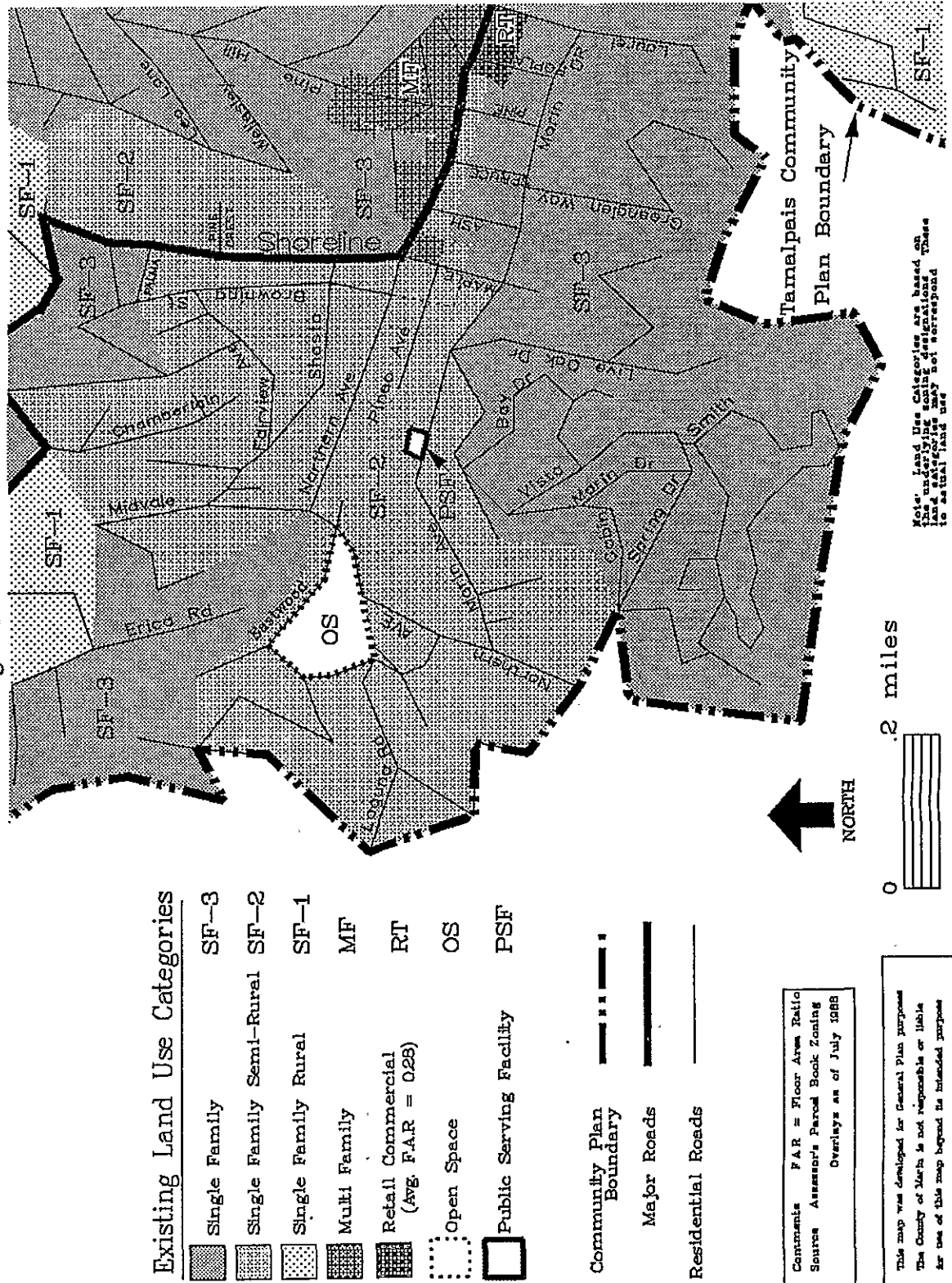
Tamalpais Area

Figure 4



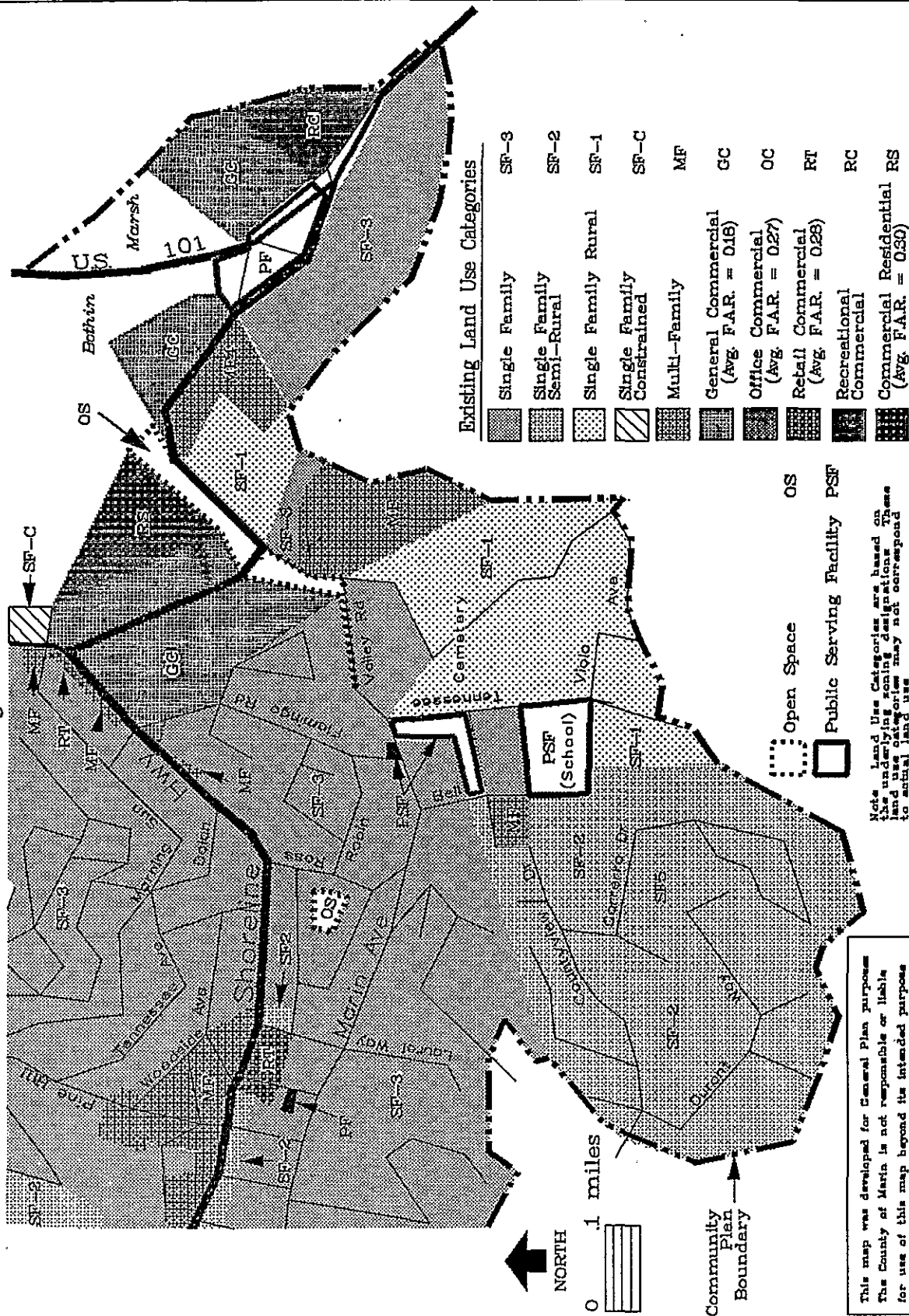
Tamalpais Area Existing Land Use Categories

Figure 5



Tamalpais Area Existing Land Use Categories

Figure 6



1. Residential

The distinguishing characteristic of residences in the Planning Area is the variety of housing unit types and styles which populate the landscape. The majority of the land in the Planning Area is improved with single family dwellings (approximately 1000 acres), and there is an estimated 240 acres in multiple family land use categories. Single family homes in the Planning Area range in style from costly large new homes to cabins found on the slope of Mount Tamalpais, to modest homes built more than 40 years ago in the low lying areas of Homestead Valley and Tamalpais Valley. Long time residents, young families, and single persons who occupy the multiple family units in the area add diversity to the social environment.

There are an estimated 3,686 dwelling units distributed throughout the four residential neighborhoods which comprise the Planning Area, and there is a currently estimated population of 9,600 persons. Each neighborhood has a distinct physical character which is a direct result of historic development patterns in the area, varying vegetation and topographic features, and the configuration of the various watersheds found in the Planning Area. Formal neighborhood boundaries have been established by the separate sanitation districts which provide services to the areas. The sanitation districts have become the focal points for community activity on a variety of issues and have strengthened the individual identities of the neighborhoods.

2. Future Residential Development Potential

It is currently estimated that there are 1,223 undeveloped, or partially developed parcels, within the Tamalpais Planning Area. Approximately 780 of these parcels have a density range of 1 to 2 dwelling units. As previously noted, many of these parcels were subdivided in the early twentieth century and do not meet current minimum lot size and width standards. Furthermore, most of these substandard lots are located in areas with severe environmental constraints to development, and were passed over as the more readily developable properties were improved. Many of these parcels are located on steep slopes and rugged terrain which pose serious landslide and safety hazards to development.

In addition, the only access to many of these parcels is provided by substandard roads or paper streets (an undeveloped or unimproved street shown on a recorded subdivision map or assessor's parcel map). These roads lack sufficient width for adequate emergency vehicle access and on-street resident parking, and can not accommodate additional automobile trips. Other constraints to development on these sites include inadequate sewer and drainage infrastructure, high site visibility, and inadequate staging areas for construction equipment and materials.

Current Marin County procedures require that improvement plans for parcels which are less than one-half of the zoning district's designated minimum lot size, (including the minimum lot size required by the County Slope Ordinance) apply for and receive Design Review approval. Improvement plans for parcels in conventional zoning districts, which meet current minimum zoning standards (including lot size and width), are not required to file for Design Review approval. As a result, the improvement plans are not evaluated by the Marin County Planning Commission or Tamalpais Design Review

Board (TDRB) in terms of their consistency with adopted Community Plan development policies. The current limitation on Design Review approval could result in a potentially significant adverse cumulative impacts because there are a large number of historic parcels which comply with current minimum lot width and size standards, but are located in woodland areas and on visible slopes and hills.

Approximately 35 parcels within the Planning Area (Appendix H) have the potential for subdivision. These properties are currently zoned for single family development and are scattered randomly throughout the Planning Area. However, the majority of the parcels are located in the Tamalpais Valley neighborhood. New subdivisions must comply with current Marin County subdivision and zoning standards, but under current procedures, future home construction on newly subdivided properties does not require Design Review approval. Many of the parcels which can be subdivided are located on steep slopes with grades in excess of forty percent. Current zoning standards, including the Marin County Slope Ordinance, will require larger minimum lot sizes on these steep hillside parcels, thereby effectively reducing the historically perceived development potential (up to 5+ units per acre) of these properties.

Residential development in the mid-1980s resulted in clusters of new structures which clash with the semi-rural character of the Planning Area. Developments such as Fairview Park, Caltura Vista, Greene Street and Dolan Avenue, tend to be large boxy homes separated by uniform ten foot spaces that would be more appropriate in an urban residential setting. There are six factors which contribute to this problem, each of which is directly linked to the historic subdivision of land in the Planning Area.

- a. The narrow width of historic lots forces builders to minimize side setbacks in order to maximize usable interior floor space. As a result, when a number of these historic lots are located side by side and developed, the minimum side setback between homes gives the area the look of an urban residential neighborhood.
- b. The lot width constraint promotes the construction of repetitious, boxy-looking structures since there is little opportunity for attractive architectural solutions to the design problem presented by narrow parallel lots. Builders squeeze homes to the shape of the lots. As a result, side walls tend to be long, flat, and featureless, and the narrow front and rear building elevations are limited by the usually steep topography of the hilly sites. Most often, the result is a tall vertical plane along the downhill elevation.
- c. The hilly terrain of the community and the scarcity of level building sites means that most new houses will be built on hillsides, making them very visible from roads and neighboring houses at lower elevations. The visual prominence of such homes is devastating to the community character when combined with the previously described inherent limitations on attractive architectural solutions.
- d. At the time of historic subdivision many (possibly even most) buildings in the Planning Area were small weekend cabins. The typical 25 or 30 foot by 100 foot lots were sized for that level of building intensity. Modern suburban homes dwarf these lots.

- e. A large house on a small lot leaves little space for the woodland landscaping that is so central to the character of the Planning Area. The visual balance between man-made and natural objects is disrupted. The result is homes which stand starkly against hillsides without blending into the natural environment.
- f. The scarcity of developable land in Southern Marin has driven up the value of the new homes, making it economically feasible to build homes on these substandard lots.

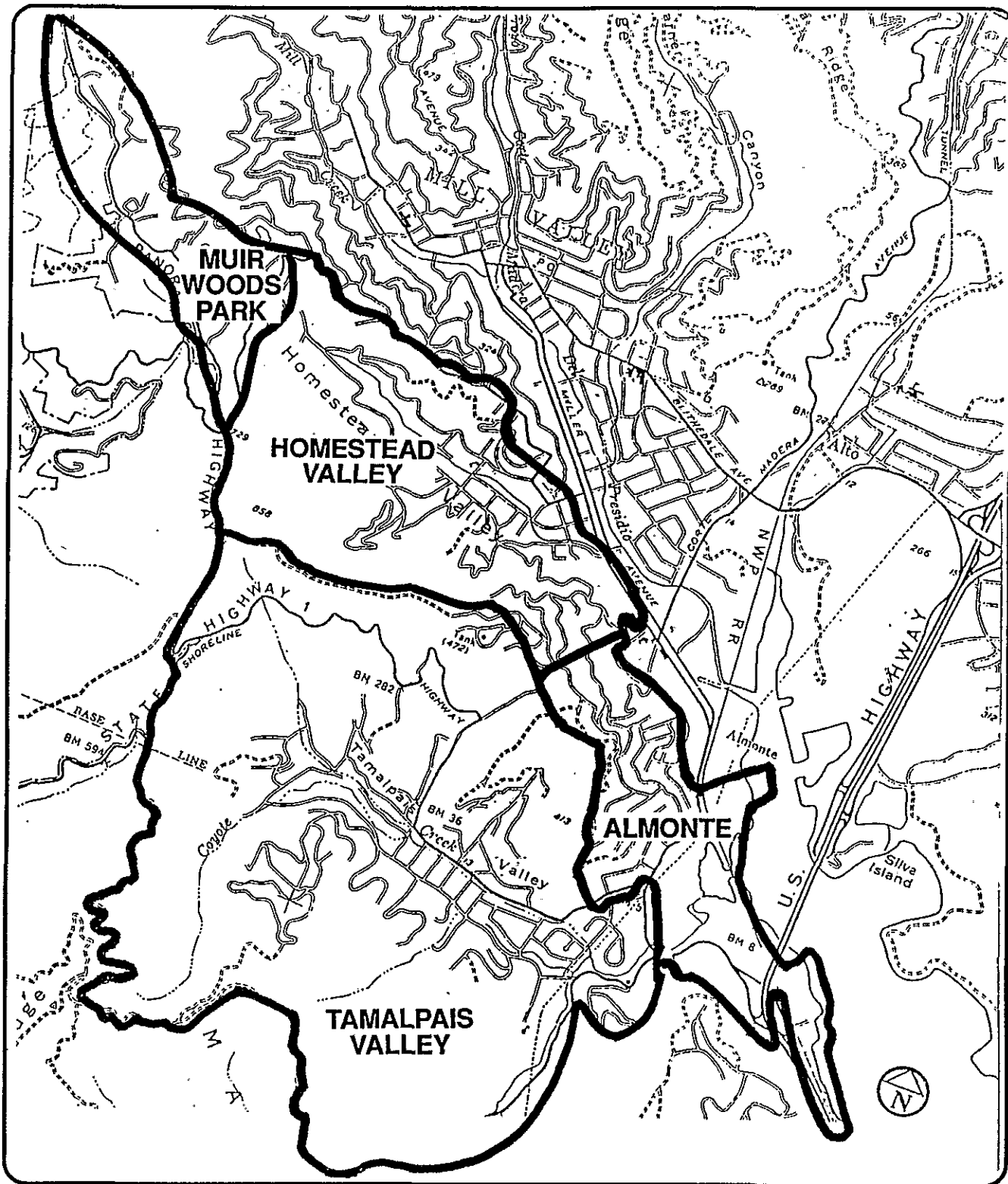
These six problems could be ameliorated if owners of adjacent undeveloped parcels would merge their lots to create new larger parcels that conform to current County Zoning standards for lot size and width. Historic legal lots of record can not be developed without substantial destruction of the Planning Area's semi-rural character. The Community Plan proposes a new Floor Area Ratio (F.A.R.) formula and will re-evaluate the definition of a subdivision to encourage lot mergers. Where mergers are not practical, development standards will be used to limit building intensity.

The current Community Plan review process has reaffirmed the strong community concern about the visual effects of future residential development on the existing semi-rural image and character of the Planning Area. The concern is heightened because the remaining undeveloped residential lots are located on lands which are the last vestiges of open space in the area. The wooded slopes and hills on which these lots are located provide an open space backdrop to the community as well as a visual link with the wooded slopes of Mount Tamalpais. Other expressed community concerns about new development include the difficulty, or impossibility, of widening existing streets sufficiently to ease current and future projected traffic congestion; driving safety on congested streets; increased storm water runoff from new developments and the associated danger of flooding in adjacent low-lying neighborhoods; and the safety hazards posed by landslides, erosion and seismic activity.

The magnitude of development impacts which could result from insufficient improvement plan review is increased significantly considering the cumulative effects of buildout of these unimproved residential parcels. Maximum development potential on the remaining undeveloped and underdeveloped parcels in the Planning Area is was estimated in 1988 at 984 dwelling units, not including the construction of second units. This amounts to a 26 percent increase over existing residential development. The large increase in the number of dwelling units has the potential to create significant traffic congestion in the area and erode the semi-rural character of the Planning Area.

3. Residential Neighborhoods

The four residential neighborhoods which comprise the Tamalpais Planning Area are Tamalpais Valley, Almonte, Homestead Valley and Muir Woods Park (see Figure 7). Each of these areas share common community development and conservation concerns, but some issues are unique, or of greater significance, in a given neighborhood. Table 1 illustrates existing and potential land use, and is based on data from the County Assessor as well as the land use database maintained by the Marin County Planning Department. The following is a discussion of the current land use issues associated with each neighborhood in the Planning Area.



**TAM AREA COMMUNITY
PLAN**

John Roberto Associates

**Existing
Residential Neighborhoods**

Source: Tam Plan, 1981

Figure 7

Table 1
Planning Area Housing

Neighborhood	Existing Units	Single Family	Multi-Family	Mixed-Use	Potential Units
Tamalpais Valley	1,846	1,469	372	5	475
Almonte	712	603	103	6	93
Homestead Valley	856	696	159	1	240
Muir Woods Park	272	260	11	1	176
TOTAL	3,686	3,028	645	13	984

SOURCE: Marin County Planning Department, 1989

Tamalpais Valley Neighborhood

Tamalpais Valley neighborhood is located in the Coyote Creek watershed and has a varied terrain. Subareas within the neighborhood include Tennessee Valley, which is encircled by ridges within the Golden Gate National Recreation Area, the valley floor area between Marin Avenue and Shoreline Highway, the steep hillsides south of Marin Avenue, the hillsides on the upper portion of Shoreline Highway, and the Pine Hill area.

There are an estimated 1,846 housing units in the Tam Valley neighborhood, 1,469 are single-family dwellings, 372 are multiple family units and 5 units are located in commercial structures. The neighborhood has an estimated 616 vacant parcels of land. Most of these parcels are located on the upper portions of the steep hillsides above Marin Avenue and on either side of Shoreline Highway above Loring Avenue. This neighborhood has the greatest number of parcels with subdivision potential. The maximum number of single family units estimated given current zoning regulations is 431 units. There is a potential for an additional 44 multi-family units.

The majority of the residential parcels in the Tam Valley neighborhood were subdivided in the early part of this century prior to the adoption of Marin County's first subdivision ordinance. Many of the lots were offered as subscription bonuses to promote a San Francisco newspaper. Although these are legal lots of record, they do not meet the County's current minimum lot size and width standards. In addition, the streets which were drawn on the maps to serve these subdivisions are below current width standards and are located on steep grades with numerous switch-backs. Historic subdivisions were designed and recorded without regard for topography, geologic hazards, storm drainage, or required infrastructure.

Development in the Tam Valley neighborhood followed the pattern of the historic subdivisions. As a result, residential streets were constructed to substandard widths with steep grades and insufficient provisions for emergency vehicle access. Utility improvements installed in these older subdivisions currently do not have the capacity to accommodate numerous additional units. Furthermore, the small narrow patterned lot configuration has resulted in homes being sited close to one another. Home construction has created erosion problems because grading needed to build roads and building pads

has removed most of the soil-retaining vegetation once found in these areas. The proximity of homes in these steep sloping areas presents a significant fire hazard.

Most of the historic subdivisions have been developed with single family homes. However, several of the areas remain platted without road or home improvements. These undeveloped lots are generally located above Marin Avenue and on either side of Shoreline Highway west of Loring Avenue. The unimproved roadways in these historically platted subdivisions are commonly referred to as "paper streets."

The Pine Hill area has a variety of dwelling unit types including single family homes, duplexes, and multi-family units. There are only a few remaining undeveloped parcels in the area. Some of the parcels improved with single family homes are zoned for a higher density. The higher density R-2 and R-3 zoning allows for redevelopment of these lots. Applications to intensify development in the Pine Hill area could result in additional traffic problems and adverse visual impacts along Shoreline Highway.

At present the vehicular turning movements generated by the numerous driveways along Shoreline Highway tend to block the flow of through traffic. The result is numerous delays and long traffic queues. In addition, cars from the existing single family and multi-family units along Shoreline Highway are usually found parked along the roadway in the bike path, creating a hazard for both drivers and cyclists.

New development and redevelopment in the area would add automobile trips and turning movements to the current poor circulation conditions along Shoreline Highway. Accordingly, new development should be required to take access from side streets and provide adequate parking on-site for new dwelling units.

New multiple-unit development in the area could change the visual character of Pine Hill. Current building setback and height restrictions are inadequate to protect the visual quality of Shoreline Highway as a gateway corridor to the State and Federal parks in West Marin. Furthermore, there is at present inadequate design control to protect existing single family homes from the bulk and massing impact of new multi-family buildings. New site development controls are needed in the Pine Hill area to ensure that buildings with higher density are sited with traffic safety and visual quality in mind.

Almonte Neighborhood

The Almonte neighborhood is located north of the Tamalpais Valley neighborhood, on a minor high ridge which runs parallel to Richardson Bay. The area is currently defined by the boundaries of the Almonte Sanitary District. However, the community has existed since the 1870s and is focused on an old railroad stop which served as the junction of the Sausalito to Eureka line and the spur to Mill Valley. The trains stopped service decades ago and the railway grade is now used as a multi-purpose path which adjoins the marsh side of Tam Junction. Almonte neighborhood boundaries turn uphill from Shoreline Highway mid-way between Gibson Street and Dolan Avenue, then along the ridge crest to Five Corners where Almonte meets the Homestead Valley neighborhood boundary. The boundary then proceeds along Homestead Boulevard to the intersection of Loring Avenue, then to Morning Sun, down to Miller Avenue, and along the Tamalpais High School properties to Almonte Boulevard.

There are an estimated 712 dwelling units in the Almonte neighborhood; 603 are single family dwellings, 103 are multiple units and 6 are units shared with commercial business. The neighborhood has 162 vacant parcels of land which for the most part are individual lots scattered throughout the neighborhood. The vacant parcels have an estimated development potential of 84 single family dwelling units and 9 multi-family units under the current County zoning regulations including the Slope Ordinance.

The Almonte neighborhood's development pattern is similar to that of Tamalpais Valley's hillside areas because the neighborhood is comprised of a steep ridge which extends to Richardson Bay and was platted in the same newspaper subscription program. Roadways serving the Almonte neighborhood are narrow, twisting and steep. Utility mains are not sized to provide capacity for extensive additional development. Geologic hazards and poor soils are a threat to public safety if properties are not improved properly, and existing storm drainage facilities in the area are often found to be insufficient. The neighborhood is also prone to high fire hazard because homes are located very close to one another in close vicinity to dry grasslands. Non-native vegetation, such as the numerous stands of eucalyptus, contribute to the fire problem.

Homestead Valley Neighborhood

The Homestead Valley neighborhood is located in the Reed Creek watershed. The neighborhood is named after "The Homestead", a ranch at Linden Lane and Montford Street that was built in the 1850s by Samuel Reading Throckmorton. This and other early large landholdings were acquired in the late 19th century by the Tamalpais Land and Water Company. The neighborhood is made up of small to large parcels with many early small resort homes and modest residences, some larger farmhouses and older business buildings that have been converted to residential use.

The Homestead Valley neighborhood boundary starts at the point where the ridge of the Homestead Valley Land Trust (HVLT) joins the Diaz Ranch, then to Sequoia Valley Road, enclosing Flying Y Ranch and proceeds easterly along Edgewood Avenue to Molino and Jane Streets. The boundary then proceeds down to Montford, out the valley floor to midblock behind Miller Avenue businesses and down Reed along the high ridge at Miller Avenue to the Almonte neighborhood border. The boundary continues up Loring Avenue to the West California boundary of Tamalpais Valley and along the ridge crest back to the open space slopes of the HVLT.

The neighborhood has more than 80 acres of open space which was acquired in 1973 by bond issue. The open space is managed for the County by the HVLT. Other open space areas in the neighborhood include Stolte Grove and the Three Groves Areas. There are pathways, easements and trails connecting residential areas of the neighborhood with adjacent recreational areas.

There are an estimated 856 housing units in the neighborhood, 696 are single family dwellings, 159 are multi-family units and there is one unit which is shared with a business. The neighborhood has 186 vacant parcels of land. There are numerous individual lots located below Edgewood Avenue from Sycamore to Melrose Avenue and down to Hawthorne Lane. Several parcels with subdivision potential (11 parcels) are

located along Homestead Boulevard and Ferndale Avenue. Total maximum development potential is estimated at 218 single-family dwelling units and 22 multi-family units, given densities allowed by current zoning, assuming application of the County Slope Ordinance.

The gently sloping topography of the valley floor in the neighborhood does not appear to have the significant constraints to development that exist on the steep hillsides and ridges in Tamalpais Valley and Almonte neighborhoods.

Muir Woods Park Neighborhood

The Muir Woods Park neighborhood is located in the northeastern portion of the Tamalpais Planning Area. The neighborhood boundary to the southeast is defined by public open space and on the north by the City of Mill Valley/Marin County jurisdictional boundary.

This old German community was initially accessed by trails from stops on the Mount Tamalpais Scenic Railway, "the crookedest railroad in the world," and has many small homes on narrow lanes which were expanded from the early pathways. The community organized as a neighborhood organization in 1939 in order to pave the surface of Panoramic Highway. Trails in the area have been informally maintained and provide connections to major hiking trails and Mill Valley streets. The Muir Woods Park Improvement Association Clubhouse is sited on Association-owned open space.

There are an estimated 272 dwelling units in the neighborhood, 260 single-family homes, 11 are multiple-family units and there is one unit which is shared with a business. The neighborhood has 247 vacant parcels of land which are scattered throughout the area on individual lots. These undeveloped lots have an estimated development potential of 159 single-family dwelling units and 17 multi-family units given densities allowed by current zoning and application of the County's slope ordinance.

Muir Woods Park is the only neighborhood in the Planning Area is serviced entirely by individual septic tank systems and is not connected with any public sewage treatment system. Many of these systems were installed and constructed at a time when the regulations and controls for septic systems were not as stringent as they are today. Additionally, the soils in the area are poorly suited for septic tank systems because of the Franciscan shale and other rocky ground strata which predominate the area. Tree and plant root intrusions which eventually block the drain lines also create severe problems for these on-site sewage disposal systems.

The neighborhood's narrow, twisting streets on steep slopes lack sufficient width for emergency vehicle access, existing resident parking and can not safely accommodate a large increase in residential traffic trips. The neighborhood's steep slopes and geologically unstable building sites could pose serious landslide and safety hazards if developed improperly. Drainage systems often affect adjacent parcels, requiring neighbors to work together to jointly maintain improvements.

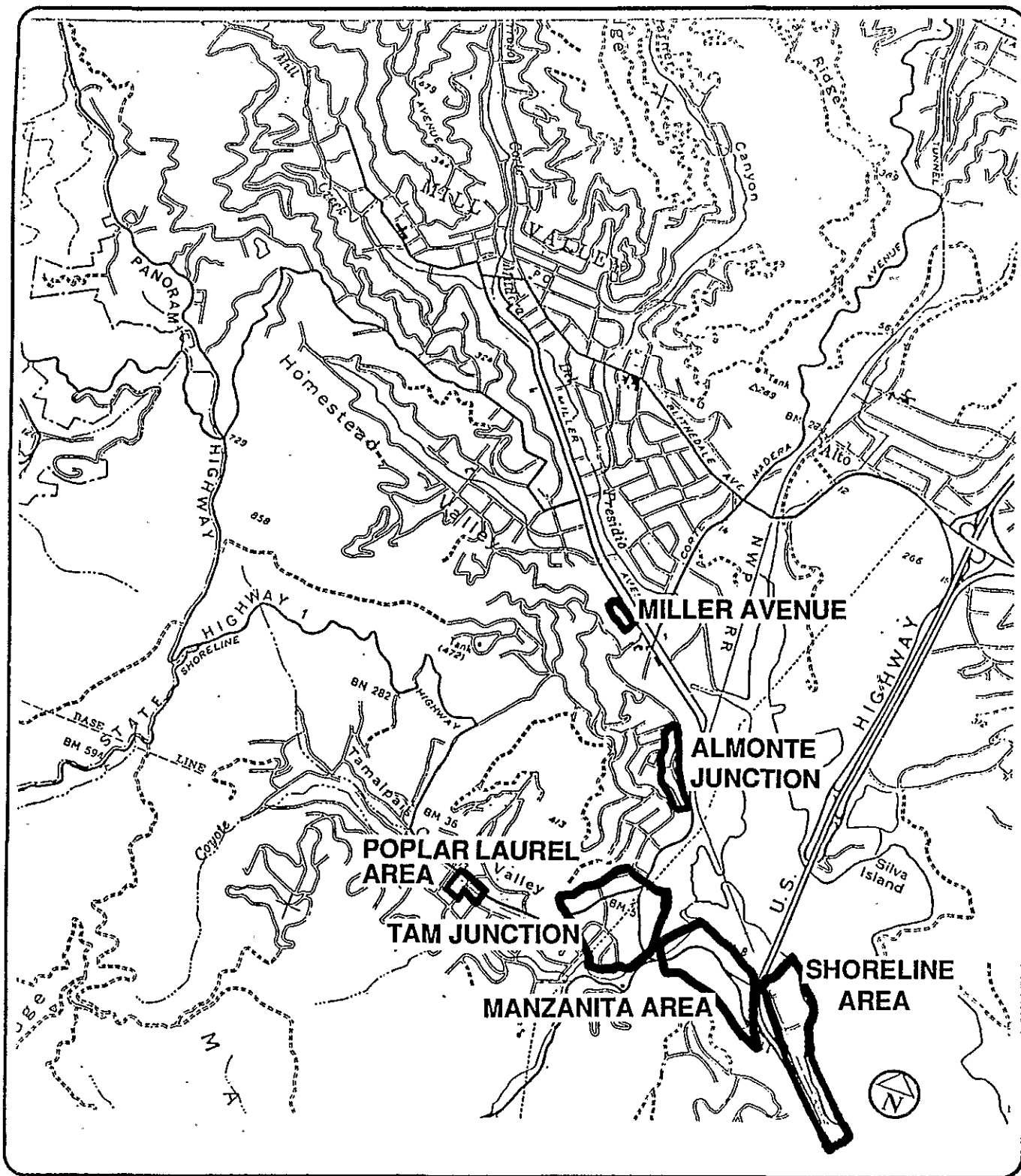
4. Commercial Areas

There are approximately 75 acres of land within the commercial land use categories in the Tamalpais Planning Area. The commercial districts include Tam Junction, the Shoreline Center, Almonte Junction the Poplar-Laurel area, and the Manzanita Area. There is also a small strip commercial district located on Miller Avenue within the planning area boundaries abutting portions of the Homestead and Almonte neighborhood boundaries (see Figure 8). The majority of the local-serving businesses in these areas are owned and operated by small independent proprietors. Many are local residents who have a sincere interest in the future of the planning area and are involved in local organizations and institutions, such as the Chamber of Commerce, the school districts and local service clubs. The community activities of local resident merchants help to build a type of feeling that creates and strengthens the small town character of the planning area.

The local character of the commercial environment may be threatened by other business interests in the Bay Area and nationally that wish to locate in the Planning Area. The resources available to these regional and national commercial enterprises are such that over time they tend to force the independent proprietor out of the local market. Furthermore, the County government's ability to forestall this trend is limited. Therefore, one of the major commercial land use issues facing the community is the regulatory measures which are available, or can be adopted, to protect local serving business from undue competition by regional and national chain stores and businesses.

As part of the community planning effort, a public opinion survey was conducted by Mill Valley within the Tamalpais Planning Area to sample residents opinions about the planning area's commercial districts, and to solicit suggestions for developing a stronger business climate. The survey was conducted by mail and included the residents of Mill Valley, as well as the residents of the Planning Area. There was an unusually large response for a survey of this kind. A total of 13,000 questionnaires were distributed and 1,503 were completed and returned. Many of the questionnaires returned (12%) contained opinions volunteered on a variety of subjects.

Overall the survey found that residents of the Planning Area do most of their shopping at Tam Junction. Mill Valley residents tended to frequent Mill Valley businesses. The benefits of local shopping included the ambiance of personal service, attractive surroundings, parking availability and the frequent meeting of friends and neighbors. The most frequently mentioned dislikes included high prices and the narrow selection of merchandise. Residents responding to the survey suggested that the commercial areas could be improved by providing a wider range of specialty shopping including clothing stores and eating establishments. Although some residents surveyed disliked businesses in the area which were tourist oriented, they felt that bed-breakfast inns would be acceptable additions to the commercial areas. Voluntary responses to the questionnaire reiterated local desires to maintain the small town character of the commercial areas by discouraging franchise businesses and tourist oriented commercial enterprises.



TAM AREA COMMUNITY PLAN

John Roberto Associates

Figure 8 Existing Commercial Districts

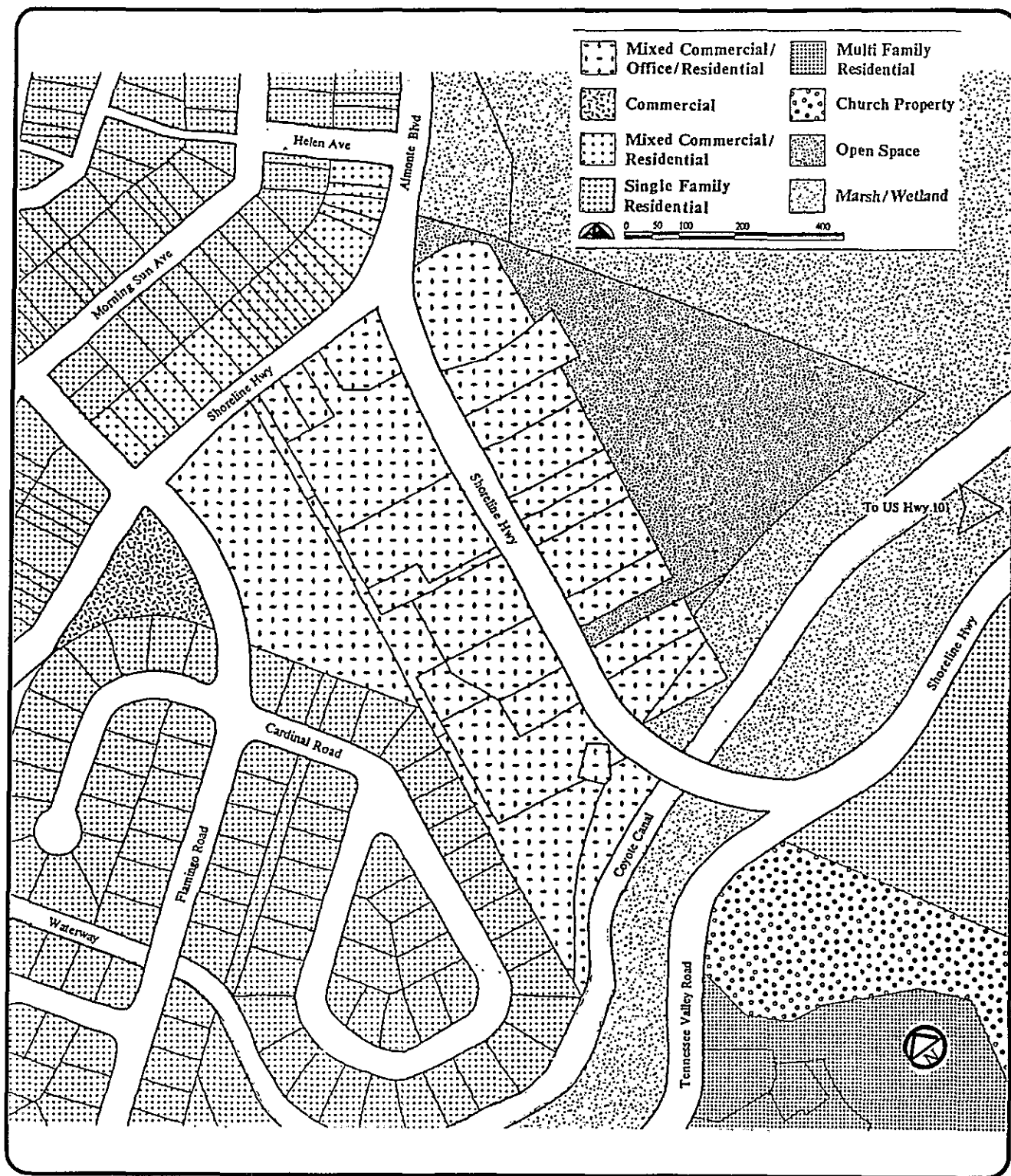
Source: EDAW, 1987

Tam Junction

Tam Junction is the principal shopping district in the Tamalpais Planning Area. The area totals approximately 20 acres and there are 56 businesses occupying over 118,000 square feet of commercial floor space (see Figure 9). There is real potential for commercial growth in Tam Junction because much of the land area is underutilized or undeveloped. Redevelopment of the Junction would eventually result in a greater number of business and commercial floor space. Tam Junction's key location along the heavily traveled Shoreline Highway makes it a likely candidate for commercial expansion. Shoreline Highway is the major traffic route for residents of the Planning Area, Mill Valley, and visitors to Mount Tamalpais State Park and the recreation areas along Marin's coastline. The extremely heavy traffic and the visual blight associated with traffic are some of the major problems motivating the formulation of the objectives, policies and programs in this plan.

The Tam Junction commercial area was identified by the members of the community participating in the Plan update as needing more specific study to realize the goals of creating a concentrated "village core" and focal point for the Tamalpais Area community. Three studies were undertaken to examine the feasibility of redeveloping the Tam Junction commercial area. The first report, Tam Junction Alternatives: Circulation and Market Study, analyzed proposed circulation improvements and economic market feasibility of two alternative redevelopment plans (Alternative A and Alternative C) for Tam Junction assuming land use would be limited to retail commercial, office commercial, residential and open space. Both alternatives assumed the widening of Shoreline Highway, improved left turn lanes, improved signing and landscaping, and the undergrounding of utilities. The alternatives also assumed preservation of the Martin Brothers' Triangle as permanent open space. The only major difference between the alternatives was that Alternative C assumed a new road behind the existing commercial properties on the east side of Shoreline Highway through the Martin Brothers property and a second bridge over Coyote Canal.

The steering committee, after reviewing the Tam Junction alternatives and the related market and traffic conditions, voted to drop Alternative C from further discussion and requested that any future land use analysis, especially implementation feasibility, focus solely on Alternative A. The second report, Tam Junction Implementation of Specific Plan: Order of Magnitude Costs and Potential Revenues, estimated the costs of the proposed improvements and assessed the financial feasibility of utilizing a variety of implementation techniques, including the formation of a redevelopment district.



TAM AREA COMMUNITY PLAN

John Roberto Associates

Tam Junction

Source: EDAW. Barton-Aschman Associates

Figure 9

The report concluded that there are many time-consuming steps which would have to be undertaken before the community's goals for Tam Junction can be realized. Some of the major steps included:

- a. Addition of Tam Junction and the Manzanita/Shoreline Area to the County's Redevelopment Agency.
- b. More detailed design and engineering studies for improving Shoreline Highway, undergrounding utilities and other related items.
- c. Continued efforts to seek additional funding in an orderly and coordinated manner.
- d. Establishing a benefit assessment district including the services of an assessment engineer.
- e. Continued efforts to negotiate the acquisition of the Martin Brothers property.
- f. Joint public/private efforts to redesign/rebuild the west side commercial areas at Tam Junction.

These reports were combined in the Tam Junction Specific Plan: Alternatives Analysis and Implementation Opportunities.

The fourth report prepared as part of Tam Junction analysis, Tam Junction Design Guidelines, establishes a set of development design criteria for the area. The design guidelines are intended to provide a set of parameters, both mandatory and discretionary, which will be used by the Tamalpais Design Review Board (TDRB), Marin County staff, and property owners and developers when planning for new development or changes in the Tam Junction area. The fundamental guidelines contained in the report have been selectively incorporated into the objectives, policies and implementation programs for Tam Junction as set forth in Section D (page III-59) of this Land Use Element.

Shoreline Area

The Shoreline area is located on the northeastern side of U.S. Highway 101 in the vicinity of the Stinson Beach/U.S. Highway 1 exit (see Figure 8). The commercial area is bounded by Richardson Bay on the east, and Marin City and Tamalpais Valley Neighborhood to the west. The area contains a mixture of office-commercial, light industrial, residential and recreational enterprises. Uses in the area include a storage yard, an automobile wrecking yard, a heliport and seaplane station which provides tourist flights around the Bay Area, a marina with 11 houseboats, a recent office building with 100,000 square feet of floor space and 386 parking stalls, and vacant lands including tidal wetlands. The area has potential for new development and redevelopment of existing marginal use business enterprises.

Land use issues related to the Shoreline area include the maximum amount of new development appropriate for the area given existing roadway access and peak hour

weekday and weekend traffic congestion at the Stinson Beach/Highway 1 exit ramp; wetland and wildlife protection and the provision of public access to the Richardson Bay shoreline; and improving the visual character of commercial, office and residential uses in the area by adopting building design, lighting, landscaping and signing guidelines and standards.

Four properties comprise the Shoreline area. They include the Krystal property (APN 52-227-09), the Felton property (APN 52-227-02), the Landor property (APN 52-247-01), and the Steckler-Pacific property which is improved with the new Shoreline Office Center. All but the Steckler-Pacific property have development and redevelopment potential. The Community Plan review process included efforts to define the range and intensity of future land uses for the three remaining developable properties, if the primary objective of open space acquisition fails. Development projects should incorporate into the project design protection of sensitive areas, specifically those adjacent to the bay waters. Ideally, those areas should remain in open space.

The first effort was a statement of development guidance prepared by the Community Plan Steering Committee with input from community residents during a series of public meetings. The development guidelines contain recommendations for preferred land uses and zoning, provisions for public access, design character, circulation, landscaping, environmental graphics and lighting and are set forth in a document entitled Tamalpais Area Community Plan Shoreline and Manzanita Areas Development Guidance (see Appendix D).

Using these guidelines the Shoreline Specific Area Master Plan considered several alternatives. These alternatives considered land use types; building setbacks, heights, and massing; landscaping; wetland protection and public access to the shoreline. The height limitations were based on the concept of "stepping down" so that the visual mass of the buildings would be reduced. Therefore, the parcel farthest to the south has the lowest height limit. Estimates for the Shoreline area are derived from the Shoreline Area Plan and Development Guidelines. The Shoreline Plan considered an educational research institute with office and guest room facilities (21,000 square feet), a 72-room hotel (42,000 square feet) and a 19,400 square foot health club and spa. Trip generation estimates for this development scenario are 198 PM peak hour trips.

The recommendations of the Community Plan relative to these issues and alternatives is presented in the policy section for the Shoreline area.

Manzanita Area

The Manzanita area is located on either side of Shoreline Highway from Coyote Canal to the U.S. Highway 101 interchange (see Figure 8). Several motels and their adjoining restaurants, and a small office complex form the visual gateway to the Tamalpais Planning Area from U.S. Highway 101. The Fireside Inn located on the southern side of Shoreline Highway is a local landmark. The Inn was established in the mid-1870s as a hunting club and operates today as a motel. Another older building in the area is the Buckeye Roadhouse Restaurant with its English tudor architecture. The newest motel/hotel addition is the Howard Johnson located on the north side of Shoreline Highway adjacent to the Bothin Marsh.

Commuter parking lots are located underneath the U.S. Highway 101 interchange to facilitate car pooling and bus connections to San Francisco for Marin County residents. The Manzanita area is the location for the only Caltrans service yard in southern Marin County. The yard is located adjacent to Shoreline Highway next to the Howard Johnson/Texaco/office complex. The yard contains maintenance and service vehicles which respond to repair or emergency incidents on U.S. Highway 101.

There are numerous undeveloped parcels which may have additional development potential in the Manzanita area. The hillside behind the Fountain and Fireside Motels and the Buckeye Roadhouse Restaurant has never been developed, but has development potential based on its current R-A:B-1 and RCR zoning designation. This Plan calls for rezoning some of this land to RMPC-0.1. There are also a number of parcels which comprise a portion of the right-of-way adjacent to Shoreline Highway. These parcels are currently used for parking trucks and temporary business operations.

The Manzanita Green is an area along the Richardson Bay shoreline which contains a number of underwater lots established as part of the original Steckler-Pacific subdivision of the bayfront. Under current zoning regulations, these properties will remain as permanent open space. The Northern Pacific Railroad right-of-way, which traverses the Manzanita Green, is currently used as a multi-purpose pedestrian/bicycle path connecting the Tamalpais Planning Area and Mill Valley with the City of Sausalito.

The Manzanita area is the primary entry gateway to the Tamalpais Planning Area, and as such, contributes directly to the visual image and character of the community. The Bothin Marsh and waters of Richardson Bay also contribute to the visual character and setting of this commercial area. The local community has strong concerns about land use in this area, its effect on the local wetland environment and the statement it makes about the community's character and image. The objective in this area is to enhance the character of the built environment while protecting habitat values and visual opportunities presented by the wetlands that border and traverse the commercial node. The policies and programs designed to achieve these objectives are set forth in the Policy section for the Manzanita area.

Strip Commercial Areas

Almonte Junction, the Laurel-Poplar Area and Miller Avenue are three small strip commercial areas located in close proximity to residential neighborhoods (see Figure 8). The business located within these commercial areas primarily provide convenience goods and services to nearby residents. The possible expansion of these three commercial areas has become an issue in the Planning Area because increasing numbers of commercial businesses located in primarily residential areas are detracting from the rural character of the neighborhoods as a whole. These businesses have the potential to increase traffic on streets which are already congested. Furthermore, the continued expansion of strip commercial development in the Planning Area and the adjacent City of Mill Valley may inhibit the economic vitality of Tam Junction, which is central to the Planning Area. Any further conversion of single family homes in these residential neighborhoods will have the effect of reducing the housing stock and threatening attainment of the

community's primary goals of protecting residential neighborhoods and their rural character.

Other Commercial Enterprises

The other commercial activity found in the Tamalpais Planning Area is in-home small businesses. These types of businesses are growing in popularity and have beneficial effects such as creating work spaces without creating automobile commute trips. The Community Plan encourages in-home small businesses provided they are conducted in conformance with current County regulations.

5. Natural Resource Values

The Tamalpais Planning Area is located between the upper reaches of Richardson Bay, a shallow arm of San Francisco Bay, and the southeast face of the Mount Tamalpais slope and ridge system. The Planning Area is characterized by several ridges which extend down toward Richardson Bay from Mount Tamalpais. The valleys which comprise the Planning Area are the result of the historic erosion of the large Mount Tamalpais land mass and the deposition of eroded material (alluvium) in the lowlands, which combined with the marine sediments of the Bay formed the once extensive marshlands and mudflats around Richardson Bay.

The combination of Mount Tamalpais, with its ridges, valleys and streams, and the bay marshlands form the natural physical and aesthetic setting for the Planning Area. A survey of the existing natural resources in the Planning Area indicates that, although all of the native communities and habitats of the San Francisco Bay Area are represented, the natural landscape has changed, as it has throughout the entire Bay Area. Natural succession (the process by which a plant or animal community alters its own environment to the extent that the changed conditions lead to replacement by species which are better adapted) has occurred; and "unnatural" succession has occurred to the extent that humans have consciously or unconsciously brought about changed conditions, such as introducing "exotic" (non-native) plants, suppressing periodic fires, and grazing domestic livestock. The urban extent of the Tamalpais Planning Area and the adjacent City of Mill Valley now surrounds the tip of the Bay, leaving an ever-narrowing margin of shoreline habitats as part of the area's natural heritage.

The principal open space resources in the community include the creek systems, which have both functional (drainage and flood control) and aesthetic values; the biotic resources - vegetation and diverse wildlife habitats; and the scenic values created by the setting which the natural factors provide for the Planning Area.

The open space objectives, policies and programs set forth in the Land Use Element in Subsection "D" are intended to maintain the natural resources (native vegetation and wildlife habitats) that exist within the developed portions of the Tamalpais Planning Area, and to protect and manage undeveloped areas with open space and conservation values. Available means of protection include acquisition (as access easements or development rights), dedication in conjunction with development, or appropriate regulatory methods. Means of managing open space areas include techniques of

vegetation management, appropriate access, and public education in support of natural resource protection.

The Plan's position on open space issues recognizes that the values of open space are numerous: protection of unique valuable resources, such as habitats of endangered species, productive wetlands, native vegetation, or heritage trees; preservation of visual and scenic qualities; provision of passive recreation and public access, for example, to contiguous open space lands; visual separation of communities or neighborhoods; protection of stream corridors and other watershed functions; and prevention of inappropriate or potentially hazardous development, as with lands subject to slope failure or high fire potential. The specific values vary from one open space area to another.

Tidal and non-tidal wetland areas are currently protected from development through existing regulatory means. Regulations of the US Army Corp of Engineers and the Environmental Protection Agency (EPA), the Bay Conservation and Development Commission (BCDC), and the Marin Bayfront Conservation Zone, as they are currently applied, make it difficult to develop in wetland areas. Public acquisition affords the best guarantee for long-term open space protection. Areas adjacent to wetlands, (upland edges) are not protected by federal or state regulation. These upland edges are essential to maintaining the quality of the wetland environment and provide valuable habitat for nesting during high tides. The lack of legislative protection requires that these areas should also be considered a high priority for acquisition.

The open space objectives, policies and programs are intended to provide guidance for the continued management of existing and acquired natural resources and open space lands within the community. Policies focus on the long-term protection (acquisition, dedication or regulation) of remaining undeveloped lands that serve as a buffer between urban development and wetlands habitat.

Biotic Resources

The native biotic resources include redwood groves, mixed stands of broad-leaf evergreens, oak woodland, chaparral, coastal scrub, grasslands, marshes and mudflats. The non-native, introduced species also contribute to the biotic resources and, in fact, dominate the developed portions of the setting.

Visual Resource

Natural features are the primary ingredients that establish the visual character of the community. Major ridgelines, which still have relatively few residential structures on them, sharply define the north, west, and south limits of the community. This sense of visual containment and separation from adjoining communities is reinforced by lower hill forms, the flat marshlands, mudflats, bayfront parks and waters of Richardson Bay.

This combination of flat and highland terrain provides opportunities for expansive views toward San Francisco, and from the opposite direction the chance to view all of these open space features as a geomorphic unit.

Creek Resources

Coyote Creek is one of the main streams in Tamalpais Valley. The creek descends from its source in the Golden Gate National Recreation Area and southwest flanks of Mount Tamalpais through the valley and has been in part redirected and channelized to run parallel to Shoreline Highway. The creek capacity of the lower creek is maintained by periodic dredging in order to prevent severe flooding. The other primary creek is the one which drains the Tennessee Valley Road area. The integrity of the network of streams, ravines and springs that descend abruptly from the upper reaches of the mountain down through the valley is often threatened by human actions. Throughout the watersheds, grading, excavation, vegetation removal and the replacement of natural ground surface by impervious structures and paved surfaces have led to flooding and erosion of channel banks. Along the creek channels, construction of bridges, roads, culverts, closely abutting residences, and other structures have led to disruption of creekside vegetation, obstruction of creek flows, erosion, and maintenance problems. Where portions of the creeks are exposed to nearby urban development, litter often accumulates. Public access to the creeks is very difficult due to adjacent development, with the exception of the upper reaches.

The value of creek habitats has grown significantly with the removal of woodlands and minor drainage systems resulting from the buildout of historic lots. Every effort should be used to maintain the remaining creekside environment. Most importantly creek setbacks shall be maintained and bridges provided as stream crossings rather than filled culverts.

Shoreline Resources

The shoreline of upper Richardson Bay, both within the Planning Area and the City of Mill Valley, was once an extensive marsh system. Now it consists of a series of small vestigial tidal marshes, varying in size and condition, and filled developed and undeveloped land. Prior to 1930, marshes of Richardson Bay extended into Alto, up Miller Avenue to La Goma, into Tamalpais and Tennessee Valleys, into the area now occupied by Strawberry Shopping Center, and around deSilva Island. Gradually, diking and filling have greatly reduced the total marsh acreage, while concomitant siltation from development in the watershed has moved marsh lands far forward into the bay itself, substituting former open water with shallow mudflats and new marshes. Remains of the old marsh have been fragmented by re-routing of creeks entering the bay and by dredging of the harbor. The original shoreline is almost entirely obliterated.

The result of all these modifications is an "unnatural" shoreline in the Planning Area. In spite of modifications, the shoreline area retains significant natural features - a diversity of plants associated with tidal and non-tidal salt marshes and important refuge and feeding areas for migrating and resident shorebirds and water fowl.

Typically, marsh plants are distributed according to an elevation gradient relative to tidal submergence. The lowest emergent plant, subject to the most frequent and prolonged submergence daily, is Pacific cordgrass (*Spartina foliosa*), which colonizes mudflats as they approach an elevation permitting daily tidal exposure. Cordgrass is known for its high productivity as a food source in detrital form to a chain of organisms extending into

the bay and beyond. Portions of Richardson Bay, Strawberry Cove Marsh (Seminary Drive) and Bothin Marsh near Tam Junction both have extensive colonies of cordgrass that have developed over the past two decades following removal of tidegates and resumption of tidal action. Coyote Creek banks also support bands of cordgrass, although these are periodically removed (every six to eight years) during dredging for flood control. Cordgrass has also re-established in the large marsh opposite the playing fields of Tamalpais High School, as a result of breaching of the levee and resumption of tidal action.

Middle levels of the salt marsh are dominated by pickleweed but also support a diversity of plants adapted to less frequent tidal submergence than cordgrass. Pickleweed also contributes food in detrital form to the animal life of the estuary. Pickleweed occurs in the Planning Area within the marsh opposite Tamalpais High School playing field and occurs at medium elevations at the mouth of Coyote Creek in the Tamalpais Shoreline area, as well as along the Manzanita shoreline south of the Richardson Bridge.

Upper margins of the marsh, infrequently inundated by high tide but subject to high levels of soil salinity, are occupied by salt grass and several associates. Marshes in the Planning Area have limited amounts of this association around the upper periphery of pickleweed marshes.

There are a few small areas of non-tidal, seasonal marsh remaining in the shorelands around upper Richardson Bay. Vestigial marshes can be found on both sides of the realigned Coyote Creek. These marshes are only inundated during periods of extreme high tides. These seasonal marshes, in their present condition, offer useful habitat in the fall and winter, after the onset of the rainy season.

It is possible to return these marshes to tidal action. The large, formerly diked seasonal marsh opposite Tamalpais High School playing field demonstrates how readily tidal action can restore a viable marsh. After the levee was breached, patches of pickleweed began to spread, and cordgrass re-established in drainage channels. Salt grass, brass-buttons, and salt-brush, aggressive colonizers of disturbed marshes, also have become established. The diversity of bird species using the area has also increased since the restoration.

6. Open Space Opportunities in the Planning Area

The following is a discussion of several parcels in the Planning Area which are high priorities for public acquisition as open space.

Tamalpais Preserve (Bothin Marsh) (Figure 10)

The Tamalpais Preserve (Bothin Marsh) is located along Richardson Bay, adjacent to the Manzanita area, Tam Junction, and Almonte Boulevard. It is a marshland area that has been partially filled in the past. The Bay Conservation and Development Commission's (BCDC) "bay jurisdiction" line, located at an elevation 5.50 feet above Mean Sea Level, is considered to be the approximate boundary of the area.

The Marin County Open Space District, the County Flood Control District, and Caltrans collectively control 90 to 95 percent of the marsh (Tamalpais Community Plan, 1981). The primary parcel, not yet acquired, which is known as the Martin Brothers's Triangle (APN 052-052-39), is an area of 4.6 acres.

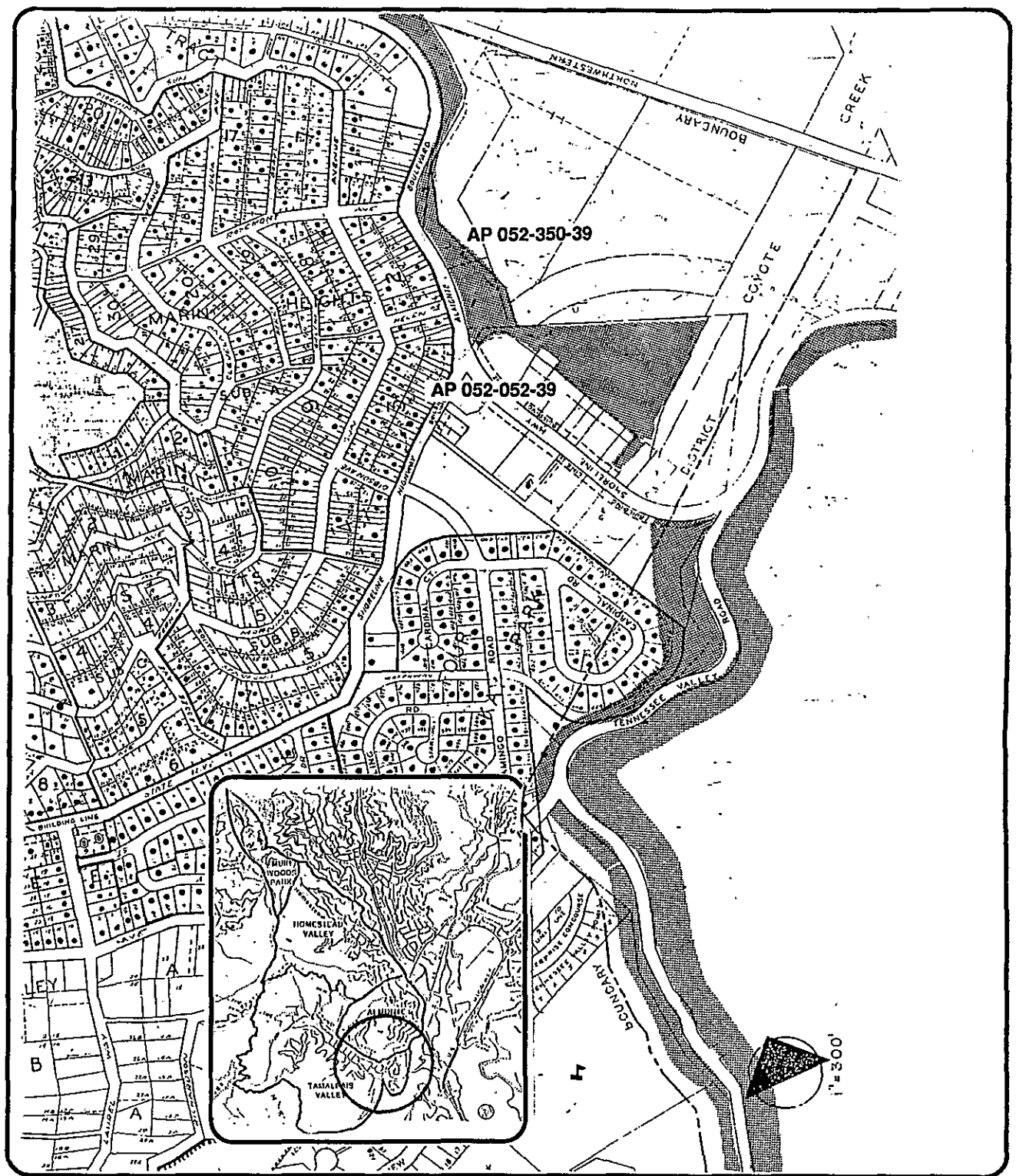
The previous Tamalpais Area Community Plan also recommended these properties for public open space acquisition in order to "create an open space preserve between Miller Avenue-Shoreline Highway and the Bay edge along the Sausalito Canal known as Bothin Marsh." The recommendations of the Tam Junction Specific Plan support this policy.

Shoreline Area

The site is bounded by Richardson Bay on the east, just north of the City of Sausalito to the south, Marin City and the unincorporated Manzanita area to the west, and the City of Mill Valley further north. Directly east of the site across Richardson Bay is Strawberry Point. The area consists of three major undeveloped properties with open space potential: the Krystal, Felton, and Landor sites.

The currently developed Shoreline Office Center site contains a salt marsh cove that displays the typical zonation pattern of salt marsh plant communities. The cove is a sensitive and high value habitat, despite adjacent disturbances. It is a resting area for migrating and resident waterfowl and shorebirds. During field reconnaissance of the area in February 1982, common egret, coots, and scaup were observed in the marsh area. This good quality marsh and the disturbed land surrounding it have been designated as a marsh preservation zone for the Shoreline Center project. The Shoreline Center project has been required by Marin County to upgrade the quality of the disturbed area by clean-up and marsh restoration.

The Krystal property joins and extends the Shoreline Center's lagoon and marsh after earlier filling. In 1978, the eastern one-third of the property apparently contained little, if any, wetland vegetation. Since that time, approximately 0.5 acres of that portion of the site has been recolonized by pickleweed (Salicornia spp.) a common, succulent, salt marsh plant. Based upon the elevation of the area, the evidence of tidal action (flotsam, wet soils), fill slope may currently support wetland habitat on an area of approximately 0.5 acres. Other factors, such as soil type and wetness, are also sometimes used to define wetlands. Whether this pickleweed area on the Krystal site constitutes a wetland subject to protection under the State Wetland Policy is a decision of the State Department of Fish and Game, based upon its review of available data and its staff's visits to the site. Preliminary indications by State staff conclude that the pickleweed area is a wetland habitat protected by the States policy. On the Federal level, regulations which apply in this area include the Federal Rivers and Harbor Act, the Army Corps of Engineers permit requirements, and the U.S. Fish and Wildlife Service regulations. Similar to the uplands, the pickleweed habitat is significantly disturbed by human activity, litter, and dumping and is not of high habitat value in its current state.



**TAM AREA COMMUNITY
PLAN**
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Figure 10
**Open Space
Opportunity Areas**
Source: Marin County Planning Dept., 1990

It is significant to note, however, that over the course of the last four years, natural processes appear to have resulted in the partial reclamation of the lower elevations of the Krystal site by a salt marsh pioneer plant. It is possible that subsidence of the filled land has increased the frequency of tidal action on this portion of the site, contributing to the reestablishment (although this has not been confirmed by survey). If the site were left undisturbed, it appears likely that salt marsh could reclaim the bayfront one third of the project site over time.

The remaining shoreline in the project vicinity consists of riprap and debris, including a sunken barge. The riprap shoreline provides very little habitat value. Bayward of the riprap, the Richardson Bay mudflats extend to the north, northeast, east and southeast. An area of approximately 9,000 square feet of wetlands borders the south side of the heliport area in the Landor property.

No studies of rare and endangered wildlife have been conducted at the specific project site. Endangered species occurring in Richardson Bay include the California clapper rail and salt marsh harvest mouse (California Department of Fish and Game Services, 1974; and United States Fish and Wildlife Services, 1977). The clapper rail and salt marsh harvest mouse have been known to inhabit marsh areas where pickleweed and salt grass are present, even in areas of substantial human activity. However, these species are not expected in the project area due to the highly disturbed nature of the habitat (Shoreline Specific Area Master Plan Baseline Report).

Manzanita Area

The Manzanita area includes land on either side of Shoreline Highway, from the Coyote Creek bridge to the junction with Highway 101. Vegetation on the slopes above Shoreline Highway consist of coastal scrub with occasional small bays and oaks; the site is probably too windy to support large native trees. The Manzanita area is moderately to steeply sloped, with a vertical slide exposed opposite Howard Johnson's Motel. Open space values of the area are its visual importance in defining the entrance to Tamalpais Valley and its role as a community separator separating Marin City from the Tamalpais Planning Area.

Almonte Overlook

The Almonte Overlook is within the approximate area bordered by Rosemont Avenue on the south, Almonte Boulevard on the east, and Morning Sun Avenue on the west. A number of residences back onto a small private setback and non-development easement which was preserved as part of the Morrison Master Plan. The setback easement does not create public open space or allow public access to the property. It prohibits certain development within a 45 foot area parallel to Almonte Boulevard. The site is fairly flat, sloping gently eastward from Morning Sun Avenue, then dropping abruptly to meet Almonte Boulevard. Vegetation on the site is composed primarily of large cypress and Monterey pine trees with a grassy understory. The large trees on the site are highly visible from Miller Avenue, Almonte Boulevard, the pedestrian and bike path, and more distant vantage points, such as Highway 101 Richardson Bay Overpass. Almonte Overlook itself commands a 240-degree view which includes the upper end of

Richardson Bay, as well as Mount Tamalpais, Strawberry Peninsula, and Tamalpais Junction area.

Tennessee Valley Road (Figure 10)

The Tennessee Valley Road corridor includes an approximately one-mile stretch of valuable open space extending from Viola Drive to Marin Avenue and ending at Shoreline Highway. The corridor begins in GGNRA lands as narrow, ravined creekbed which flattens as it drains the watershed between Tamalpais and Tennessee Valley and the coast. It joins Coyote Creek northeast of Marin Avenue. Primary vegetation in the part of the corridor which is within the Tamalpais Planning Area is extensive willow growth. Tennessee Valley Road open space values are those of the creek itself, which provides flood control and aquatic habitat, and the freshwater willow marsh/riparian wildlife habitat bordering the creek. Toward the northern end of the corridor, willows are replaced with mixed grasses, annuals, coastal scrub, and landscaping. Beyond the Marin Avenue junction, the western side of Tennessee Valley Road is used for stockpiling of fill material. A eucalyptus grove grows on the west side of the road at Fernwood Cemetery. The primary open space value of these latter open space areas is their visibility from Marinview and other hillside residences.

Upper Shoreline Highway (Figure 11)

The upper Shoreline Highway corridor includes about one-mile of lands with valuable open space character, extending from Loring Avenue to Erica Road. On the downhill side of the road, vegetation was characterized by a dense, continuous border of eucalyptus, interrupted only by steep ravines, which contain large bay and oak trees. However, a major portion of the eucalyptus grove was removed as part of the site grading for the Garden Valley Park Subdivision. Therefore, it is imperative to preserve the open space values and visual screening offered by the remaining trees, and native vegetation in the ravines. It is appropriate in these areas to replace eucalyptus, french and scotch brooms, which are recognized fire hazards, and other exotic flora with indigenous native plants and trees.

On the uphill slope, vegetation is characterized by a cleared pasture, with clumps of eucalyptus and bay trees in the area easterly of West California Avenue, as well as native vegetation in the West California Avenue ravine. Also bordering the uphill side of the Highway are areas of mixed coastal scrub vegetation with occasional eucalyptus trees. Open space values of the uphill slope of Shoreline Highway include the visual value of the pasture and ravines as well as slope protection offered by the coastal scrub and wooded areas.

Muir Woods Park (Figure 12)

The Muir Woods Park area has many forested, undeveloped parcels in close proximity to Mount Tamalpais State Park (some of which are highlighted on Figure 12), Muir Woods National Monument and the lands of the Marin Municipal Water District. These areas should be considered for open space acquisition and for careful growth control to prevent harm to parklands from development.

7. Public Facilities

The public agencies which own lands and buildings in the Tamalpais Planning Area include the Mill Valley School District, the California Department of Transportation, and the Marin County Flood Control District. Numerous privately-owned facilities are often used by members of the community for public gatherings, meetings and events. The community supports the continued use of these facilities for their intended purposes. Plan policies recommend re-zoning the property used by the Tamalpais Valley Improvement Club (APN #200-200-22), for community meetings to more adequately describe the existing use. When securing a use permit, it should be considered that the property is used and zoned for a public purpose.

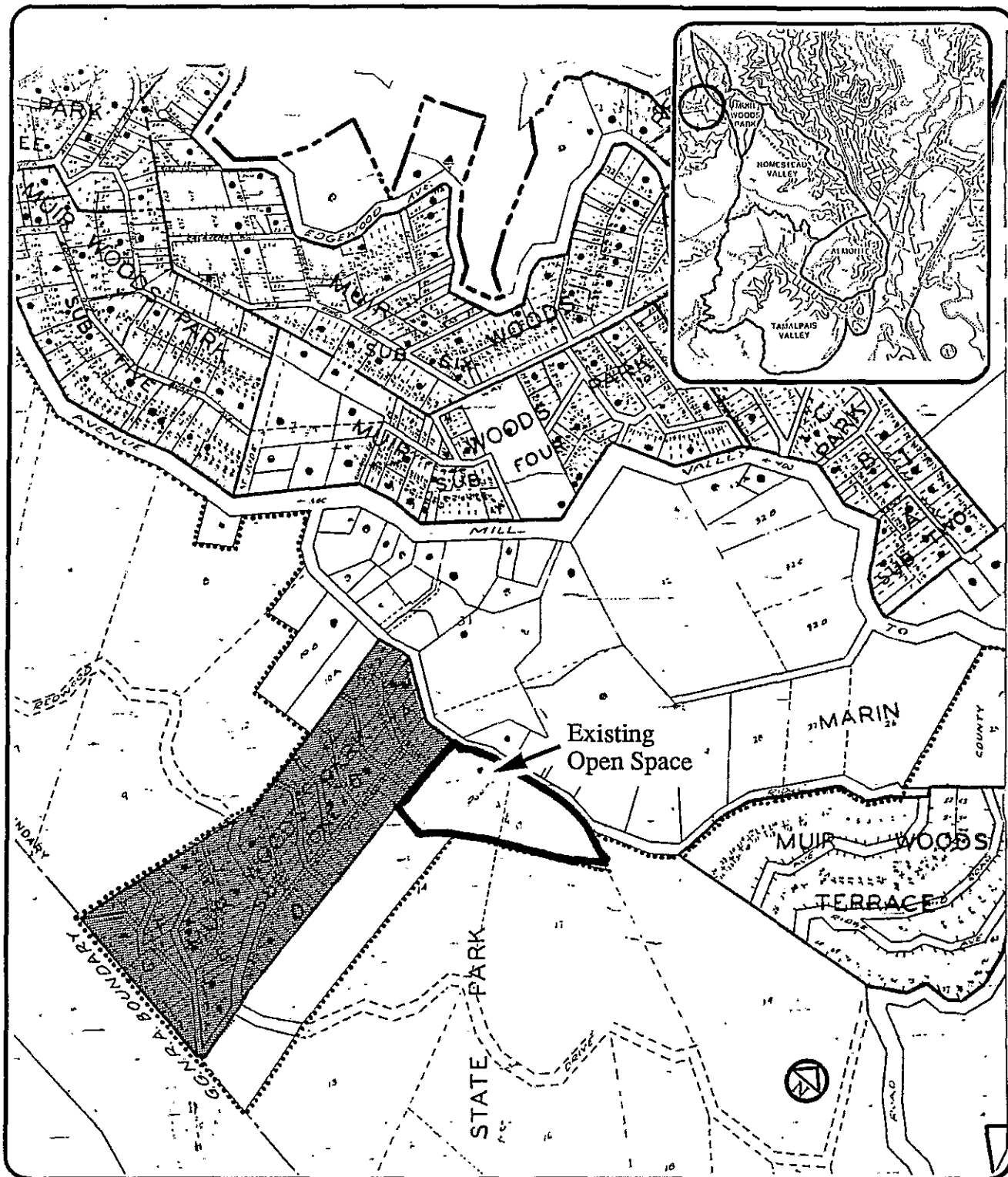
There is also strong community concern, based on trends in past years, about public agencies deeming their lands or buildings surplus and proposing either the sale of these properties or proposing uses different from that originally intended.

This section of the Land Use Element describes the existing facilities in the Planning Area and discusses the reuse of facilities or redevelopment of sites. The policies and programs for determining appropriate future land uses in the event these parcels are redeveloped are presented in Section D of this Element.

Schools

There are two public elementary schools (Tamalpais Valley and Homestead) and one private school (Mount Tamalpais School) located in the Tamalpais Planning Area. Tamalpais High School is located adjacent to the Planning Area, within the City of Mill Valley. Homestead School is currently leased by the Mill Valley School District to private organizations which provide day care, a school for developmentally disabled children, and other professional services. Due to changing family-size and population trends the Mill Valley School District is examining the possibility of closing some schools and consolidating others within the entire district in the future. Therefore, it is important to establish guidelines for future use of these sites in the event that the School District or the private school determines it is necessary to sell one or more of these properties.

The Homestead Valley Community Association (HVCA) and Homestead Valley Land Trust (HVLTL) are undertaking independent studies to determine the best use of the Homestead School site as well as the site, now a volunteer park, formerly occupied by the Homestead Firehouse which was removed in February 1990. These associations should be consulted if these sites are offered for development by the District.



TAM AREA COMMUNITY PLAN

John Roberto Associates

Open Space Opportunity Areas

Source: Marin County Planning Dept., 1990

Figure 12

The playfields on these school sites represent some of the only flat, open areas within the Planning Area that are available for active sports. A strong and clear desire has been expressed by the community to retain public ownership and use of these facilities. The Mill Valley School District has an agreement with County Service Area 14 to maintain the playfields at Homestead School as a community playground. The Mount Tamalpais School contracts with a landscaping company which maintains the school playfields, the cypress grove and the entire school property on a weekly basis. The purpose of the public facility zoning is to protect necessary social services on publicly owned land. The privately owned school site should be re-zoned to eliminate the public facility designation. The Community would like to encourage some type of use which benefits the public, such as private schools, affordable housing and childcare.

Caltrans Corporation Yard

The California Department of Transportation maintains a service yard in the Manzanita area where vehicles and equipment are stored for service to U.S. Highway 101. The site is adjacent to Richardson Bay and the bike path which parallels the shoreline. BCDC's 100-foot shoreline band extends onto a portion of the site. The surrounding land uses are primarily commercial and include several motel/restaurant complexes. The site is one of the few remaining undeveloped parcels on this segment of the shoreline and would be an important element of a marsh-side preserve.

Flood Control District Lands

The Marin County Flood Control District currently owns several parcels within the Tamalpais Planning Area that are used for flood control projects or related activities, such as dumping or storing dredged material. Several of these parcels, although integral to the overall flood control system, are currently zoned for development. The residents of the Planning Area have expressed strong opposition to the storage of dredged material on these parcels because of the potential water quality impacts on the adjacent creek. A separate parcel which is adjacent to Tennessee Valley Road is currently used by a vendor for the sale of fruit. The fruit stand location is considered a traffic hazard because it fronts on a very busy intersection.

Other Community Facilities

The Tamalpais Planning Area contains a number of privately-owned facilities which are often used by residents of the community for public gatherings, meetings and events. Existing community assembly facilities include: the Tamalpais Valley Improvement Club (TVIC), Homestead Valley Community Association (HVCA), Muir Woods Park Community Association, Almonte District Improvement Club (ADIC), the Recreation House on Tennessee Valley Road, the Alpine Club, and the Friends of Nature German Walking Club. Most of these facilities are regulated by use permits issued by the County of Marin. The use permit regulations most often limit the hours of operation and the types of activities for which the facility can be used. The primary purpose of these regulations is to minimize the effects of noise and other activities associated with events on neighbors in the surrounding area.

C. LAND USE GOALS

The primary land use goal for the Tamalpais Planning Area is the conservation of the semi-rural small town residential and commercial character and scale of the community and its close relationship with the natural beauty of its setting. The desire is to retain and enhance these qualities. This purpose was voiced over and over in the scheduled workshops and community meetings held to review the Community Plan.

The guiding philosophy established for the revised Community Plan places a strong emphasis on preserving the natural resources of the community and protecting public safety while permitting individual property owners to realize reasonable development potential. The general approach during the Plan revision process was to acknowledge the identified environmental constraints as limitations on development rather than trying to identify extensive mitigation measures, such as street widening, intersection signalizations or increased stream channelization projects. In addition to limiting public improvement costs, this approach has the benefit of reducing on-site and off-site mitigation fees which might otherwise have to be borne by the property owner.

The objectives, policies and implementation programs set forth in Section D are formulated to achieve the following goals:

1. Maintain the semi-rural character of the community as defined by its small town residential and commercial setting and the quality of the natural environment.
2. New development shall be integrated harmoniously into the neighborhoods and geographic areas of the Planning Area in order to maintain their distinctive character.
3. Encourage land uses that further the sense of neighborhood and community feeling, including the commercial districts.
4. Maintain and enhance the Planning Area as a residential community comprised predominately of single family homes.
5. New developments in the Planning Area's hillside, ridge, and shoreline areas will be regulated to protect the natural beauty of these areas.
6. Accommodate the housing needs of a socially and economically diverse population.
7. Limit commercial development or redevelopment to uses that primarily serve the Planning Area residents at a scale compatible with the semi-rural environment.
8. Preserve the natural beauty and wildlife diversity of the tidal and seasonal wetlands in the Planning Area through a program of acquisition and/or strict land use regulation.

D. ISSUES, OBJECTIVES, POLICIES AND IMPLEMENTATION PROGRAMS

The following is a listing of major conservation and development issues facing the Tamalpais Planning Area, and the community's objectives and policies related to these issues. Each objective is supported by one or more implementation programs designed to attain the objective. The issues as presented are not prioritized and therefore should not be construed as such. There are many other policies listed which will require expenditure of funds. The implementation of policies and programs which will require staff and/or financial resources will be dependent upon the ability of the County to secure funding. The community felt it was important to include the policies and programs despite the financial constraints to implementation, so that if funding were to become available the programs could be readily implemented after adoption of the plan.

Several of the programs include "guidelines" to be applied to new development. A "guideline" is defined as "A general statement of policy direction around which specific details may later be established." Projects which deviate from the guidelines may be considered, if the proposal is consistent with the objective and purpose of the plan and the intent of the guideline. This flexibility is required in order to ensure that future projects are designed in accordance with the basic intent of the plan. When an F.A.R. is specified, it should be interpreted as a maximum and may be reduced based on site specific conditions.

The issues are first addressed from a community-wide standpoint, focusing on the major land use categories of residential, commercial, open space and public facilities. The issues are then further defined by neighborhood and subarea, giving specific policy and program guidance in many cases at the parcel level of detail.

1. Community-wide Issues

a. Residential Areas

1) ISSUE: Preservation of Community Character and Image

Objective LU.1:

To preserve and enhance the unique natural and built characteristics of each residential neighborhood while accommodating appropriate new development.

Policies:

LU1.1 Protect Natural Habitats.

All land use decisions within the Planning Areas neighborhoods will take into consideration the protection and preservation of the area's hillsides, ridges, water courses, wetlands, woodlands and any other unique natural habitats.

LU1.2 Preserve Natural and Cultural Characteristics.

New development will be required to preserve a significant portion of the natural and cultural characteristics of their respective development sites.

LU1.3 Compatible Design.

New residential and commercial development shall be comparable and compatible with the scale (bulk, mass and height) and appearance (colors, materials and design) of the particular neighborhood and shall be integrated with and subordinate to the area's natural setting.

LU1.4 Size, Height, Setbacks.

The size, height, and building setbacks of all new or expanded residential development shall be carefully regulated to maintain the existing character of residential neighborhoods and to protect the exposure to sun light, views and privacy of adjacent homes.

LU1.5 When development is proposed adjacent to lands in the Golden Gate National Recreation Area (GGNRA) the maximum setbacks should be required, and when feasible to do so, conditions should be imposed to remove invasive, non-native vegetation.

LU1.6 The County Planning Department should develop a tree preservation ordinance which would prohibit the removal of large trees and some types of native vegetation prior to submittal of a development plan.

Programs:

LU1.1a The County will undertake a study to identify visually prominent ridges in the Planning Area which require protection. New subdivisions shall be regulated so that no building or other construction is permitted on top of or within 100 feet in elevation of the ridge designated for protection.

LU1.1b On ridges in areas subject to infilling (individual lots in mostly built up areas), and on large vacant parcels already subdivided, new dwellings will be designed and situated so that the rooftop is below the ridgeline in elevation. Where a ridge lot is too flat to allow placement of the house down from the ridge, then a height limit of one story with a maximum of 18 feet to the top of the roof would be imposed. In such a case, a flat roof would be prohibited.

LU1.2a Residential zones within the Planning Area should be amended to include a standard for preserving portions of parcel or development site in its natural state, provided the parcel or site contains a water

course, wetland, woodland or other Significant Natural Area (SNA) as defined by the California Department of Fish and Game.

LU1.2b In wooded areas, and in areas where rare plant communities have been identified, every effort shall be made to avoid removal, changes or construction which would cause the death of trees or the rare plant community. In the event tree or plant removal is a necessity, portions of the wooded or plant community on the site shall be maintained and preserved in their current natural state. Rare plant communities are identified in the Natural Diversity Database, available in the Planning Department.

LU1.3a The Planning Department should develop hillside design guidelines for the Tamalpais Planning Area.

LU1.4a For all new residential construction and substantial remodels involving 25% or more of existing structures, proposed on properties with a slope of 25% or greater, or where the lot does not comply with minimum required size (area) and width requirements, the following shall apply:

Maximum adjusted Floor Area Ratio (F.A.R.) = .30 (30% of the total lot area). The "adjusted F.A.R." is the gross enclosed floor area, specifically including:

- Unconditioned, unimproved basements, unexcavated crawl spaces such that when potentially improved to habitable floor area yields a minimum clear room width of 7' x 7' and a minimum ceiling height of 7 1/2' or higher.
- In-Law or Second Units
- Garage space exceeding 400 square feet on a parcel 6000 square feet or less.
- Garage space exceeding 480 square feet on a parcel larger than 6000 square feet.
- Covered areas (other than carports or garages, porches and entryways) which are capable of being enclosed and habitable. These areas shall be measured to the exterior face of surrounding walls, columns, or posts.
- The combined total of all detached accessory structures totaling 120 square feet or greater, excluding garage space.
- Window boxes or bays less than 18" above finished floor, or which extend more than 3 feet from the face of a building.

- Cathedral ceiling space with a minimum dimension of 7½ feet in height by 7½ feet in width by 10 feet which can easily be converted to living space as determined by planning staff.

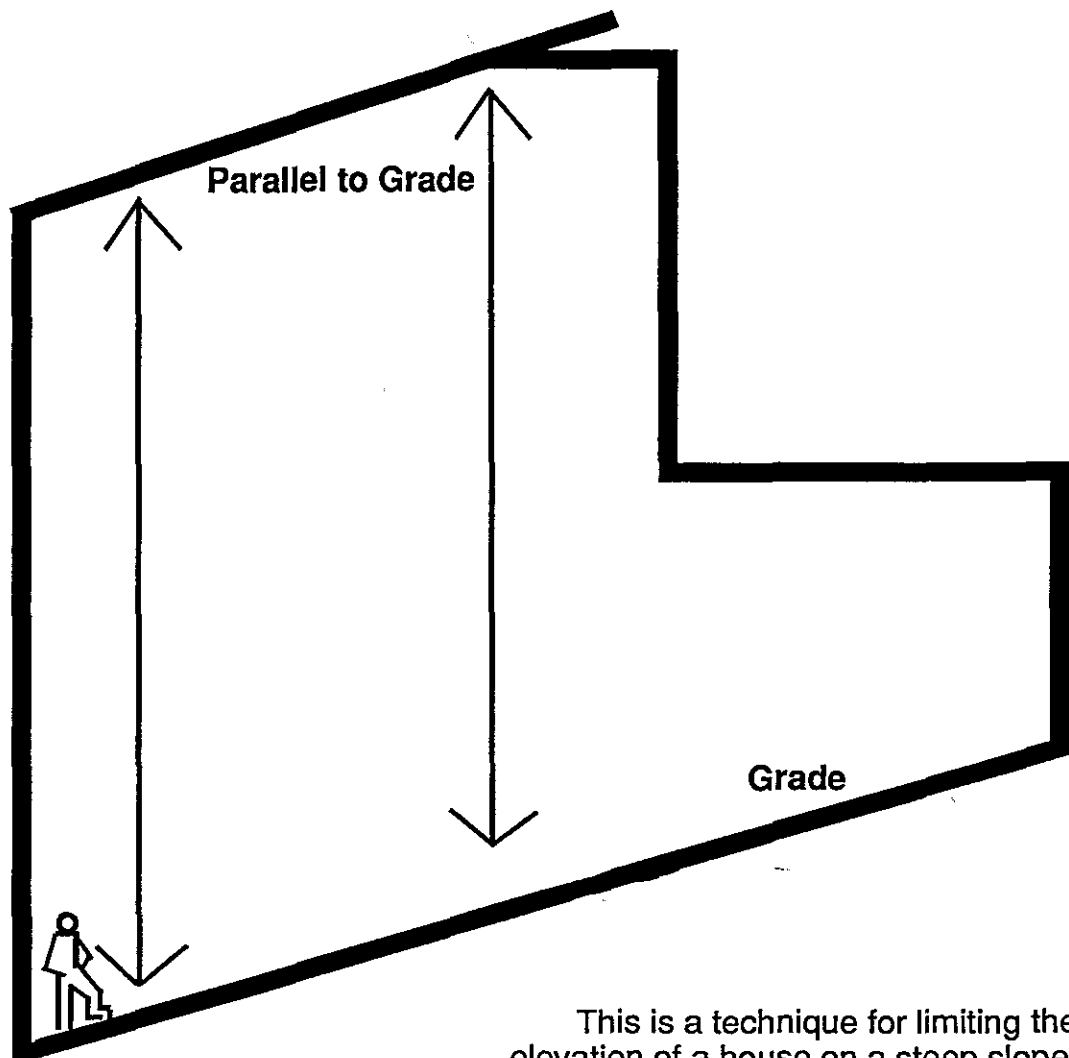
The maximum floor area to be allowed on any lot covered by this definition is 7,000 square feet. It is not the intention of this program to make any existing building, which complied with building regulations at the time of its construction, non-conforming with respect to floor area ratio.

- LU1.4b The height limit for structures on hillside lots shall be regulated as follows: No part of a building shall exceed 30 ft. above natural grade (see Figure 13).
- LU1.4c The height limit for the lowest floor of a structure on a hillside lot shall not exceed 10 feet above natural grade at the lowest corner (see Figure 14) .
- LU1.4d In addition to the Planned District (PD) design requirements specified in Section 22.45 of the Marin County Code, the following design guidelines will also be applied to all residential site plans submitted for master plan, development plan or Design Review.

General Guidelines:

a) Parking and Access

- i) All new residential development and construction must provide off-street parking as required by the Department of Public Works. In establishing the required parking, Public Works will take into account the size of the home, the number of bedrooms, and guest parking requirements. Generally, all new residential development and construction that adds a bedroom should be required to provide one off-street parking space per bedroom up to four spaces maximum. New construction should also provide one off-street guest space per unit if the existing public or private roadway serving the property is too narrow to provide on-street parking. In determining the precise number of required spaces for a particular property, Public Works will confer with the Planning department to ensure that the required parking can be provided in an aesthetically sensitive manner given the physical constraints of the site.
- ii) Parcels adjacent to Shoreline Highway should not take access directly from Shoreline Highway. Access to individual parcels shall be from side streets whenever possible.



This is a technique for limiting the elevation of a house on a steep slope, as seen from the side or bottom of the property, while still allowing the builder up to 30 feet of space up from the grade.

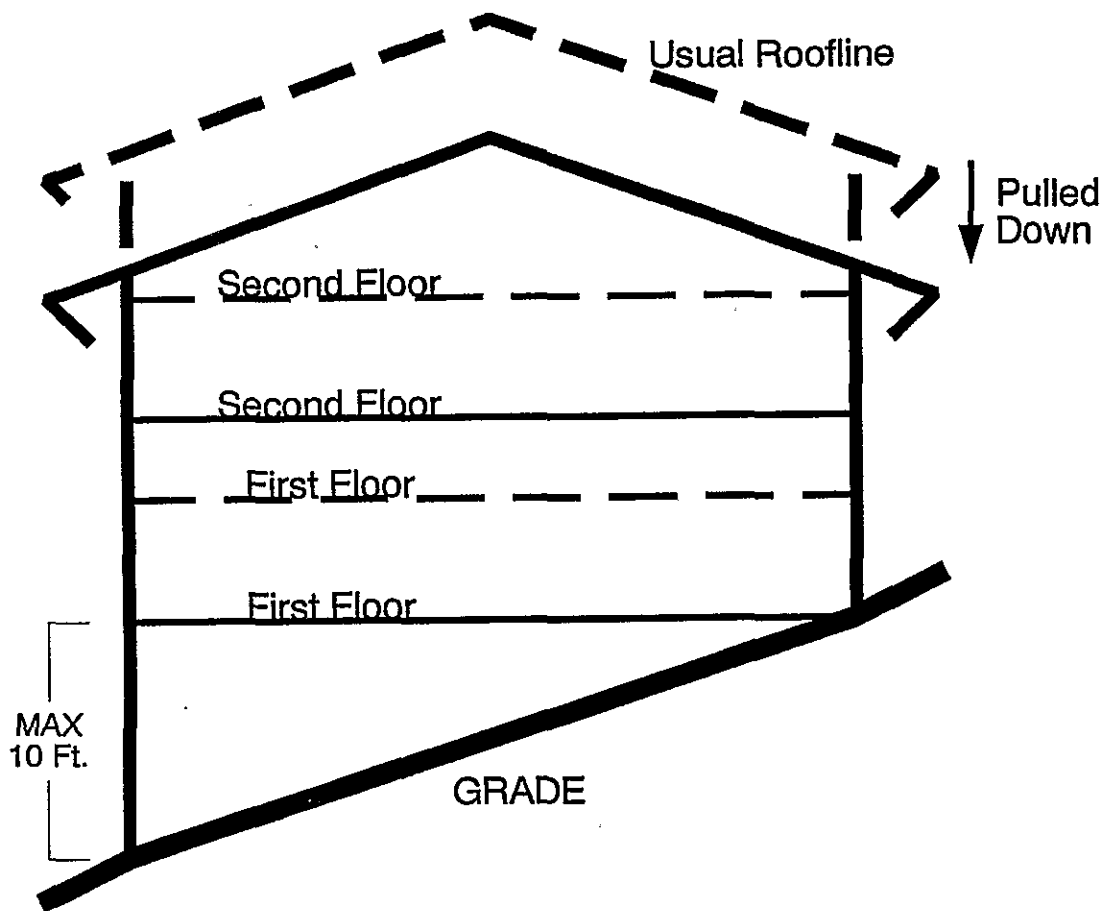
TAM AREA COMMUNITY PLAN

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Figure 13
Maximum Building Height
Relating to Grade Slope

Source: County of Marin

Note how overall height is pulled down on a slope when limiting the height from grade of the first floor.



**TAM AREA COMMUNITY
PLAN**

John Roberto Associates

**Figure 14
Maximum Subfloor Height**

Source: County of Marin

- iii) Should new residential development require access to Shoreline Highway, the access shall be designed with safe sight line distances as determined by the Planning and Public Works departments.
 - iv) Driveways shall be consolidated, particularly in the case of duplex development.
- b) Floor Area Limits

- i) All new residential development in the Planning Area shall have Floor Area Ratios (F.A.R.) consistent with Programs LU1.4a or 30%, whichever is appropriate.
- ii) Maximum building floor area is calculated by multiplying the F.A.R. percentage times the area of the parcel. For example, an F.A.R. of 30% (.30) x the area of a lot (10,000 square feet) equals a total building floor area of 3,000 square feet. Maximum building floor area for lots with greater than 25% slope, is determined by the formula contained in Appendix B.

c) Height Limit

- i) The building height limit for all new residential development, (single and multi-family buildings) shall not exceed 30 feet as measured from natural grade.
- ii) Privacy, sun access, and view blockage shall be considered in the Design Review process and building heights may be lowered if it is determined through Design Review that the neighbor's views are blocked or their privacy or sun access is adversely affected.
- iii) It shall be the responsibility of the proponent of the proposed development to provide acceptable exhibits (e.g., graphic representation or photo simulation) representing the impacts to the existing view corridors, sunlight and privacy.
- iv) Story poles may be required through the Design Review process to help illustrate potential impacts of the height of proposed buildings.

d) Building Setbacks

- i) Building setbacks in planned districts should be the same as the analogous conventional residential zoning districts ("R"

Districts). However, setback requirements may be modified (increased or decreased) through Design Review process, if it is found that preservation of environmental features on site or impacts of the building off-site require such modification.

e) Landscaping

- i) Landscape plans shall be required for all new construction and all projects subject to Design Review.**
- ii) The landscape plan shall specify plant materials and placement to reinforce and enhance the existing semi-rural landscape character that is associated with the image of the planning area. Furthermore, the landscape plan must specify the size of new plants to be installed and identify and locate all existing trees with a trunk diameter of 8 inches or greater measured 36 inches from the ground surface. The landscape plan must identify and locate all trees to be saved or removed.**
- iii) All proposed landscape plans shall preserve or enhance views from existing residences.**
- iv) The proposed landscape plan and plant palette shall specify drought and freeze tolerant and fire resistant plant materials, preferably species native to California, for the majority (51%) of the materials to be installed as part of the proposed development. All plants should be non-invasive. Plant species native to Marin County should be used whenever possible.**
- v) Tall, fast-growing, weedy and/or invasive tree such as, but not limited to, Eucalyptus, Monterey Pine and Monterey Cypress are discouraged.**
- vi) Installation of all site improvements and landscaping shall be a condition of the occupancy permit. A bond should be posted at the time of issuance of building permits to ensure the installation of landscaping.**
- vii) Landscaping should meet guidelines of the State Division of Forestry, whenever feasible.**

f) Environmental Protection and Hazards Reduction

- i) Minimize cutting of native trees.**

- ii) Maintain creeks and creek banks in their natural state, while maintaining their storm flow capacity.
- iii) Keep drainage in natural waterways so as to avoid effects on other properties.
- iv) Require adequate protection against erosion.
- v) Keep grading to a minimum to prevent erosion and to retain natural land forms.

LU1.4e Planning staff shall conduct an analysis of homes built under regulations prior to adoption of the Community Plan and homes completed under the policies in the revised Community Plan in order to determine the effectiveness of the revised definition of F.A.R. contained herein. If it appears that the revised definition is ineffective, staff shall develop a new set of F.A.R. guidelines and revise the community plan accordingly, after review and approval by the Planning Commission.

LU1.4f Planning staff shall develop a prioritization and implementation program for the Tamalpais Area Community Plan. The implementation program should be developed through discussion with the various agencies in the planning area including, but not limited to, the Tam Design Review Board, the Steering Committee and other community organizations. Priorities should be established on the basis of community need, community consensus, and available funding.

2) ISSUE: Residential Densities and Re-zoning

Objective LU.2:

To establish residential densities which are compatible with the environmental constraints of the area and sensitive to adjacent land uses.

Policies:

LU2.1 Environmental Constraints

All undeveloped or underdeveloped properties in the Planning Area should be evaluated in terms of their environmental constraints and rezoned to a density which is compatible with identified constraints.

LU2.2 Environmental Sensitivity

All undeveloped and underdeveloped properties located in areas of relatively high visibility, environmental hazards, sensitive environmental resources or areas which are identified as high priority

open space lands shall be rezoned a density which maximizes the protection of environmental resources.

LU2.3 Re-zoning

To rezone properties in the Tamalpais Area to a zoning district which will ensure that proposed development adequately addresses access and visual impacts.

Programs:

- LU2.1a** The County shall identify all vacant underdeveloped or underutilized land (in addition to those identified in Appendix H) with the potential to subdivide into two or more parcels, in order to identify parcels which will be subject to design review.
- LU2.1b** Relate development density to the capacity of existing roads and public services, soil, geologic, hydrologic and slope conditions.
- LU2.1c** Develop a site according to the criteria for evaluating environmental quality in various environmental zones as described in the Marin Countywide Plan, Suggested Development Review Checklist for Environmental Zones.
- LU2.1d** New densities should be based on the following criteria: the site's topographic and geologic conditions, Department of Environmental Health's septic tank regulations; the planning policy constraints associated with the site; and the community's density preference as expressed through policy and program statements in this Plan.
- LU2.1e** For all parcels subject to further subdivision, design review shall be required as a condition of tentative map approval.
- LU2.2a** Programs LU2.1a through LU2.1d also implement Policy LU2.2.
- LU2.3a** The County shall re-zone parcels zoned R-3:G-2, R-3:G-3, and R-3:G-4 to a planned residential district for the purpose of requiring design review on these parcels. The density established for the planned district shall be the same as allowed under the conventional zoning category.

3) ISSUE: Development in Historic Subdivisions

Objective LU.3:

To regulate the development of historic subdivisions so that the density, intensity, location and form of residential development is responsive to the inherent physical constraints and environmental amenities found on the development site.

Policies:

LU3.1 Historic Lots

Promote resubdivision, where feasible, of historic lots of record to insure that future development is responsive to the inherent physical constraints and environmental amenities of the site.

LU3.2 Design Review

Require Design Review of all subdivision improvements and residential construction in areas where the inherent physical constraints to development would present problems to future residents, or adjacent and nearby property owners.

Programs:

LU3.1a The County shall review the State Subdivision Map Act and make amendments to the County Subdivision Ordinance to modify and clarify the definition of a subdivision. Efforts will be made to classify a subdivision as any proposal to provide new access or combine lots in a historic subdivision.

LU3.2a The County will require Design Review for all new homes proposed on substandard lots of record. The intent is to ensure that new development is responsive to physical constraints of the site.

LU3.2b Developers will be required to submit a site plan which is consistent with the policy and program direction contained in this Plan. The location of buildings, other structures, and streets shall be consistent with the direction in the Community Plan.

Objective LU.4:

To promote lot mergers so that the existing pattern and density of development associated with historic subdivisions is modified to a level which is compatible with the environmental constraints of the area and development site, and furthers the goal of maintaining a semi-rural, small town residential character in the Planning Area.

Policies:

LU4.1 Lot Mergers

The County shall encourage owners of historic substandard legal lots of record to merge them to create new lots which conform to the current required minimum lot size, including the minimum lot sizes required by the County's Slope Ordinance.

Programs:

- LU4.1a The County staff will meet with applicants wishing to develop substandard lots to point out the effects of the Community Plan's policies and programs on construction and the advantages associated with lot mergers.

4) ISSUE: Housing Variety and Affordability

Objective LU.5:

To maintain the variety of housing accommodations and the social mix which characterizes the Tamalpais Planning Area.

Policies:

LU5.1 Housing Policies

Maintain the price distribution of existing housing as proposed in the Countywide Plan and County ordinances which are adopted to implement this housing objective.

Programs:

- LU5.1a Support tax relief measures and assessment procedures that will maintain the existing price distribution of housing in order to reduce the spiraling cost of housing which is driving out both persons on fixed incomes and middle income families.
- LU5.1b Support leased housing (e.g., Section 8) and other similar programs.
- LU5.1c Encourage non-profit housing organizations and the County to purchase vacant residential property for low and moderate cost housing.
- LU5.1d The County shall encourage implementation of co-housing and shared housing projects on parcels zoned for multi-family use.

Objective LU.6:

To provide additional rental housing opportunities for low and moderate income households and to facilitate home ownership by allowing additional income-generating property on single family lots.

Policies:

LU6.1 Second Units

Allow for the construction of Residential Second Units on residential-zoned lands in the Planning Area provided that said units do not conflict with the other stated objectives of the Community Plan.

Programs:

LU6.1a Second Unit Ordinance standards adopted for the Tamalpais Planning Area shall continue to be implemented.

LU6.1b The County Planning Department shall keep a record of all new second units and approvals for legalization of second units in order to monitor the cumulative effect of these units in the planning area.

5) ISSUE: Historic Subdivision Development on Paper Streets

Objective LU.7:

To insure that development and subdivision of historic subdivisions which contain paper streets does not result in less-than-adequate access and turn around facilities for fire suppression vehicles, and other service vehicles, or results in inadequate provision for on-street parking, fire hydrants, drainage facilities, existing vegetation management, soils conditions, landscaping and water courses. Furthermore, to insure that developments served by paper streets do not result in traffic burdens to adjoining and nearby established residential areas due to the absence of a traffic circulation plan when the historic subdivision was plotted.

Policies:

LU7.1 Paper Streets

A paper street will be defined as stated in the Marin County Code, Title 22.

LU7.2 Design Review/Paper Streets

When a vacant, unimproved legal lot of record, which is accessed by a paper street, is proposed for development and improvement, said development or improvement shall be subject to Design Review and the requirements for Design Review set forth in the County Code, regardless of parcel size or the zoning district in which it is located. The scope of Design Review shall include all access improvements.

Programs:

- LU7.1a The definition of a paper street is currently in the Marin County Code and should not be changed unless said change furthers the goals and policies of the Tamalpais Area Community Plan.
- LU7.2a The County shall continue to enforce the provisions of Section 22.82.027 of the Marin County Code, which in codified form is consistent with the objectives and policies of the Community Plan relative to paper streets.

6) ISSUE: Preservation of Cultural and Archaeological Resources

Objective LU.8

To preserve cultural and archaeological resources in the Tamalpais Community Plan Area.

Policies:

- LU8.1 Consistent with Countywide Plan Policies, preservation of historic buildings is encouraged.
- LU8.2 Consistent with Countywide Plan Policies, archaeological resources should be protected.

b. Commercial

1) ISSUE: Maintenance of a Sound Local-Serving Commercial Base

Objective LU.9:

To develop a mix of community-serving commercial uses which will enhance the attractiveness and economic vitality of existing commercial areas, while protecting the small scale community character.

Policies:

LU9.1 Resident-Serving Business

Commercial enterprises in the Tam Junction, Almonte, Laurel-Poplar, and Miller Avenue areas shall be primarily small scale resident-or local-serving businesses. A limited number of small scale visitor-oriented commercial development may be allowed to make local-serving commercial projects more economically feasible.

LU9.2 In-Home Business

To allow and encourage in-home small businesses.

Programs:

LU9.1a Amend the County Code to establish a zoning district which preserves and promotes primarily resident or local serving commercial businesses along Shoreline Highway between Tam Junction and Coyote Creek, and along the north side of Shoreline Highway opposite Tam Junction.

LU9.2a In-home small businesses (Home Occupations) shall be required to meet the standards and requirements of the Marin County Code.

c. Open Space

1) **ISSUE: Preservation of Wetlands and Bay Waters**

Objective LU.10

To protect the waters and marshlands of upper Richardson Bay, and the adjacent shoreline areas that separate development from the Bay. These buffer areas protect some of the most significant biotic, visual, recreational, and educational resources of the area, and also form a natural link to the lower Richardson Bay and San Francisco Bay ecosystem.

Policies:

LU10.1 Bothin Marsh

In view of the acknowledged regional values of the waters, marshes and shoreline areas of upper Richardson Bay, the County shall make a comprehensive effort to maintain and enhance long-term visual access to Bothin Marsh in order to protect the water-related habitat of the area and to establish it as a major gateway to the Tamalpais Planning Area.

LU10.2 Protect Wetland Habitats

Discourage intrusive or damaging access into sensitive wetland habitats.

LU10.3 Endangered Species

Any new development proposed in the Bothin Marsh area or Shoreline Area should take into consideration the possible presence of the Salt Marsh Harvest Mouse, the California Clapper Rail, and the Pt. Reyes Bird's Beak (plant).

Programs:

- LU10.1a The County shall seek to establish a permanent public marshside preserve adjacent to Bothin Marsh. This preserve would extend from Mill Valley City Limit to the Shoreline area. Preservation of these parcels shall be achieved either by sensitive development and/or acquisition.
- LU10.1b Through a variety of mechanisms, including acquisition and dedication of easements, the County of Marin shall ensure long term protection of the waters and marshlands of upper Richardson Bay.
- LU10.1c The County shall implement a park fee on new subdivisions, consistent with the provisions of the Quimby Act and other state legislation, to contribute funds to open space and parkland acquisition in the Tamalpais Planning Area.
- LU10.2a Developments on lands adjacent to wetlands and bay waters shall be required to provide habitat buffer zones adequate to protect the habitat value of wetlands and bay waters.
- LU10.2b The County, in cooperation with the San Francisco Bay Conservation and Development Commission, will make efforts to prepare and implement a program for on-going maintenance, enhancement and protection of publicly owned or controlled permanent open space area of Bothin Marsh and all area within the 100 foot shoreline band. This program shall limit intrusive access along salt marsh edges with buffers, fences or appropriate signage and encourage public access to less sensitive marsh areas.
- LU10.3a When development is proposed in the Bothin Marsh Area, or Shoreline area, a special study should be done by a qualified biologist, at the expense of the applicant, in order to determine the presence of sensitive species, particularly the Salt Marsh Harvest Mouse, the California Clapper Rail, and the Pt. Reyes Bird's Beak (plant).

2) ISSUE: Protection of Stream Courses and Associated Riparian Zones

Objective LU.11:

To protect the Coyote Creek, Reed Creek, West Marin Creek, and the Tennessee Valley Creek stream corridors and the contributing stream and drainage network, from their origins along the ridgelines and Marin Headlands to the principal point of discharge in the upper Richardson Bay.

Policies:

LU11.1 Stream Setbacks

Maintain a setback from stream courses adequate to accommodate anticipated storm water flows, and to protect associated riparian habitat from removal or destruction.

LU11.2 Storm Flows

Maintain stream courses and stream banks in a condition adequate to handle anticipated storm flows, while retaining sensitive riparian environment.

Programs:

LU11.1a The County Planning Department shall implement existing Countywide Plan policies for establishing stream setbacks to protect stream corridors and banks from loss of riparian vegetation and erosion.

LU11.2a The County shall identify and map degraded or damaged reaches of streams and target them for restoration or stabilization, as possible in conjunction with permits for new construction or alteration.

LU11.2b The County will retain existing unimproved water courses so that they are natural appearing, to the extent possible. Proposed roadways and driveways that would move surface drainage underground are to be discouraged unless it is imperative from an erosion and flood control standpoint. Undergrounding will not be allowed just to accommodate proposed development.

3) ISSUE: Protection of Trees, Vegetation and Wildlife Habitat

Objective LU.12:

To protect, where possible, within the urbanized community of the Tamalpais Planning Area, the populations, stands (groves), and heritage specimens of native species. These species include, but are not limited to coast live oak, redwood, madrone, and the habitats for common and familiar wildlife that they support.

Policies:

LU12.1 Native Vegetation

Native trees (native to the ecosystem of the area), and the habitats that they support, shall be protected from destruction or removal. However, should development or land improvements result in the

loss of any trees the County should require either replacement with similar size trees or 2-3 new native trees for each tree removed where physically feasible.

Programs:

- LU12.1a The County shall use the Design Review process to identify the location of any native trees on a development site and will condition the approval to either protect the native trees or require mitigation consistent with Policy LU12.1. Applicants will be required to show the location, type, and size of trees to be removed on their Design Review applications. When there is a one for one replacement, trees should be large enough to compensate for the loss of large mature trees.

Objective LU13:

To maintain a diversity of vegetation types and wildlife habitats on hillsides and ridges of remaining undeveloped lands, including those grasslands free of brush encroachments, as well as woodlands and coastal scrub.

Policies:

LU13.1 Open Space Management

Examine current management/maintenance arrangements and needs for existing public and privately-owned open space lands and explore alternatives for meeting management goals.

Programs:

- LU13.1a The TCSD and other local groups, such as the Homestead Valley Land Trust, which has a Maintenance Agreement with the County, will work directly with the Marin County Open Space District and National Park Service to establish a management and maintenance program for existing open space lands.
- LU13.2b Protect through fee, or less than fee, acquisition of undeveloped lands with acknowledged open space significance.
- LU13.2c In the event acquisition is unsuccessful, the Design Review process will be used to identify the vegetation and wildlife habitats of a site which contribute to its open space value, and efforts will be made to protect the values of these identified natural resources. The applicant will be required to identify vegetation and wildlife habitat as a part of the information required in a Design Review application.

Objective LU14:

To ensure the long term protection of all or portions of remaining undeveloped lands within the Tamalpais Planning Area that have been identified as having significant open space values.

Policies:

LU14.1 Open Space Preservation

To use a variety of mechanisms including acquisition and dedication of easements to ensure the long term protection of open space.

Programs:

LU14.1a Funding for acquisition of parcels with regional open space significance should be pursued from the Marin County Open Space District.

LU14.1b Funding for acquisition of parcels with local open space significance should be pursued through impact fees, local assessment districts or grant agencies.

LU14.1c Review tentative maps for subdivisions for their open space resources values. Portions of sites which contain open space resources shall be considered for preservation by clustering development.

LU14.1d Planning staff should work with the State Parks, National Park Service, and representatives from the Muir Woods Park neighborhood to identify parcels in this area which may be appropriate for acquisition as open space.

Objective LU.15:

To protect wildlife trails (right-of-way) which provide access for wildlife through private property for access to water and food sources.

Policies:

LU15.1 Wildlife Corridors

Development permits should include provisions to protect corridors for wildlife movement and dispersal where feasible.

Programs:

LU15.1a The County and TDRB, as part of Design Review, if appropriate, will request that an applicant provide information on the value of the project site as a wildlife trail or corridor. Any identified wildlife

trails or corridors should be protected as part of a Design Review approval.

d. Natural Hazards

1) **ISSUE: Reduction of Risk Associated with Natural Hazards**

Objective LU.16:

To minimize the hazards of natural and induced events, such as landslides, floods, subsidence, displacement of fill, and windthrow (of large trees), by regulating development and managing vegetation and its removal consistent with sound natural resource management and conservation policies.

Policies:

LU16.1 The County shall regulate new or altered development and vegetation removal to ensure that site preparation and construction do not contribute to erosion or slope failure, with resulting loss of life or property, loss of soils, sedimentation in streams, damage to downslope properties, downstream flooding, or siltation of wetlands. Development shall be located in the most accessible, least environmentally sensitive, and most geologically-stable area or areas of a development site, as balanced by considerations of open space and visual resource values.

Programs:

LU16.1a As part of project Design Review, the County may require the submission of geotechnical and hydrologic reports to assess the risk associated with proposed development relative to the site's natural hazards.

Objective LU.17:

To protect the Planning Area from danger to life and property caused by flooding.

Policies:

LU17.1 Vegetation Removal

All new developments in the Planning Area should be designed to minimize vegetation removal, soils compaction and site coverage.

LU17.2 Flood Plain

Only allow development within the 100-year flood plain which is consistent with the County's adopted Flood Control Ordinance.

LU17.3 Flooding Problems

Whenever possible, the County should inform the residents of the Planning Area of existing and potential flooding problems.

Programs:

LU17.1a The County will enforce the guidelines to development set forth in Program LU1.4d of the Community Plan.

LU17.2a The County will regulate development in the flood plain through the provisions of the County's adopted Flood Control Ordinance.

LU17.3a The County Office of Emergency Services will work with representatives of the Planning Area to develop evacuation plans for flood-prone areas and distribute information to affected residents, businesses, and property owners.

Objective LU.18:

To ensure that facilities needed to function in a natural disaster are not located in the flood plain or, if there is no other choice, that they are designed to function adequately under emergency conditions.

Policies:

LU18.1 Critical Facilities

Facilities designated as "critical" in the State's Emergency Preparedness Plan should not be located in the 100-year flood plain, or if no other choice is possible, shall be designed to function adequately under emergency conditions.

Programs:

LU18.1a The County's Office of Emergency Services should inventory facilities within the Planning Area's identified 100-year flood plain to determine if any facilities would be deemed critical in an emergency situation.

LU18.1b The County and TCSD will review all proposed uses of land in the 100-year flood plain to determine if the use is classified as "critical" as defined in the State's Emergency Preparedness Plan.

e. Public Facilities

1) **ISSUE: Ownership and Reuse of Publicly Owned Land and Facilities**

Objective LU.19:

To keep surplus public lands, including School District lands, in public ownership, while allowing some interim use of the property to provide the public agency some financial return on its land holdings.

Policies:

LU19.1 Surplus Publicly-Owned School Sites

Encourage the School Districts and other public agencies to retain public ownership of surplus school sites because of the recreation and other physical assets that they provide within the Planning Area.

LU19.2 Use of Publicly-Owned Land

Ensure that reuse of public school sites and other public agency lands is compatible with adjacent land uses and intensity of development in the immediate area.

Programs:

LU19.1a The County and representatives of the Tamalpais Planning Area shall meet with the School Districts and other public agencies to inform them of the Community Plan's policies relative to ownership and reuse of surplus sites and facilities.

LU19.2a Roadside businesses parked on public property outside of the road right-of-way shall be prohibited. For roadside businesses parked within the road right-of-way, the Department of Public Works, through its established programs and procedures, will work with any concerned individual or group regarding problems arising from such businesses as they relate traffic congestion, traffic safety and parking problems. Public Works should not issue any new permits for roadside businesses. Public Works will review any concerns raised regarding existing roadside businesses and will take any necessary action. Such action could include revocation of an existing permit, if necessary.

LU19.2b Rezone the Caltrans Corporation Yard (APN 052-185-01) to Public Facility (PF). If the corporation yard is offered for sale, the Community's first priority is for acquisition as a public commuter parking lot and alternative access for the Shoreline Office commercial area.

- LU19.2c The County shall rezone parcels currently owned by the Flood Control District and used for flood control operations as Open Area (OA). The County will limit the use of these lands for storage of fill and other dumped materials. The following parcels should be considered for rezoning 052-023-17, 24, 26, and 27, 052-042-40, 61 and 65.
- LU19.2d The privately-owned parcel used for public assembly, Tamalpais Valley Improvement Club, should be rezoned to OA (Open Area).
- LU19.2e When evaluating an application for a use permit for the improvement clubs and schools in the Planning Area (including TVIC, HVCA, and others), the value of these facilities to the entire community should be considered. Restrictions on the use permit should address the concerns of the surrounding residents, while allowing reasonable long-term use of the facility.

Objective LU.20:

To stipulate the use or reuse of all School District lands in the undesirable event that said sites are sold by the Districts.

Policies:

LU20.1 Development Plans for Surplus School Sites

School District sites which are sold should be used for some other use which benefits the public use, such as private schools, low density affordable housing, and child care.

LU20.2 Recreational Uses for Surplus School Sites

Future development plans shall preserve a majority of flat open space land on the site, and encourage land uses that provide social and recreational benefits to the public.

Programs:

LU20.1a If any public school sites are sold or redeveloped, the underlying residential zoning designation shall apply. Units should be clustered on a portion of the site in order to retain all of the existing playfields for public use. Clustered units of senior or low-income housing are strongly encouraged on the remainder of the property.

LU20.2a Flat open play fields shall be preserved for recreation use through public ownership, through easement dedications and/or fee title donation.

2. Specific Area Issues

a. Tamalpais Valley

The Tamalpais Valley neighborhood has the greatest number of parcels with subdivision potential in the Planning Area. A majority of the residential parcels in the neighborhood were subdivided in the early part of this century, and are riddled with the development problems associated with historic subdivisions. These problems include the substandard lots and paper streets which are located over hilly terrain with steep visible slopes, stream courses, and valuable woodlands.

Based on the community-wide objectives, policies and programs set forth in the preceding section the following specific steps should be taken in Tamalpais Valley to achieve the desired objectives.

1) ISSUE: Protection and Regulation of Parcels With Open Space Values

Objective: LU.21:

To rezone properties already secured as open space to an appropriate open space zone, and to identify parcels with development potential whose open space values need to be protected through regulation.

Programs:

- LU21.1a** Assessor's Parcel 52-100-12 is located along Tennessee Valley Road, behind the Daphne-Fernwood Cemetery. It has been dedicated to the Golden Gate National Recreation Area as permanent open space and is still zoned RMP-0.5. The property should be rezoned to OA.
- LU21.1b** Parcels along the Tennessee Valley Road Corridor are of local open space resource value. Special design regulations are needed to protect these values (see Figure 10). Valued open space areas and visual resources can be protected by locating and clustering development away from valued resource areas, and protecting the resource areas through the use of protective conservation easements.
- LU21.1c** Parcels along upper Shoreline Highway form the gateway to the coastal recreation areas and can be classified as a combination of local and regional open space resource value (see Figure 11). Uphill parcels needing access directly from Shoreline Highway are desirable for open space acquisition (Appendix K). Many desired open space objectives can be obtained by clustering development to avoid important open space and visual resource areas and placing protective conservation easements on the areas with open space value.

b. Tam Junction

Tam Junction is perceived as a balanced village core and gateway for the Tamalpais Planning Area, as well as the gateway to Mill Valley and West Marin. The most intensive development will be concentrated on the west side of the Junction area between Shoreline Highway and Flamingo Road. Development will occur in an orderly manner, reflecting both the desires of the Community and the goals of individual property owners as they react to market demands.

The Junction area, being split by the existing Shoreline Highway, has two components, the east and west sides. The concept for the east side includes a reorganization of the area to create open space, including the restoration and enhancement of the historic marsh and wetland areas, while allowing the redevelopment of residential, retail, office and service commercial uses. The west side would continue to have a variety of land uses, but those uses will be planned and developed as part of a cohesive village center concept. However, the type and intensity of future uses will be regulated based on development constraints, such as traffic, parking and sensitivity of adjacent land uses. The use limitations, design guidelines and standards of the RMPC zone will be used to regulated the type and intensity of future uses. The existing retail, office, service, commercial uses could be enhanced by other compatible uses, such as residential, that are consistent with the village core concept. Uses that do not contribute to the active life, both daytime and nighttime, of a village core are not included in the land use concept.

The circulation concept utilizes the existing roadway network and calls for specific projects such as street widening, turning lane additions, and parking improvements. It will resolve some of the traffic problems now experienced by the community.

1) **ISSUE: Tam Junction Site Planning Guidelines**

Several of the programs include "guidelines" to be applied to new development. A "guideline" is defined as "A general statement of policy direction around which specific details may later be established." Projects which deviate from the guidelines may be considered, if the proposal is consistent with the objective and purpose of the plan and the intent of the guideline. This flexibility is required in order to ensure that future projects are designed in accordance with the basic intent of the plan. When an F.A.R. is specified for a site, this should be considered a maximum. Site specific analysis may indicate a reduction in F.A.R. is necessary.

Objective LU.22:

To establish site planning guidelines for the Tam Junction area which will guide development so that the unique character of the existing natural and built environment is taken into consideration in the development process, and to insure that the semi-rural character of the area is maintained and enhanced.

LU22.1 The County should endeavor to improve the social, economic and environmental viability of the Tam Junction commercial area through

appropriate mechanisms which may include joint public/private ventures and the formation of assessment districts.

Programs:

LU22.1a The following site planning guidelines will be applied to all site plans submitted for master plan, development plan or Design Review within the Tam Junction area (see Appendix I).

Site Planning Guidelines

a) Scope of Master and Development Plans

- i) At the time any development is proposed for the Cala property, a master plan for the entire contiguous ownership shall be required. Existing uses or buildings may be incorporated in the master plan as existing.
- ii) At the time development is proposed for the Martin Brothers' Triangle area of the Junction a master plan and development plan for the area between the Shoreline Highway and the marsh, from Rosemont Avenue to Coyote Creek shall be required prior to project approval.

b) Building Setback, Height and Maximum F.A.R. Standards

- i) Buildings must be setback 15 to 30 ft. from the Shoreline Highway right-of-way. Setback should be landscaped and provided with pedestrian and bike path access, where appropriate. Parking areas should be separated from walkways with landscaped berms along Shoreline Highway and Flamingo Road.

ii) Building Height Limit

East of Shoreline - 15 feet, as measured from finished grade, except as noted in LU23.1b.

West of Shoreline - 30 feet, or two stories, as measured from finished grade.

iii) Floor Area Ratio Limit

East of Shoreline - Maximum of 0.35 (excludes Martin Brothers' Triangle)

Martin Brothers' Triangle - mixed residential/commercial (see LU23.1b)

West of Shoreline - Maximum of 0.35 to 0.40 (the higher F.A.R. may be allowed only if exceptional design and public benefit are achieved).

c) Building Placement

- i) Structures should reflect village core concept in scale and detail and consider adjacent structures and uses.
- ii) Vary placement of buildings along Shoreline Highway and Flamingo Road to avoid a monotonous linear streetscape.
- iii) Place buildings to provide visual access to marsh areas and Richardson Bay.
- iv) Commercial buildings located on adjacent parcels should be clustered. Freestanding buildings should be used to provide spatial variety and contrast.
- v) Commercial buildings should be clustered to create plazas and other useable public-oriented space.

d) Landscaping Requirements

- i) Use to breakup uninterrupted building mass, frame views to the marsh or hills, or to interrelate to adjacent development.
- ii) Use hedges, planted berms, islands, and fingers to reduce visual impact of parking areas. No berms should be used along the main roadways.
- iii) Require the planting of at least 3 to 10 trees per new commercial building directly on Shoreline Highway, to be planted along the street, and/or grouped closer to the buildings. This is required to soften the edifice appearance and to create a soft and beautiful streetscape.

On larger projects, proportionately more trees of mixed variety shall be required.

Require trees which, at maturity, shall be significantly tall and/or in proportion to the building height, in order to achieve the natural and softening effect.

- iv) At the ends of parking rows, provide divider islands 4 to 5 ft. in width with low growing shrubs or cover. Provide

one tree for every three parking stalls. Provide pedestrian walks through parking areas using paving elements.

- v) All new parking areas in the planning area should be planted such that 50% of the paved area will be shaded at mid-day within 15 years. Landscaping should accomplish three goals: shade, screening, and interest. The shaded areas should be distributed throughout the paved area.
- vi) Clearly define all parking areas and provide handicapped parking.

e) Architecture

- i) Traditional architectural elements, such as gabled, hip, or shed roofs are encouraged. Solid glass walls should not be used.
- ii) All mechanical equipment should be integrated into the building as an architectural element or screened from public view.
- iii) Use high quality roofing materials, such as sealed non-reflective metal, clay or concrete tile, and concrete or asphalt built-up composites are recommended. Flat roofs should be avoided.
- iv) Screen rear service and trash storage areas from view.
- v) Courtyards, atriums and other plaza-like spaces are encouraged.
- vi) Selective use of muted-colored awnings is encouraged.
- vii) Architectural materials should use natural colors which reflect the existing natural environment.
- viii) Underground all utilities.

f) Signage and Lighting

- i) Detailed guidelines for commercial, office, residential, restaurant, temporary, and specialty signs and graphics are set forth in The Tam Junction Design Guidelines (Appendix I) which should be used as the sign standards.
- ii) Signs should be designed for clarity and for compatibility with the surrounding environment.

- iii) Signs shall not exceed the height of the building which they advertise.
 - iv) Billboards are prohibited.
 - v) Standards for exterior building, pedestrian area, parking area and service area lighting are set forth in Tam Junction Design Guidelines.
 - vi) In general, exterior lighting should be unobtrusive.
 - vii) Horizontal lighting (lighting which borders signs) should not be allowed.
 - viii) Overhead lighting should be kept as low as possible and should be ground focused.
- g) Marsh Bay Views
- i) Key visual access to Bothin Marsh and Richardson Bay currently exists in three areas: 1) Martin property on Almonte Boulevard and 2) the Smith property and 3) the Coyote Creek Bridge in the vicinity of Tennessee Valley Road. Any future development on these sites should not obstruct or detract from these views.
 - ii) Along Shoreline Highway, any new commercial, office or residential development should: 1) be oriented to provide views towards the marsh and Bay, 2) be clustered to allow Bay and marsh views with controlled access between clusters, and 3) control landscaping to preserve and dramatize marsh and Bay views.
- h) Public Access
- i) Public access to the marsh should be provided only to the extent that it respects and enhances natural values.
 - ii) Foot or bicycle traffic in the marsh should be prohibited.
 - iii) Point access or view areas are preferable to continuous paths for controlled access.
 - iv) Paths providing access to the marsh and path edges should be clear and direct. Public access sites should clearly be marked on the site and at the nearest roadway.
 - v) Provide facilities for handicapped access and a small unobtrusive public parking area to the access point.

- vi) Continuous pedestrian access should be developed within the Martin Brothers' Triangle property in a manner which does not degrade the habitat value of nearby Bothin Marsh.

2) ISSUE: East Side Land Use

Objective LU.23:

To protect Bothin Marsh and its environs, while providing for the limited commercial needs of the Tamalpais Planning Area. It is a long range community objective, within fiscal practicabilities, to obtain as much of the portions of this area that are not otherwise preserved as private open space by acquisition for public open space (see Figure 15).

Programs:

- LU23.1a Martin Brothers' Triangle (APN 052-052-39) has long been a high priority for open space (1974 and 1981 Community Plan). Currently zoned RMPC, it is comprised of 4.6 acres of land currently used for building material storage. This parcel has the highest priority for acquisition as open space.
- LU23.1b Should the Martin Brothers' Triangle (APN 052-052-39) not be acquired as open space, it will be designated mixed land use incorporating both multi-family residential uses and commercial uses of up to 20,000 square feet of total floor area. Of this total amount of floor area, up to 5,000 square feet may be devoted to commercial development provided that the total traffic generation shall be of low intensity. Housing on this parcel should be consistent with the housing goals of the Marin Countywide Plan, with preference for housing of senior citizens and/or persons of moderate income needs, or both. Should both commercial and residential uses be proposed for this site, housing units should be developed above ground floor commercial uses to the extent feasible. The area in proximity to Bothin Marsh shall be preserved substantially as private open space.
- LU23.1c Bothin Marsh will be protected and preserved by establishing a buffer zone between the marsh and nearby development. The recommended framework for creation of the buffer zone is described in Appendix C.
- LU23.1e APN 52-181-05 - Lands of Smith: One single family dwelling unit, or transfer one dwelling unit to contiguously held land on opposite side of Shoreline Highway. Seek prioritization of this parcel by the Marin County Open Space District for public acquisition.
- LU23.1g APNs 52-052-05 through 09, 18, 22, 28, 29, 38, and 41 -Lands of Rezian, Webster, Hosfield & Danley, Chasten, Martin, Madden,

Theater, Berlenbach and Duquesne: Mixed retail commercial and office occupancies to be privately developed and/or redeveloped in accordance with adopted development and design guidelines.

3) ISSUE: West Side Land Use

Objective LU.24:

To continue to have a variety of land uses on the west side, providing those uses will be planned and developed as part of a cohesive village center concept. The existing retail, office, service, commercial uses could be enhanced by other compatible uses, such as residential, consistent with the village concept.

Programs:

LU24.1a Residential units on the west side of the Junction should be located on the second floor over commercial uses. Freestanding single family units are not appropriate in the village core concept.

LU24.1b Residential units should be incorporated in the design of commercial uses, using an architectural character that is part of or compatible with the surrounding buildings.

LU24.1c Residential uses in the village core area should include smaller, affordable units where feasible.

LU23.1d Uses that do not contribute to the village core concept, such as warehousing, storage or manufacturing, are considered inappropriate for the area.

c. Almonte

The Almonte neighborhood is primarily a residential area with the exception of the two small strip commercial areas located at Almonte Boulevard and Wisteria Way, and on Miller Avenue near Gomez Way. The Almonte residential areas development pattern is similar to that of Tamalpais Valley's hillside areas. Early subdivisions were platted in the same newspaper subscription program and roadways serving the area are narrow, twisting and steep.

The Almonte area's commercial areas are primarily local serving convenience goods stores. However, the expansion of these two commercial areas has become an issue because commercial expansion detracts from the semi-rural character of the neighborhood and has the potential to increase traffic on already congested streets.

1) ISSUE: Open Space Acquisition

Objective LU.25:

Lands desirable for open space should be purchased.

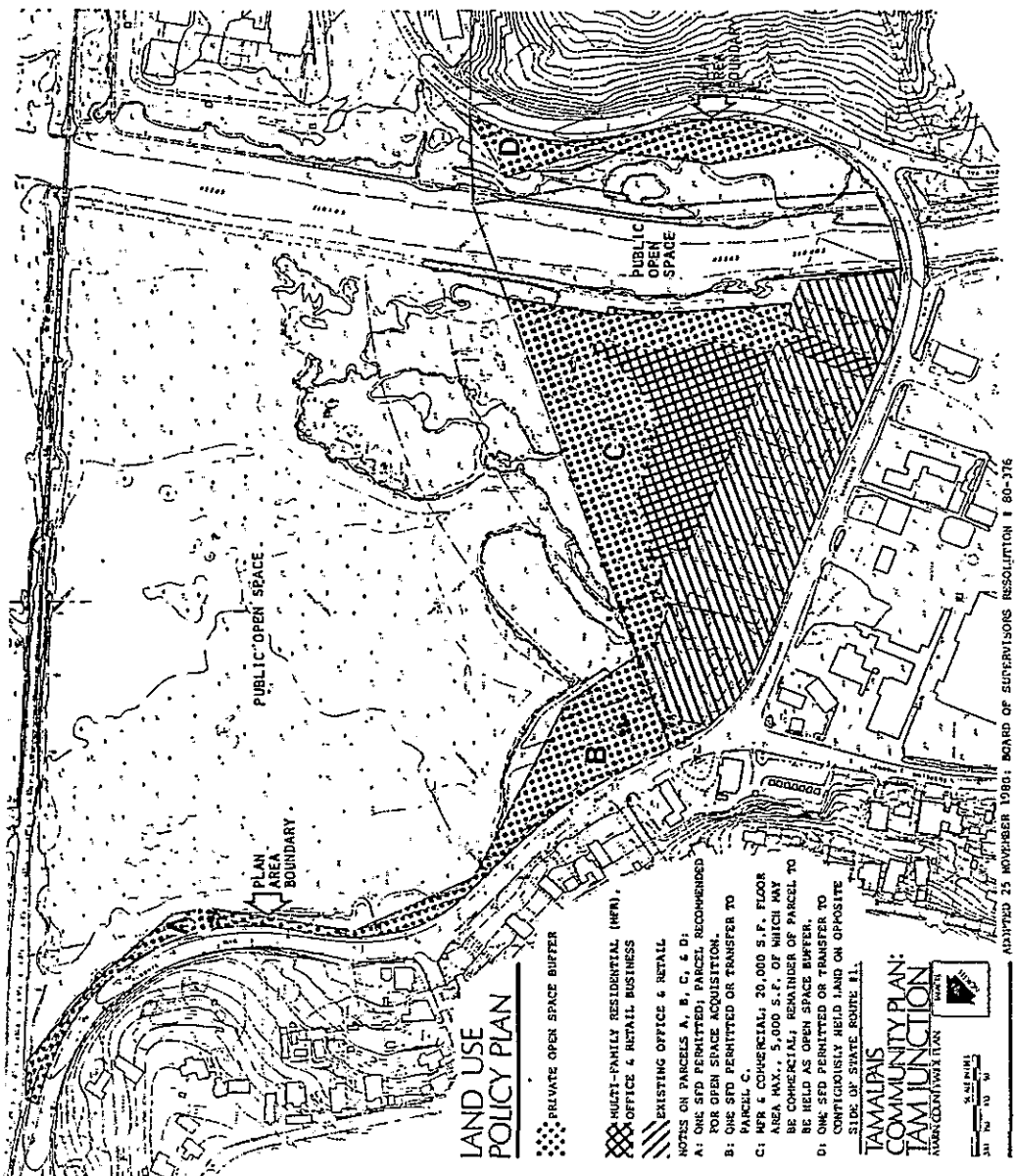


Figure 15

Tam Junction - East Side

Land Use

Source: Tam Community Plan, 1980

TAM AREA COMMUNITY PLAN

John Roberto Associates

2) ISSUE: Limitations on Commercial Expansion

Objective LU.26:

To prohibit any further commercial expansion in the Almonte Junction and Miller Avenue commercial areas through redevelopment or conversion of residential uses to commercial uses. Furthermore, the existing level of building intensity shall be maintained in order to focus commercial expansion in the Tam Junction area.

Programs:

LU26.1a The County shall rezone the currently designated commercial parcels in Almonte Junction and Miller Avenue to RMPC to encourage the mixed use of commercial and residential uses.

LU26.1b The County shall adopt an ordinance to amortize one legal, nonconforming business use in Almonte: Graham Garage (APNs 51-191-07 through 10). The length of the amortization period should be based on the economic life of the structure or for as long as the present ownership continues. Future use should be the same as the surrounding area.

3) ISSUE: Design Guidelines for Strip Commercial Areas

Objective: LU.27:

To establish design guidelines for the Laurel-Poplar area, the Almonte Junction and Miller Avenue commercial areas.

Programs:

LU27.1a The following commercial design guidelines shall be applied in the Laurel-Poplar, Almonte Junction and Miller Avenue commercial areas.

a) Permitted Uses

i) Uses which generate a minimum amount of visitor auto traffic, such as professional offices, shall be encouraged. High trip generating uses, such as convenience food restaurants, should be discouraged.

ii) A maximum of 50 percent of the building area on parcels within RMPC zoning shall be devoted to residential development.

b) Floor Area Ratio Limit - 0.30 F.A.R. maximum

- c) Building Height Limit - 30 feet
- d) Setbacks
 - i) Front Yard - Minimum of 25 feet.
 - ii) Side Yard - Minimum of 6 feet.
 - iii) Rear Yard - Shall be 20 percent of the depth of the lot as measured from the street, but shall not be required to be more than 25 feet.
- e) Parking and Access
 - i) All parking spaces shall be on the parcel, outside of the public street right-of-way.
 - ii) Driveways shall be consolidated and located on side streets.
- f) Architecture
 - i) The architectural character of new buildings shall be compatible with the semi-rural character of buildings in the area.

d. Homestead Valley

The Homestead Valley neighborhood shares significant constraints to development that exist on the steep hillsides and ridges in the Tamalpais Valley and Almonte neighborhoods, (i.e., substandard sized "newspaper" lots served by non-existent "paper streets", in some cases completely landlocked or accessible only by ten foot wide "paper lanes" too narrow and steep for vehicle access).

Since the previous Tamalpais Area Community Plan, approximately 80 acres of open and park space have been purchased by bond issue, CSA #14, and are managed by the Homestead Valley Land Trust through an agreement with the County.

1) **ISSUE: Residential Densities and Rezoning**

Objective: LU.28:

To rezone properties in the Homestead Valley neighborhood to achieve the objectives and policies of the Community Plan.

Programs:

LU28.1a The remaining larger undeveloped lots should be rezoned to conform to the minimum lot size required by the County's Slope Ordinance.

2) ISSUE: Protection and Enhancement of Existing Open Space Areas and Rezoning

Objective: LU.29:

To complete Homestead Valley's existing trail system, extending it to provide continuous access at an approximate elevation of 400 Mean Sea Level (MSL) laterally around the Valley.

LU29.1a Undeveloped parcels located near the trail system should be required to provide a trail easement if development occurs. The precise location can be negotiated and need not be its current location.

LU29.1b The County should continue its management agreement with the Homestead Valley Land Trust (HVLTL).

LU29.1c Planning staff should consider re-zoning the properties in the Camp Tamalpais Area to a planned district in order to effectively evaluate the potential impacts of additions to existing structures and the impacts of new development, particularly on parking availability and ingress and egress of emergency vehicles.

3) ISSUES: Fire and Treefall Hazard Reduction

Objective LU.30

To reduce the potential of wildfire hazard in the Homestead Valley posed by large contiguous stands of Eucalyptus forest and fields of broom.

Programs:

LU30.1a The HVLTL will work with the residents and landowners in their neighborhood to catalog and remove existing stands of eucalyptus trees which pose a risk to persons and property.

e. Muir Woods Park

Muir Woods Park is characterized by many constraints to development, including narrow twisting streets on steep slopes with insufficient width for emergency vehicle access and resident parking. There are also steep slopes with landslide and drainage problems. Moreover, development in the area must be served by individual septic tanks and drain fields.

1) ISSUE: Protection and Enhancement of Existing Open Space Areas

Objective LU.31:

To protect the significant local and regional open space values of the Muir Woods Park area. Many desired open space areas may be able to be pursued through clustering of development off of important open space lands and visual resource areas, and securing these lands through conservation easements.

Programs:

LU31.1a APN 46-161-10 totals ten acres on the south side of Panoramic with an average slope exceeding 40 percent. Given septic tank regulations a maximum of five units is possible. The community desires this site to remain open in appearance. The most buildable part of the site is on the ridge, which is contrary to community policy for development. The steep slopes and the particular drainage pattern of the area below the ridge will make it difficult to get many dwelling on the site.

LU31.1b The County will consider programs to acquire the many forested undeveloped parcels in close proximity to Mount Tamalpais State Park, Muir Woods National Monument and the lands of MMWD. Some of these areas are shown in Figure 12. In the event acquisition is not feasible, the County will implement design guidelines to ensure that new development does not harm the park and water district lands. The County Planning Department should identify and map the parcels contiguous to park lands.

f. Shoreline Area

The Shoreline area is a commercial area located on the northeast side of Highway 101 in the vicinity of the Stinson Beach/U.S. Highway 1 exit. Land use issues related to the area center around the issue of the intensity of land use to be allowed on undeveloped parcels if the primary objective of attaining these parcels as open space is not realized. Given the constraints of roadway traffic and peak hour congestion at the Highway 1 exit, combined with wetland and wildlife protection and the need for strong development design controls in this very visible and sensitive area, the intensity of future development is a complicated issue. However, the objectives and programs as well as the information the Shoreline Manzanita area development guidance (Appendix D) which follow do provide specific guidelines for land use and development in the Shoreline area.

1) ISSUE: Land Use and Development Intensity

Objective LU.32:

To secure all vacant and underdeveloped properties in the Shoreline area for open space use. If acquisition is not possible, strict land use and development

guidance shall be provided in the Community Plan. The highest priority uses for this area are: a well landscaped transit exchange for mini-buses to Stinson Beach and GGNRA, landscaped commuter parking, a shoreline park, nature observation and study center.

Programs:

- LU32.1a Consistent with the current zoning designations for the Shoreline area, BFC-R-C-R (Bayfront Conservation/Resort Commercial-Recreation Planned District); BFC-C-P (Bayfront Conservation/Planned Commercial); and C-P (Planned Commercial) development requires master planning of the properties. A master plan which allows for the joint planning of multiple parcels is encouraged. All publicly held lands should be zoned OA (Open Space). The primary purpose of these zoning designations is to create and protect resort and resort-oriented recreation facilities by controlling structure height and lot coverage and by permitting and enhancing public access to the shoreline recreation resources in the area.
- LU32.1b General commercial uses such as direct retail sales and services, should not be permitted in this area.
- LU32.1c Krystal property (APN 52-227-09), is less than 2.5 acres (some of which is under water) which includes a shoreline, tidelands and salt grass and pickleweed vegetation. A fenced corporation storage yard is currently on the site. The priority recommendation for this site is public acquisition.

Should the property be developed, the intensity of development shall be limited as follows:

- a) Floor Area Ratio - 0.35 (Maximum) of the dry land area, or 42,000 square feet maximum floor area whichever is less.
- b) Building Height - Maximum of 43 feet from Mean Sea Level (MSL). The purpose of this limit is to set maximum building height at a point equal to, but not greater than, 35 feet of building on top of 8 feet of fill. This means that if ten feet of fill is required, the building cannot exceed 33 feet.
- c) Landscaping - 50 percent of the dry site.
- d) Traffic impact costs shall be mitigated by developers.
- e) The BCDC line of highest tidal action should be dutifully represented as the outboard line of dry land for calculating Floor Area Ratio.

- f) Parking within the public streets should be used for public access.
- g) All off street parking should be contained within a structure.
- h) Use considered: A hotel.

LU32.1d Felton property (APN 52-227-02) consists of 38,000 square feet of undeveloped land within the Shoreline area. It is not directly adjacent to the waters of Richardson Bay, but is strategically located to provide a link within an extensive marshside park. The first priority for this parcel is acquisition as open space.

Should the property be developed, the intensity of development shall be limited as follows:

- a) Floor Area Ratio - 0.40 (Maximum) of the dry land area, or (15,200 sq. ft.).
- b) Building Height - Maximum of 33 feet measured from Mean Sea Level. This means that if ten feet of fill is required, the building cannot exceed 23 feet.
- c) Landscaping - Minimum of 30 percent of site (11,400 sq. ft.).
- d) Traffic impact costs shall be mitigated by developers.
- e) Office, restaurant and health spa uses.
- f) The BCDC line of highest tidal action should be dutifully represented as the outboard line of dry land for calculating Floor Area Ratio.
- g) Parking within the public streets to be exclusively used for public access.

LU32.1e Landor property (APN 52-247-01) consists of land above the line of highest tidal action. A heliport landing pad, two buildings of approximately 14,000 square feet, eleven houseboats and a parking area currently exist on the site. The priority recommendation for this site is public acquisition. Partial dedication to open space should be required if development of the site is approved.

Should the property be developed, the intensity of development shall be limited as follows:

- a) Floor Area Ratio - 0.30 (Maximum) of the dry land area, or 21,000 sq. ft. whichever is less.

- b) Building Height - Maximum of 33 feet measured from Mean Sea Level. The purpose of this limit is to set maximum building height at a point equal to, but not greater than, 25 feet of building on top of 8 feet of fill. For example, if ten feet of fill were required, the building would be limited to 23 feet.
- c) Landscaping - 30 percent of the dry site.
- d) Traffic impact costs shall be mitigated by developers.
- e) The BCDC line of highest tidal action should be dutifully respected.
- f) Parking within the public streets to be exclusively used for the public access.
- g) If underground parking is provided and the area which would have been dedicated to surface parking is retained in an open space type use, deviations from the height limit may be considered in order to accomodate parking. The increase in height allowed should not exceed 7 feet under the above circumstances.

2) **ISSUE: Development Guidelines for the Shoreline and Manzanita Areas**

Objective LU.33:

To provide physical and visual public access to the shoreline of Richardson Bay while achieving design excellence for the proposed projects in order to maintain or improve the quality of life in the area (see Appendix D). The land owner or development applicant should submit the information set forth in the guidelines which follow:

Programs:

LU33.1a Public Access Guidelines

- a) Include an inventory of shoreline resources found within the boundaries of the project site.
- b) Provide a management plan for the biological resources associated with the shoreline/marsh area adjacent to proposed development.
- c) Provide pedestrian and bicycle access to and along the shoreline.
- d) Provide access and amenities to the shoreline open space area for the handicapped.

- e) Provide points of visual access to the shoreline from buildings and between buildings.
- f) Provisions for public access shall not adversely impact wetland habitats.

LU33.1b Design Guidelines

- a) Conform to the zoning designation of the area.
- b) Include adequate on-site parking for the facilities.
- c) Restrict development to the dry land portions of the site.
- d) Prohibit development on the hillside areas west and south of Shoreline Highway in the Manzanita area.
- e) Development should be harmonious in scale with other development in the area.
- f) Maximize views from the buildings and pedestrian areas.
- g) Provide an open space area 100 feet in width from the edge of the shoreline, as measured from the BCDC line of highest tidal action to the first horizontal element of the proposed project, to protect the views and natural environment of the existing shoreline.
- h) The Manzanita area height limit shall be a maximum of three stories not to exceed 35 feet in height from finished grade on the west side of Shoreline Highway, and two stories or 25 feet on the east side. These limits indicate the maximum height of any new building or structure, including all rooftop mechanical equipment.
- i) Design attention should be given to all building elevations.
- j) The longest dimension of any building should be perpendicular to the shoreline to maximize views through the site. However, this guideline may be waived to achieve Guideline (g) above.
- k) Provide a minimum landscaped area of 30 percent for the Landor and Felton properties and 50 percent of the Krystal property, exclusive of any area bayside of the BCDC line at Highest Tidal Action.
- l) Provide screened and enclosed areas for waste collection and storage equipment.

- m) Roof materials should take into consideration effects on views from other sites, including from up above (e.g. Headlands Condominiums and U.S. Highway 101).
- n) Screen rooftop mechanical equipment and vents.
- o) Rooftop elements including solar collectors, skylights, and other potentially reflective features should be designed to prevent reflective glare.
- p) No rooftop radio, TV and microwave antennas and towers.
- q) Provisions for public access shall not adversely impact wetland habitats.

LU33.1c Circulation Guidelines

- a) Restrict vehicular circulation in the Shoreline area to the Shoreline Highway side of the development.
- b) Provide pedestrian and bicycle paths linked to the Shoreline path system.
- c) Provide easy access to public transit.
- d) Locate and conceal service areas and service access away from the shoreline side of structures.
- e) Provide landscaping in parking areas between Shoreline Highway and structures.
- f) Provide landscape elements which screen parking areas from Shoreline Highway.
- g) There shall be no signalized intersections in the area, except as allowed in the Transportation Element of the Community Plan.
- h) Landscape the Caltrans parcels to improve the gateway image to the planning area.
- i) Create an assessment district to develop and maintain the landscaped areas adjacent to Shoreline Highway in the Manzanita area.
- j) Install signs which prohibit the parking of any vehicle adjacent to the road surface of any arterial roadway in the Manzanita area. Parking will be allowed in designated areas only. All parking

areas shall have properly engineered and maintained pollution control systems for runoff.

- k) Prohibit any temporary commercial use along arterial roadways and their rights-of-way.

LU33.1d Landscape Guidelines

- a) Use drought-tolerant plants in landscaping.
- b) Landscape plans should relate both to the shoreline open space and to the entry and parking area on the Shoreline Highway side.
- c) Utilize a landscape plan that employs a mix of trees, shrubs, ground cover, and turf where appropriate.
- d) All landscaping must be low maintenance, water conserving, functional, and attractive.
- e) Provide live landscape materials in all landscaped areas.
- f) Provide automatic water conserving drip irrigation for all landscaped areas.
- g) Landscaping should provide solar access to buildings.
- h) Perimeter landscaping around parking areas shall have a minimum width of ten feet.
- i) Provide a landscaped roadside buffer of at least ten feet in width.
- j) Include a landscaped area between the property line and the Caltrans roadway surface.
- k) All utilities must be undergrounded.
- l) All mechanical or other equipment located in landscaped areas must be screened in a manner that makes them compatible with the landscape theme.
- m) All paving and paving materials must be compatible with building architecture.

LU33.1e Environmental Graphics and Lighting Program

- a) Develop a program of graphics, including signs for the Shoreline and Manzanita areas which will enhance the architectural and landscape design of the area and to improve the visual quality of the area. Environmental graphics should complement the design

of the buildings and other structures while providing information, and should not compete with the design quality of the architecture.

- b) Provide attractive area and building lighting which contributes to the safe nighttime use of the area by residents, employees or visitors. The lighting should contribute to the overall design quality of the area and enhance the building architecture and landscape. Specific lighting fixtures should be chosen for their good design in daylight situations, and for their contribution to the overall visual quality of the gateway area during the hours of darkness. Lighting fixtures which produce a glare for pedestrians or vehicle operators, or exhibit motion or simulate motion, shall not be allowed.

g. Manzanita Area

The Manzanita area is the primary entry gateway to the Tamalpais Planning Area, and contributes directly to the visual image and character of the community. The local community has strong concerns about development in this area and its effect on the wetland environment on the eastside and the hillside areas on the west side of Shoreline Highway, as well as the statement it makes about the character and image of the community. The area is one of the five commercial areas in the community and will continue to function as a multiple residential visitor commercial area.

The community has prepared development guidelines for both this area and the Shoreline area of the community. The development guidelines were summarized previously. The development guidelines for the Manzanita and Shoreline commercial areas can be read in their entirety by referring to Appendix D.

1) **ISSUE: Protection of Wetlands and Hillside Area and Maintenance of Community Image**

Objective LU.34:

To regulate land use and provide development guidance for new development in the Manzanita area with the objectives of preserving wetlands and hillsides, and enhancing the image of the community at its primary entrance point.

Programs:

LU34.1a Rezone the Manzanita area parcels, a portion of APN 52-182-02 (historic lot 22), APN 52-182-03 and APN 52-182-04, which are currently zoned R-3 to RMPC (Residential Multiple Planned Commercial) with an F.A.R. limit of 0.35 (35%). Expansion of the existing motel developments may be permitted by Master Plan.

LU34.1b The uphill side of Shoreline Highway forms an entrance to the Tamalpais Planning Area and also acts as community separator

between Marin City and Tamalpais Valley. When development applications are processed for APNs 052-182-01 through -03, clustering of units shall be required in order to maximize open areas on the site. The steep hillside portions of these sites should be dedicated as open space.

LU34.1c Parcel #52-211-01, and 52-231-01, 02, and 03 should be rezoned to RMPC-0.1 (Residential Multiple Planned Commercial, one unit per ten (10) acres) to reflect the density allowed under the historic zoning plus slope constraints. The Community Plan identifies these parcels as significant open hillside area and County separator. The RMPC-0.1 zoning allows for clustering density and leaving the majority of the site open. The establishment of additional commercial uses shall be discouraged.

LU34.1d The Caltrans Corporation Yard (APN 052-185-05) is currently used for storage of road maintenance and emergency vehicles. If Caltrans, in the future, decides to sell this property, the community's first priority is for acquisition as a public commuter parking lot and alternative access for the Shoreline Office commercial area. Any development should preserve the marsh characteristics of the site.

E. LAND USE CATEGORIES

Listed below are the basic land uses provided for in the Community Plan. Each land use category includes a description of the type, density and intensity of use expected therein. The category descriptions also contain some of the criteria used in assigning their relative locations within the Planning Area, and the objectives which each category is expected to achieve. The Future Land Use maps, Figures 16-20, show the planned distribution of general land uses within the Planning Area.

1. Residential

Each residential land use category includes a population density range expressed in dwelling units per gross acre. The actual number of dwelling units permitted for any given residential parcel will be dependent on the environmental constraints of the site, traffic safety and parking characteristics of the roadways, community design issues, and the development and conservation objectives to be achieved.

The categories of residential land uses provided for in the Tamalpais Area Community Plan are formulated so as to protect the visual character and quality of life in the Planning Area's residential neighborhoods. The density and intensity of future residential development on existing vacant parcels of land on the hillsides and ridges of the Planning Area are to be strongly regulated and severely limited so as to protect the natural features, visual image and open space character of these areas. The following sets forth the permitted land use, building types and concentration of use in each residential category found in the Community Plan.

Single Family - Rural (0.1 to 2.0 Units/Gross Acre)

The single family rural residential category is applied to those lands which are characterized by strong environmental constraints to development or contribute significantly to the visual image and rural character of the Planning Area. This land use category is intended to provide a density and intensity of residential development which will maintain the natural features of the land and associated vegetation.

The lands designated on the Future Land Use map as single family - rural areas are to be improved with single family homes on various large lot sizes. Some of the existing parcels within this category are large and it is possible to cluster detached dwellings on separate individual lots to avoid environmental constraints and to further the Community Plan's open space objectives. The maximum number of units to be allowed on each parcel of land within this category will be based on the environmental constraints of the parcel (e.g., slope, unstable soils, stream courses, tree clusters and etc.) and open space objectives associated therewith.

The only land uses to be allowed within category include single family detached homes on individual lots, roadways, driveways, parks, trail easements, utility installations, and home occupations which are incidental and accessory to the allowed use.

Single Family - Semi-Rural (2 to 4 Units/Gross Acre)

The single family - semi-rural designation is assigned to those residential properties which are located primarily in the upper elevations of Muir Woods Park, Tam Valley and portions of Homestead Valley. Many of these properties are already developed, but there are some large parcels and historic subdivisions found within these areas. Much of the land on the upper elevations is visible from the major roadways in the Planning Area, and, as such, forms the visual backdrop to the community. In order to preserve the unique visual qualities of these lands, development is to be limited to a density of two to four dwelling units per gross acre or less.

In order to maintain the visual qualities of the lands at the higher elevations, the County intends to review the building location, building size, roadway access, and exterior design of structures proposed for vacant lots in the area. The County may also consider the effects of new development in this area on the public health and safety issues related to site improvements.

The population density of new development in the Single Family - Semi-Rural area will not exceed on the average ten persons per gross acre. The primary land use to be allowed within this category is single family detached homes on individual lots. However, some attached units may be allowed provided the density (i.e., units per gross acre) is not exceeded. Other uses allowed within this category include: roadways, driveways, parks, trail easements, utility installations, and home occupations. Other uses which may be permitted, provided a use permit is applied for and granted, include: schools, libraries, museums, churches, retreats, monasteries, convents, golf courses, tennis courts and other similar noncommercial recreational uses, and day care centers for six or more children.

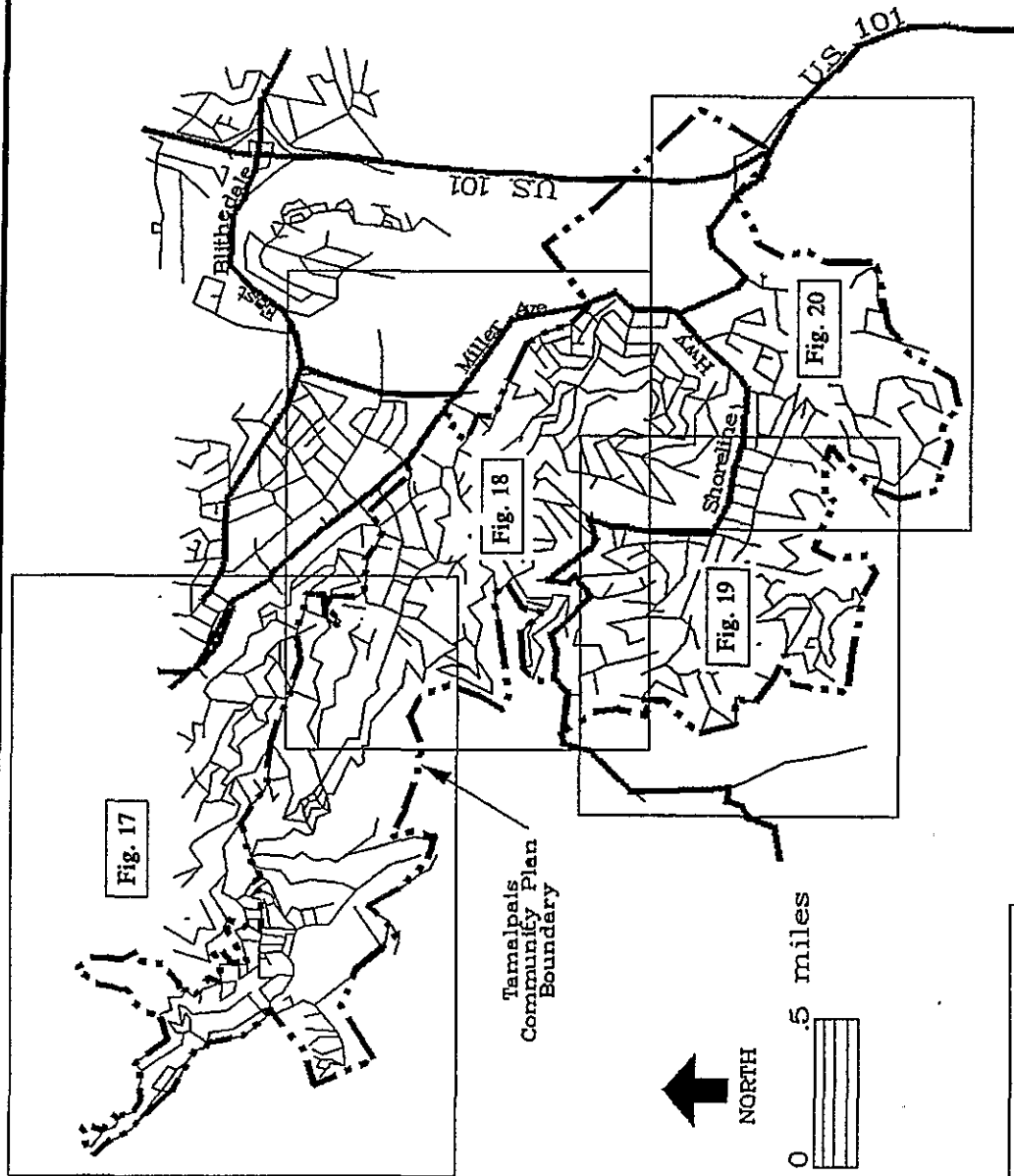
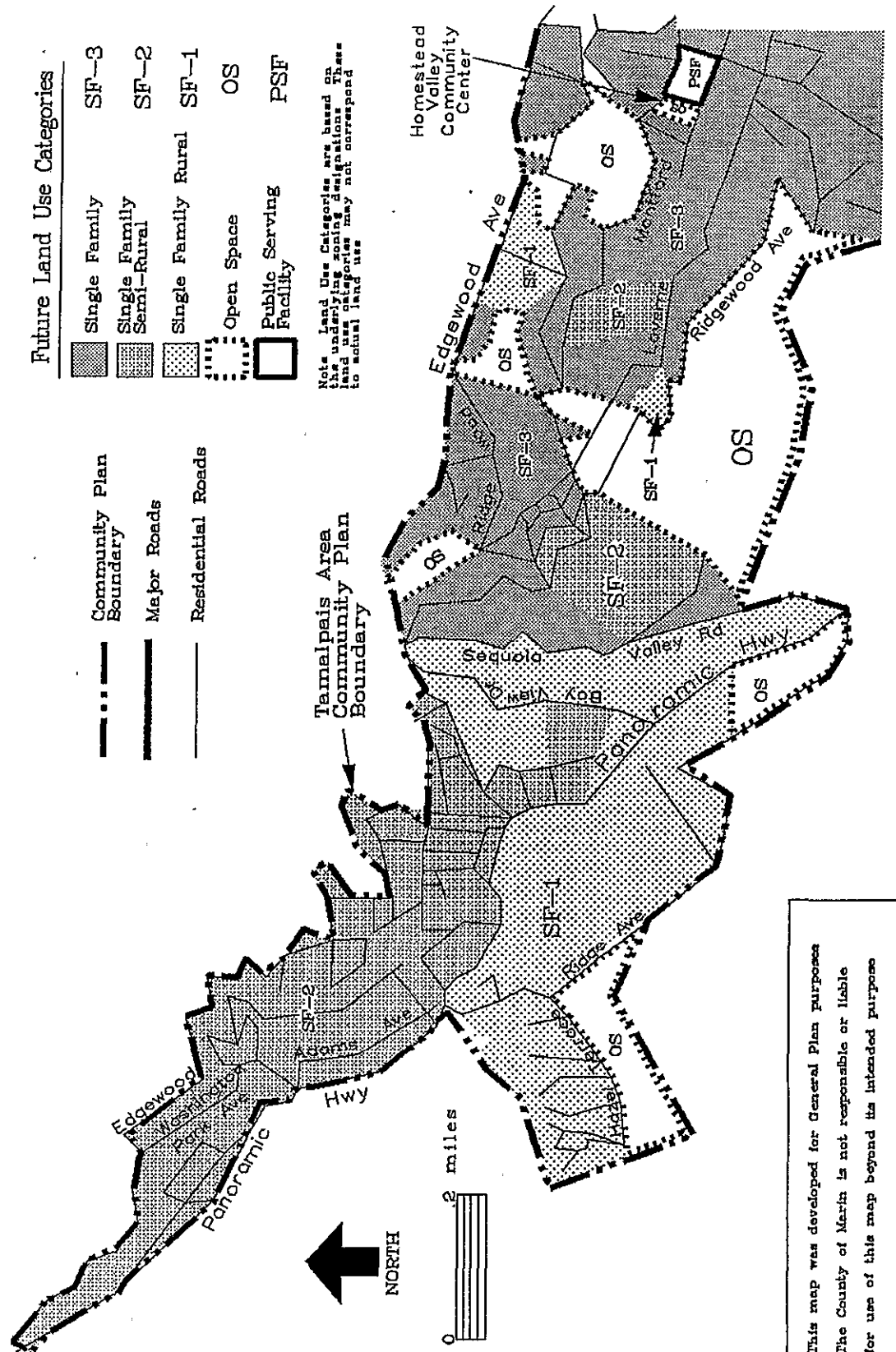


Figure 16
Overview Key to Future Land Use
Source: County of Marin, 1990

**TAM AREA COMMUNITY
PLAN 1990**
John Roberto Associates

Tamalpais Area Future Land Use Categories

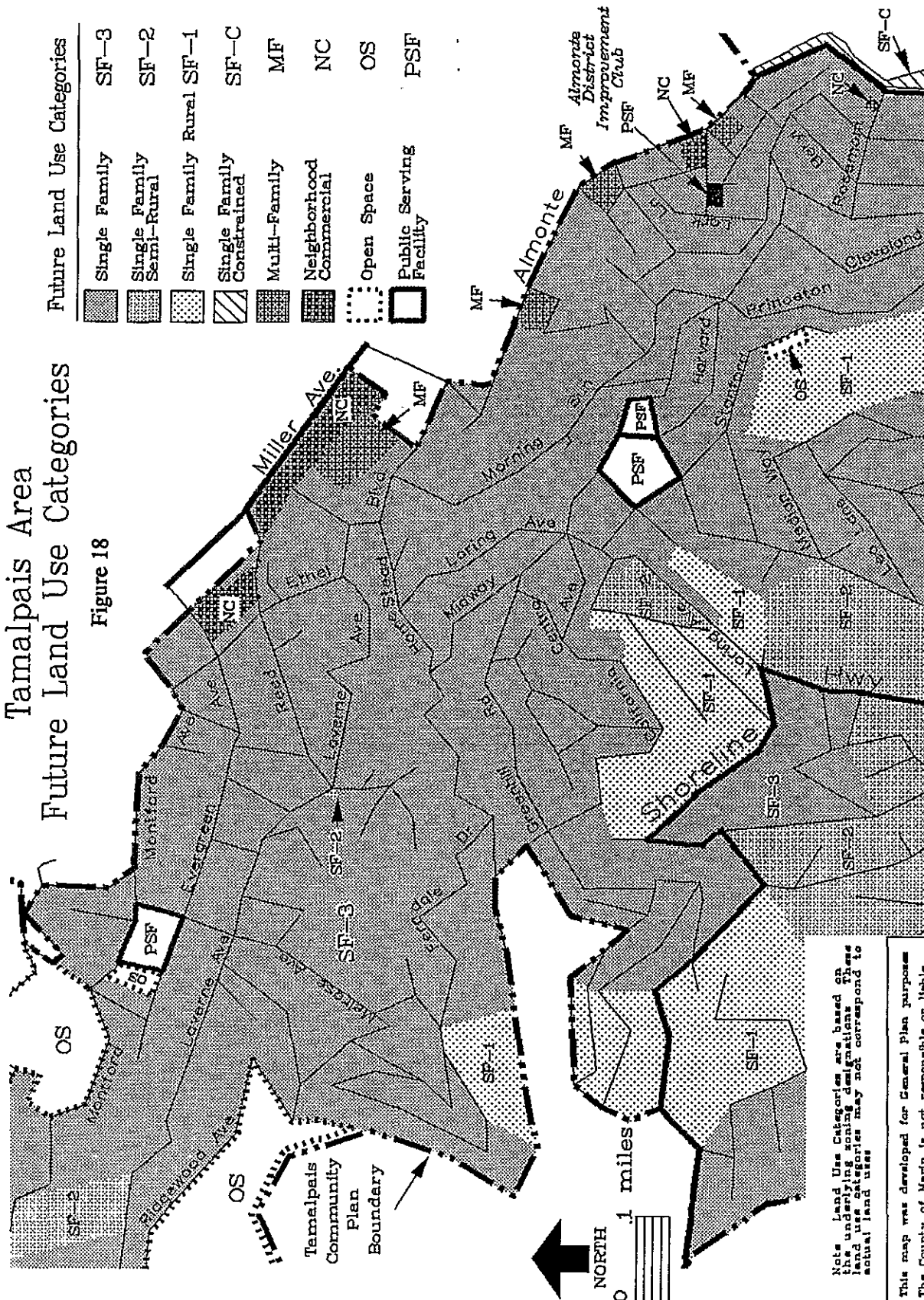
Figure 17



This map was developed for General Plan purposes. The County of Marin is not responsible or liable for use of this map beyond its intended purpose.

Tamalpais Area

Figure 18



Note: Land Use Categories are based on the underlying zoning designations. These land use categories may not correspond to actual land uses.

This map was developed for General Plan purposes. The County of Marin is not responsible or liable for use of this map beyond its intended purpose.

Tamalpais Area Future Land Use Categories
Figure 19

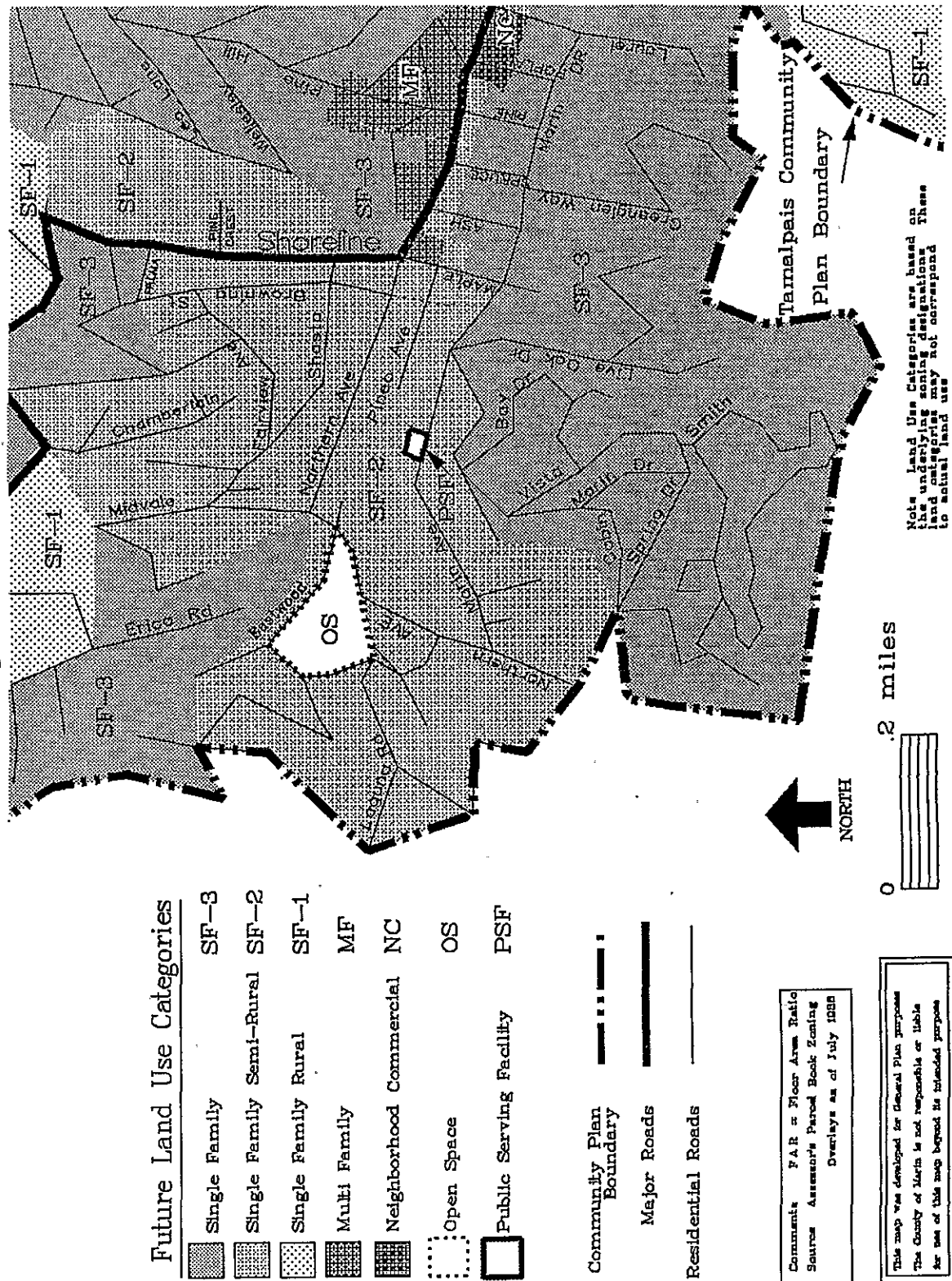


Figure 20



III - 84

Single Family Residential (> 4 Units/Gross Acre)

The single family residential category is assigned to those residential areas within established neighborhoods which are characterized by single family detached homes on individual lots. The majority of new parcels in this category would have a minimum lot size of 7,500 square feet. However, some larger lots may be found in this area due to environmental conditions or topography.

There are existing lots within this category that are smaller than 7,500 square feet because they were created prior to the adoption of the County's Subdivision Ordinance. The intent of the Community Plan is to take whatever legal opportunities are available to encourage owners to either merge or resubdivide these substandard vacant lots so that they meet the current minimum of requirement of 7,500 square feet.

The population density of new development in the single family residential category shall not exceed an average of 18 persons per gross acre. Land uses to be permitted include single family detached dwellings, roadways, driveways, parks, trail easements, utility installations and home occupations. Other uses which may be permitted by use permit include: schools, libraries, museums, churches, retreats, monasteries, convents, golf courses, tennis courts and similar noncommercial recreational uses, and licensed day care centers for six or more children.

Multi-Family Residential (5 - 30 Units/Gross Acre)

The multi-family residential category is primarily assigned to residential lands near or adjacent to commercial areas or along heavily travelled arterial and collector streets. The predominant form of residential development is expected to be attached multi-family units, located within walking distance of commercial areas and near transit stops. This pedestrian orientation is anticipated to reduce the need and dependence on the automobile for daily shopping and travel to work trips.

Multi-family units are to reflect in design, bulk, height, and mass the single-family character of the Planning Area. The population density is not to exceed on average a maximum of 45 persons per gross acre. Land uses to be permitted in the category include: duplexes, triplexes, group dwellings, apartments, condominiums, licensed family care, parks, playgrounds, schools and other public uses.

2. Commercial Land Use Categories

The residents of the Tamalpais Planning Area want to maintain the small semi-rural scale and character of the commercial areas found within the community. It is recognized that the commercial uses in the Shoreline and Manzanita areas may be somewhat regional in nature, but other commercial areas, such as Tam and Almonte junctions and the Miller Avenue area, are to be limited to local serving commercial enterprises.

Trademark design buildings associated with many retail, food, and beverage service businesses (e.g., McDonalds, Jack in the Box, International House of Pancakes, etc.) will not be allowed in the Planning Area's commercial districts. The categories of commercial land use provided for in the Community Plan recognize the diverse functions and roles

each of the commercial areas will play in the Planning Area. The following describes the building types and intensities allowed in each area, and the types of commercial uses deemed appropriate in each area.

Mixed Residential Planned Commercial

This commercial area is located at the cross roads of Shoreline Highway and Almonte Boulevard (Tam Junction), and is planned to be the retail core of the Planning Area. Commercial use shall be primarily resident or local serving businesses. A limited number of visitor-oriented commercial uses may be allowed to make local serving projects more economically feasible. A mixture of single-family and multi-family uses are also allowed in the area.

Tam Junction is split by Shoreline Highway, creating two components, the east and west sides. The planned land use concept for the east side includes a reorganization of the area to create open space, including the restoration and enhancement of the historic marsh and wetland areas, while allowing primarily the redevelopment of retail office and service commercial uses. The west side would continue to have a variety of land use, but those uses will be planned and developed as part of a cohesive whole as a village center. The existing retail, office, service, and commercial uses could be enhanced by other compatible uses, such as residential where consistent with a village core concept.

The intensity of commercial development on individual lots or development sites could have floor area ratios (F.A.R.) east of Shoreline Highway up to 0.35 and west of Shoreline Highway up to 0.40. Furthermore, the height of buildings east of Shoreline Highway shall not exceed a maximum of 15 feet and west of Shoreline Highway shall not exceed a maximum of 30 feet, or two stories over parking measured from finished grade.

In the Tam Junction area, building heights on the west side of Shoreline Highway will be limited to two stories not to exceed a height of 30 feet from finished grade. The building height limit on the east side of Shoreline Highway will be limited to two stories not to exceed a height of 15 feet from finished grade.

Multiple Residential - Visitor Commercial

The multiple residential - visitor commercial category in the Manzanita area is intended to provide an area within the community where visitors to Marin County and its recreation resources can find lodging and meals, and take advantage of transit options to the recreation areas of Mount Tamalpais and west Marin. However, commercial retail or office uses not directly subsidiary to the principal visitor use will not be allowed in this area. Multiple family housing is an appropriate and acceptable use within this land use designation.

Commercial enterprises expected within this land use category include: motels, hotels, inns, and restaurants, which are not freeway or roadway oriented but draw clientele from overnight visitors or the immediate Planning Area. Other visitor-oriented services, such as transportation facilities, may be appropriate but would first require applying for and obtaining a Master Plan approval.

Shoreline Commercial

The Shoreline Commercial area is expected to provide a mixture of open space and commercial uses. Many of the undeveloped and underdeveloped properties in the area have high wetland and visual corridor values. Commercial development appropriate for this area includes office, restaurant, recreation and some limited retail commercial activity.

Commercial floor area on properties in the Shoreline area will be allowed an F.A.R. range of 0.30 to 0.40 depending on the parcel. The building height limit is by parcel due to the visual corridor value of the area, and height limits range from 33 to 43 feet depending on the parcel. The height of all buildings in the area is to be measured from mean sea level.

Neighborhood Commercial

The Almonte Junction, Laurel-Poplar area and Adler Avenue commercial areas are categorized as neighborhood commercial. The neighborhood commercial land use designation is intended to allow a very limited number of commercial uses within predominantly residential areas. The land use designation will allow properties so classified to either be improved with residential units or limited commercial uses which are compatible with residential areas. A mixture of residential and commercial uses are desired within buildings, but no existing residential building will be allowed to convert solely to commercial use. Commercial uses which generate a minimum amount of visitor auto traffic, such as professional offices, shall be encouraged. High automobile trip generating uses, such as fast food outlets, will not be allowed.

Commercial uses which are compatible with residential areas would not result in traffic impacts any greater than if the property were improved residentially. Compatibility implies that neighborhood commercial uses would not result in noise, odor, light, glare, or aesthetic impacts that would conflict with the quality of the residential environment.

Neighborhood commercial areas provide convenience goods and services to local residents without disrupting the residential character of the area. They are necessarily small in size and often times may consist of a single "mom and pop" store, barber shop, beauty salon, shoe repair or small professional office.

Commercial development in this category will be limited to an F.A.R. of 0.30 and the building height limit shall not exceed 30 feet from finished grade.

3. Parks and Open Space

This land use category has been applied to existing parks, recreation facilities and natural open space areas. The open space areas identified as contributing to the Planning Area's natural setting and image are identified in the Open Space Opportunity Areas maps in this Plan.

Lands belonging to the Tamalpais Land and Water Company (TLWC) were quit claimed to the HVLTC in 1989. Although these lands have not been identified by mapping, they

include many paper streets, lanes, and intermittent parcel separations of the TLWC's subdivision, which remain undeveloped due to severe constraints.

Areas designated as open space and parks are not intended to be developed with anything other than small structures which further the purpose of the open space areas or parks. No commercial enterprise or structure will be allowed in these areas. The parks will only be improved with facilities for which they were intended (e.g., tennis courts, playfields etc.). Open space areas might be improved with trails, picnic areas, or viewing platforms.

4. Public Facilities

This category is a catch-all for all public and public serving lands and uses. Existing public buildings, including schools, are so designated. Examples of these include elementary schools, the Caltrans storage yard, commuter parking lots, and flood district land.

The intensity of development allowed on the public facilities parcels will be determined as to the type of function or purpose these facilities were constructed to meet. As an example, a school site would have a far greater intensity than the flood control parcels.

IV. TRANSPORTATION ELEMENT

A. BACKGROUND

The Transportation Element of the Tamalpais Area Community Plan is the Element most closely aligned with the Land Use Element. State law mandates that the Transportation Element contain the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public utilities and facilities, all correlated with the Land Use Element. The term "correlation" in planning law means the Transportation Element must set forth standards and proposals for roadway modifications and improvements which are related to the existing use of land in the community, and changes in demand on the various roadways as a result of changes in the use of land associated with the Land Use Element. Furthermore, correlation includes a workable program for funding anticipated and planned roadway improvements.

The Transportation Element of the Tamalpais Area Community Plan describes the existing and future conditions of the roadway network, parking supply and demand, transit service and patronage, bikeways and urban trails, and truck routes in the Planning Area. Public utilities and facilities conditions and needs are set forth in Chapter V of the Community Plan.

Future traffic conditions are based upon the assumptions regarding build-out of the Planning Area, including the City of Mill Valley and growth anticipated in West Marin. Travel demand forecasts are directly related to land use forecasts because of the interdependence of the land use and transportation elements. The Transportation Element considers the variety of travel purposes in the Planning Area, including home-to-work trips, whose peaking characteristics most heavily burden the transportation system, and non-work travel trips, such as for shopping, education, and recreation purposes. The Element identifies potential transportation issues, describes their nature and scope, forecasts future conditions and problem areas, and proposes solutions or mitigation measures.

The Tamalpais Planning Area is faced with many of the same problems facing other Marin County and Bay Area communities. These include weekday peak period traffic congestion, commuter traffic overflowing on to local and collector streets from arterial streets, and inadequate parking supply in the shopping areas and commuter parking lots. The area serves as a conduit for heavy visitor traffic to regional parks and beaches on weekends. The County has no jurisdiction over these facilities or over the area's major arterial, Shoreline Highway, making effective planning difficult. Several intersections in the Planning Area operate poorly and are frequently congested on weekends as well as weekday peak periods. These intersections are located along the major access route to the Planning Area, Shoreline Highway. The roadway has severe constraints to widening, which make it difficult to reduce traffic congestion. In other parts of the Planning Area, narrow and/or steep roadways pose potential vehicle, pedestrian and public safety problems, particularly when vehicles are parked along the narrow roadway shoulders. In many of the hillside residential areas, insufficient on-site parking results in the parking of vehicles on shoulders, and makes enforcement of parking regulations difficult.

B. EXISTING CONDITIONS

1. Roadway Network

The Tamalpais Planning Area lies west of U.S. Highway 101, the major freeway connecting Marin County to San Francisco to the south and Sonoma County to the north. Two freeway intersections connect the Planning Area to U.S. Highway 101 and provide access to areas east of the freeway: Shoreline Highway/State Route 1 and East Blithedale/Tiburon Boulevard (see Figure 21).

Major routes within the Planning Area include Shoreline Highway/State Route 1, Almonte Boulevard, and Miller Avenue. The most heavily traveled roads to and from the recreational areas on Mount Tamalpais, the GGNRA, and Point Reyes National Seashore are Shoreline Hwy., Panoramic Hwy., and Sequoia Valley Road. The more heavily used residential streets include Muir Woods Road, Tennessee Valley Road, Marin Avenue, Loring Avenue, and Pine Hill Road/Wellesley Avenue. No new major roadways are planned or envisioned in the foreseeable future (see Figure 22).

The worst traffic conditions occur on the weekends. Since local governments have little control over the number of visitors to recreational destinations, the plan focuses on weekday conditions. Policies and programs which can help to reduce weekend traffic conditions are also included in the plan.

2. Operational Characteristics

Segments of the arterial roadways in the Planning Area were analyzed using 24-hour traffic volume data. Table 2 shows the location, data and total 24-hour volume for each segment. These locations and days were chosen to be representative of both weekday commute traffic and weekend recreational traffic (see Appendix E).

- a. Shoreline Highway/State Route 1 (east of Almonte Boulevard) has high eastbound volumes. The eastbound volumes are higher on Thursday than the westbound volumes from 4 pm - 8 pm. The highest volumes are in peak commuting hours of 7 am - 9 am. The volumes on Saturday are slightly heavier westbound in the morning and heavier eastbound in the afternoon and evening.
- b. Miller Avenue (between Camino Alto and Almonte Boulevard) has a fairly even travel pattern east and west all day, although it experiences slightly higher eastbound movement toward Highway 101 in the morning and a higher westbound movement in the evening.
- c. Panoramic Highway (south of Muir Woods Road) has heavier north-bound traffic volumes from 8 am - 4 pm on the weekends. However, on Sunday evenings there is a higher number of southbound travellers from 4 pm - 9 pm.
- d. Sequoia Valley Road (north of Panoramic Highway) has two-directional counts. The counters were not broken up by direction, so the two directional counts for a weekday, Saturday, and Sunday in August, 1984 were plotted. The weekend recreational traffic is higher than the weekday traffic.

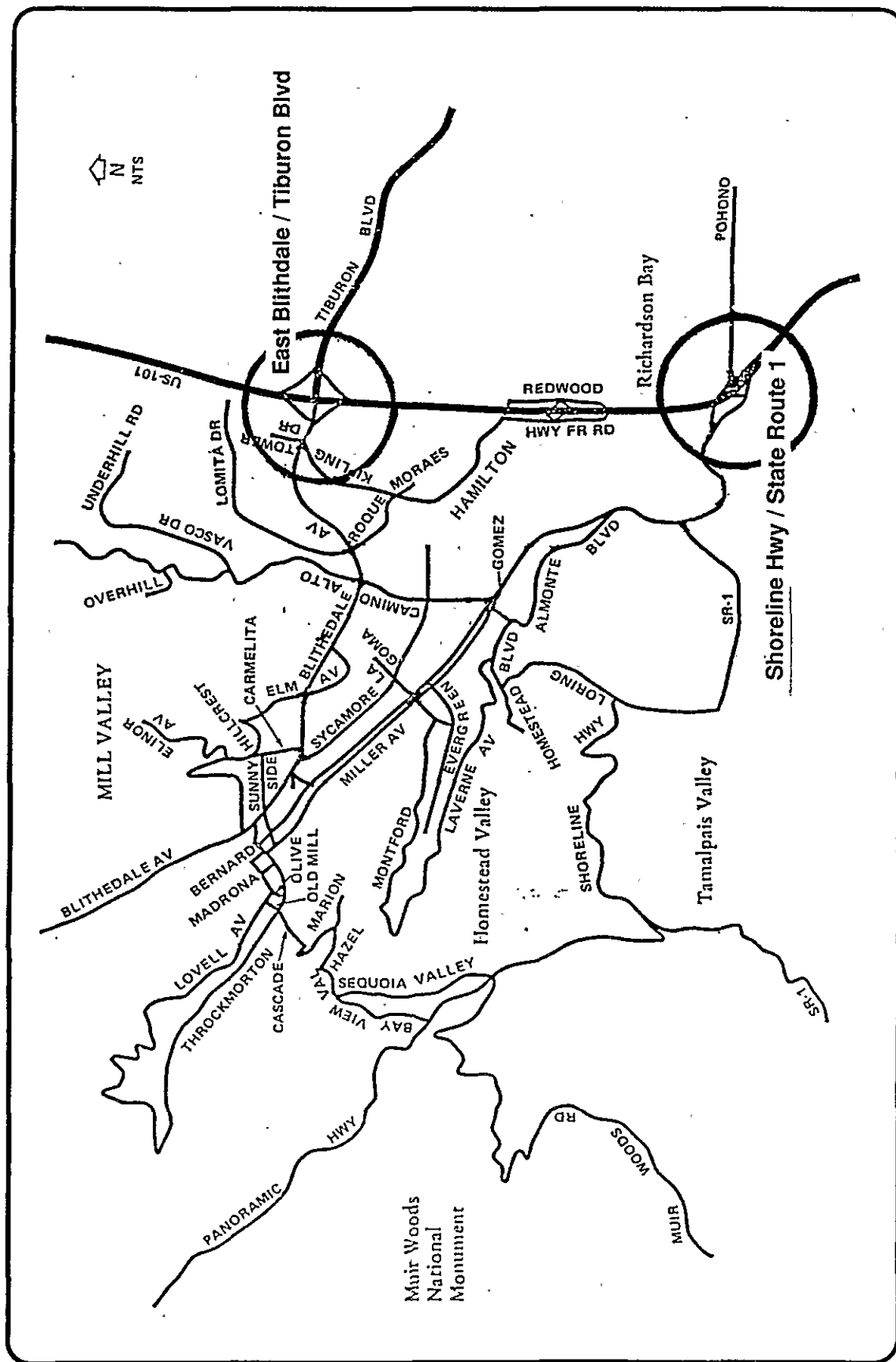
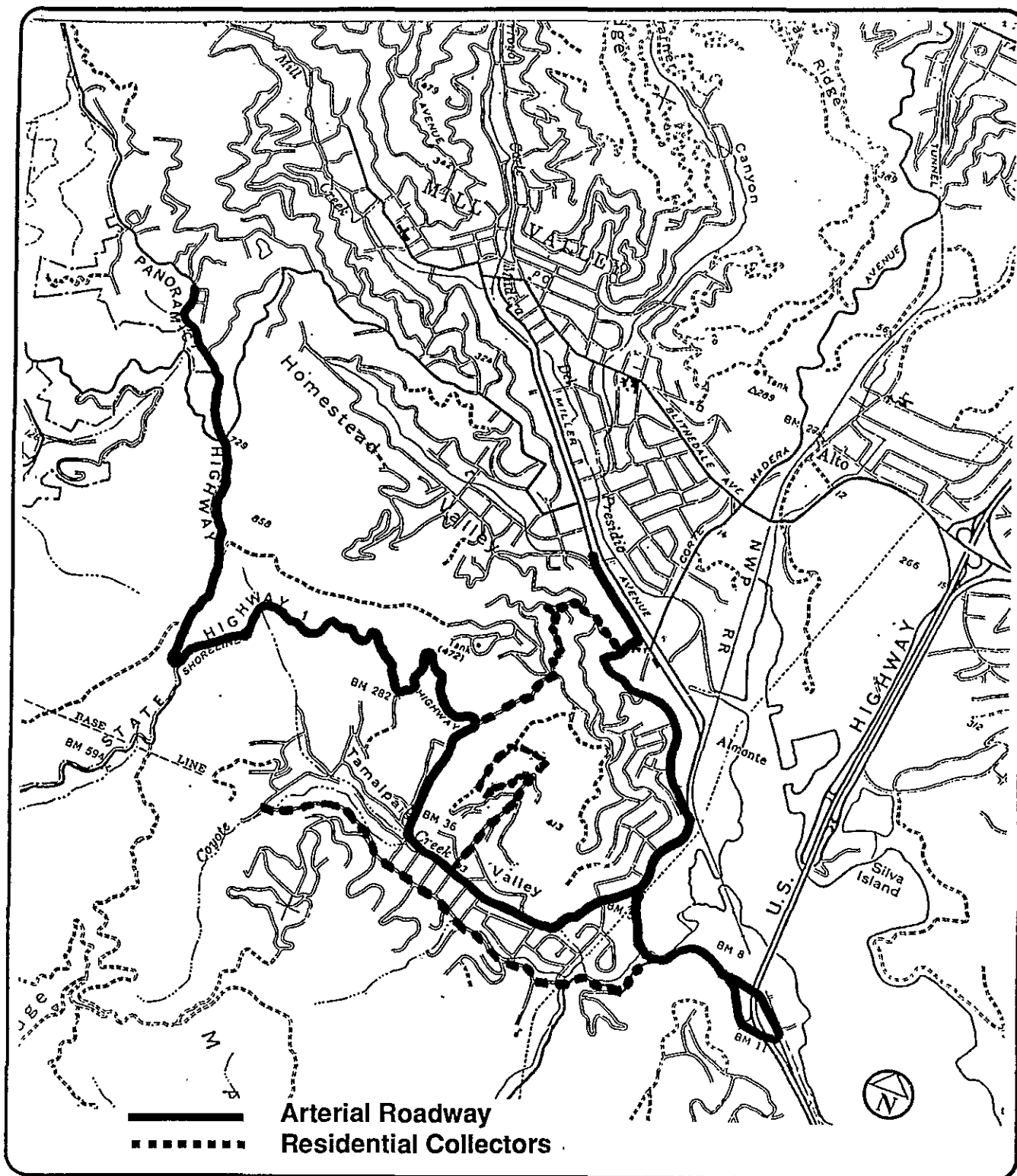


Figure 21
Major Intersections Serving
the Planning Area
Source: JRA, 1990

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Figure 22 Location of Arterial Roadways and Residential Collectors

Source: JRA, 1990

TABLE 2
TWENTY FOUR HOUR TRAFFIC VOLUME DATA

Location	Weekend	Week day 24-Hour Volume 2 Week Average	East/North Bound	West/South Bound
1. Almonte (between Miller & Rosemont)	Saturday 5/30/87	Wednesday 5/27/87 20,379 16,439	NB 10,422 NB 8,230	SB 9,957 SB 8,209
2. Flamingo (South of Shoreline)	Sunday 6/13/87	Wednesday 6/9/87 2,844 2,737	NB 1,426 NB 1,352	SB 1,418 SB 1,385
3. Marin Avenue (West of Maple)	Sunday 10/19/87	Wednesday 10/15/86 2,451 2,141	EB 1,114 EB 924	WB 1,337 WB 1,217
4. Marin Avenue (At Laurel)	Sunday 8/10/86	Wednesday 8/6/86 1,588 1,708	EB 900 EB 1,096	WB 688 WB 612
5. Miller Avenue (between Camino Alto & Almonte)		Wednesday 9/10/86 21,060	NB 10,650	SB 10,650
6. Montford (east of Lillian)	Sunday 5/31/87	Wednesday 5/27/87 7,265 7,108	EB 3,614 EB 3,606	WB 3,651 WB 3,502
7. Panoramic Highway (South of Muir Woods)	Saturday 9/10/87	Wednesday 9/7/87 2,750 5,468	NB 1,668 NB 2,748	SB 1,082 SB 2,720
8. Sequoia Valley (North of Panoramic Highway)	Saturday 9/10/87 Saturday 8/24/85 Sunday 8/25/85	Wednesday 9/7/87 2,926 3,531 Thursday 8/2/85 3,110 4,140 4,990	NB 1,463 NB 1,763	SB 1,463 SB 1,768
9. Shoreline Highway (South of Loring)	Saturday 8/2/86 Sunday 8/10/86	Wednesday 8/6/86 17,125 11,290 12,010	EB 6,015 EB 5,740 EB 10,410	WB 11,110 WB 6,180 WB 10,650
10. Shoreline Highway (East of Almonte)	Sunday 8/10/86	Thursday 7/31/86 31,250 29,330	EB 15,450 EB 13,930	WB 15,800 WB 15,400
11. Shoreline Highway (South of Tennessee Valley Road)	Sunday 8/10/86	Wednesday 6/6/86 30,238 28,855	EB 14,866 EB 13,711	WB 15,372 WB 15,144
12. Tennessee Valley (Road before Marin)	Sunday 8/10/86	Wednesday 6/6/86 3,344 3,215	NB 1,820 NB 1,718	SB 1,524 SB 1,497
13. Tiburon Boulevard (West of SB on-ramp to Highway 101 and	Sunday 1/23/86	Wednesday 11/19/86 40,540 34,187 Wednesday 6/19/85 28,020	EB 20,076 EB 17,060 EB 17,740	WB 20,280 WB 17,127 WB 20,280

SOURCE: Marin County Department of Public Works or italicized specific dates, Caltrans, Barton-Aschman Associates, Inc.

The operating conditions of key intersections in the Planning Area were evaluated using intersection level of service (LOS) analysis. Peak hour turning movement volumes were obtained from traffic counts conducted in August 1986 and March 1988. The two

signalized intersections analyzed in the traffic study were State Route 1/Almonte Boulevard (Tam Junction) and Camino Alto/Miller Avenue. The two other unsignalized intersections analyzed were U.S. Highway 101 (Southbound Ramps)/Shoreline Highway State Route 1 (Manzanita Intersection) and U.S. Highway 101 (Northbound Ramps)/Pohono Street. The turning movement count locations are shown in Figure 23.

The LOS analysis describes the operational efficiency of an intersection by comparing volume of critical movements to theoretical intersection capacity. LOS can range from "A", representing free-flowing conditions, to "F", representing very severe congestion and intersection breakdown. The LOS is based on weekday afternoon peak hour traffic conditions. The various levels of service and their descriptions are presented in Table 3. The results are presented in Table 4 and also shown in Figure 24. Level of Service "D" is the accepted service level which many communities have accepted as a minimum traffic standard.

TABLE 3
INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Interpretation	V/C Ratio
A	Uncongested operations; all queues clear in a single signal cycle.	< or = 0.600
B	Very light congestion; an occasional approach phase is fully utilized.	.61 - .70
C	Light congestion; occasional backups on critical approaches.	.71 - .80
D	Significant congestion on critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long-standing queues formed.	.81 - .90
E	Severe congestion with some long-standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es).	.91 - 1.00
F	Total breakdown, stop-and-go operation.	> 1.000

SOURCE: CALTRANS
Barton-Aschman Associates, Inc. 1988

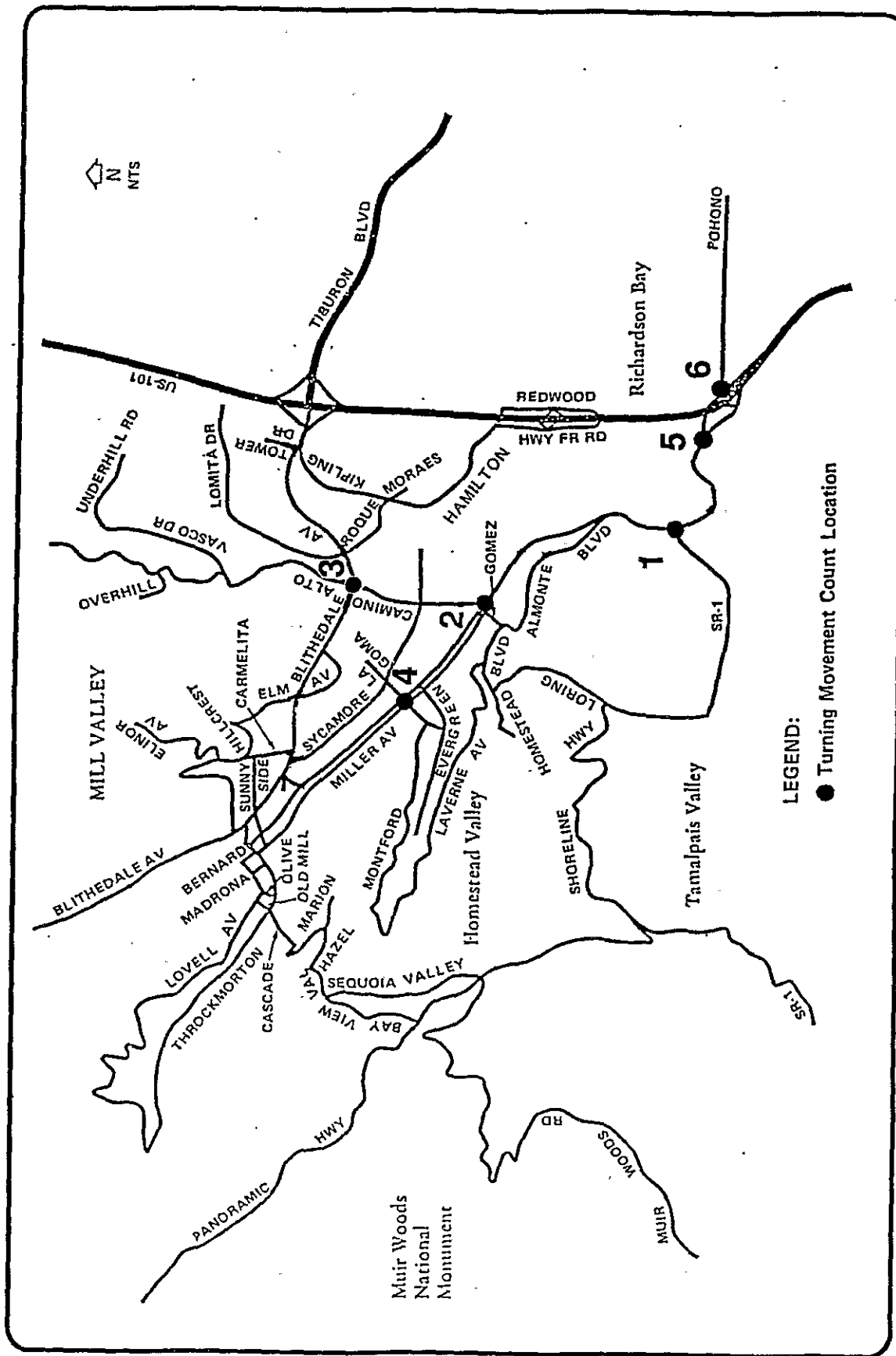


Figure 23
Location of Turning Movement Counts

Source: Barton-Aschman Associates, Inc.

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Connection of the southbound U.S. Highway 101 ramps with Shoreline Highway/State Route 1, commonly referred to as the Manzanita Intersection, has a unique design and method of traffic control (Figure 25). The off-ramp from U.S. Highway 101 southbound loops and becomes an approach for the intersection. Vehicles on this approach are required to stop at the intersection before turning right or left. Over 90 percent of the vehicles turn left toward Tam Junction. After vehicles have turned left they have an approximately 200 foot lane on Shoreline Highway before they are required to merge with other through traffic. This intersection operates at LOS "F." Vehicles coming from either the U.S. 101 northbound off-ramps or the Shoreline area (via Pohono Street) arrive at the intersection traveling westbound. These vehicles are not required to stop, but do merge with the traffic turning from the other approach. This direction operates at LOS "A."

TABLE 4
EXISTING INTERSECTION LEVEL OF SERVICE

Intersection	LOS	V/C
<u>Signalized Intersections</u>		
1. Almonte & Shoreline Highway/State Route 1	C	0.77
2. Camino Alto & Miller	A	0.59
3. Camino Alto & East Blithedale	C	0.70
<u>Unsignalized Intersections</u>		
4. La Goma & Miller (4-way stop)	C	
5. U.S. 101 (SB Ramps) & S.R. 1	F*	
U.S. 101 (SB Ramps) - South Approach	A*	
S.R. 1 - East Approach Left Turns		
6. U.S. 101 (NB Ramps) & Pohono	F	
Pohono - East Approach	C*	
U.S. 101 (NB Ramps) - North Approach Left Turns		

NOTE: Level of Service is based on weekday afternoon peak hour.

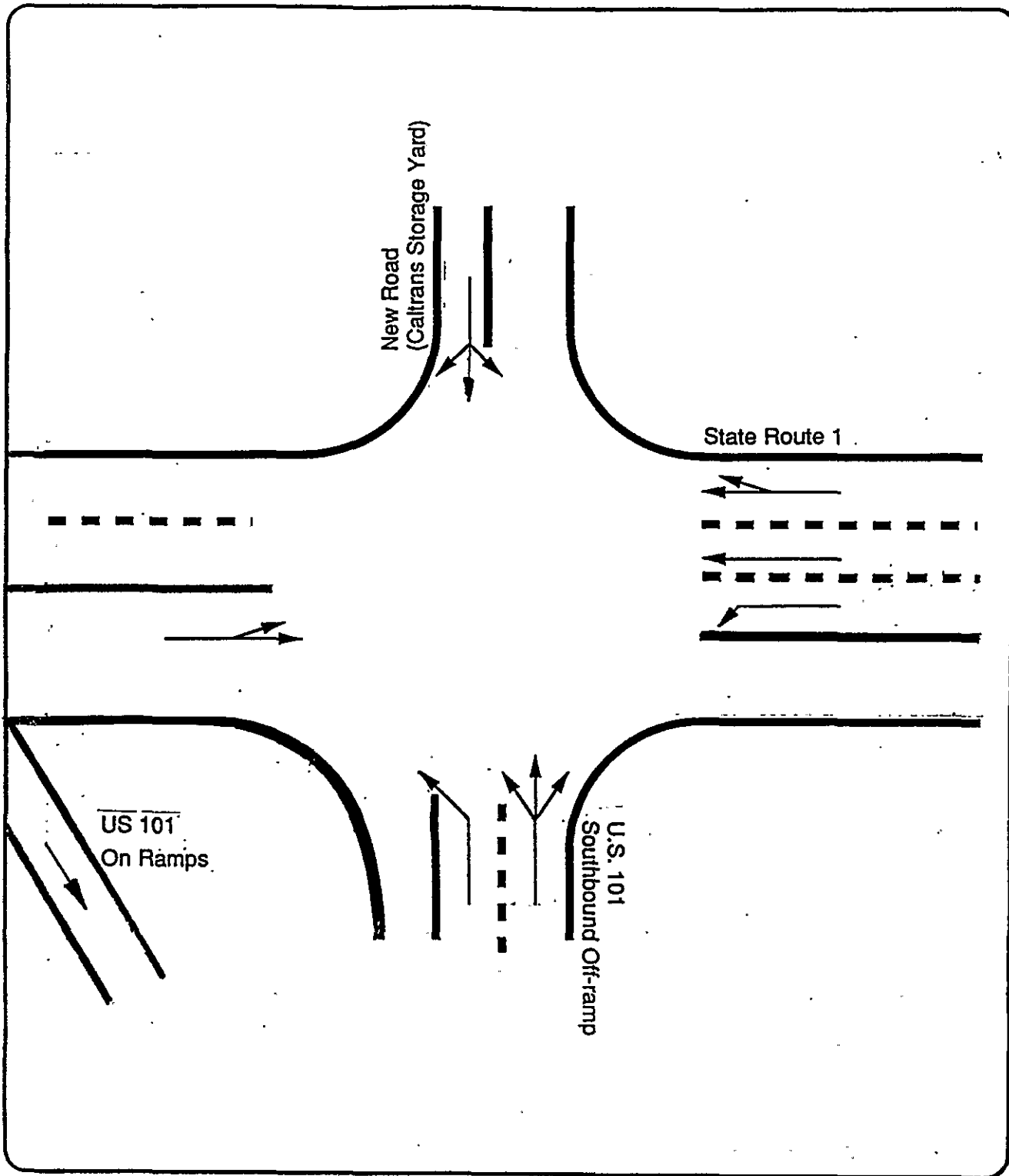
LOS = Level of Service

V/C = Volume-to-Capacity Ratio

* These level of service values are an estimate of total average vehicular delay at the intersection.

SOURCE: Barton-Aschman Associates, Inc. 1988

The other half of the U.S. Highway 101 and Shoreline Highway/State Route 1 interchange lies east of the freeway and includes the northbound on- and off-ramps. Vehicles traveling on this highway segment are affected by vehicles turning into and out of the Shoreline area at Pohono Street. Left-turn movements into the Shoreline area operate a LOS "C." At the Pohono Street or east approach, left turns from Pohono Street operate at LOS "F." These turning movements interrupt the flow of traffic from the U.S. Highway 101 off-ramp and cause congestion on the off-ramp on peak days.



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New Manzanita Intersection Design

Source: Barton-Aschman Associates, Inc. 1988

Figure 25

During the Plan review process, several problems with the existing roadways were identified by members of the community. These perceived problems include:

- a. Excessive congestion and delay at the following intersections.
 - 1) U.S. Highway 101 (Southbound Ramps) and Shoreline Highway/State Route 1.
 - 2) U.S. Highway 101 (Northbound Ramps) and Pohono Street.
 - 3) Almonte Boulevard and Shoreline Highway/State Route 1 (Tam Junction).
 - 4) Shoreline Highway/State Route 1 (e.g. Tennessee Valley Road and Flamingo Road).
- b. Severe traffic congestion on weekends along Shoreline Highway/State Route 1 between U.S. Highway 101 and the Stinson Beach, Muir Woods, Point Reyes and Mount Tamalpais recreation areas.
- c. Numerous unrestricted driveways and on-street parking also contribute to traffic congestion in Tam Junction.
- d. Commuter traffic using local and collector residential streets rather than arterial streets during peak periods tends to route traffic through neighborhoods and also causes delays on major streets where left turns are necessary to reach local residential streets.

Excessive congestion at key intersections in the study area is not only a common complaint of local residents, but in many cases can be substantiated by data prepared as part of the community planning effort. Future traffic congestion problems are discussed further in Section D of the Transportation Element.

The physical characteristics of the existing roadway system, in some cases, contributes to excessive congestion. For example, the two-lane roadway of Shoreline Highway/State Route 1 causes severe traffic congestion at the Pohono, Manzanita, and Tam Junction intersections. The current configuration forces every vehicle to drive the same speed as the slowest vehicle. Although the Coyote Creek Bridge (two lane) presents an obstacle to fully remedying the situation, providing three lanes between the Manzanita intersection and the bridge would substantially improve circulation. At the present time, the two lane bridge does limit the extent of improvements, however, Caltrans regularly reviews and funds programs for upgrading bridge structures and Caltrans may widen the structure when they undertake structural improvements.

Likewise, Pohono Street in the Shoreline area is located fairly close to the on-ramps of Bridgeway Boulevard from Sausalito onto U.S. Highway 101. Congestion at the Pohono intersection can cause traffic to back up onto U.S. Highway 101 and block traffic attempting to enter the freeway. Without closure or reconfiguration of the intersection, this condition is difficult to remedy.

Shoreline Highway and East Blithedale Avenue serve as the two major access routes to the City of Mill Valley. The narrowing of the roadway on East Blithedale Avenue from four to two lanes west of the intersection of the U.S. Highway 101/East Blithedale/Tiburon Boulevard creates a traffic problem. Traditional traffic engineering standards would recommend a continuous four lane segment along East Blithedale Avenue, from the U.S. Highway 101 interchange to Camino Alto. However, the steep hillside on the south side of East Blithedale Avenue makes widening the roadway difficult and expensive, and raises a number of environmental issues. The City of Mill Valley decided in its 1990 General Plan to not undertake this widening. The increase in Mill Valley traffic will thus be disproportionately shunted through the Planning Area.

The problem of infiltration of commuter traffic on local and collector streets seems to have increased in recent years, as traffic congestion has increased along U.S. Highway 101, Shoreline Highway/State Route 1 and along East Blithedale Avenue. A travel time survey was conducted to determine actual commute period travel times. Seven different routes between Mill Valley City Hall and the U.S. Highway 101/Shoreline Highway/State Route 1 interchange were studied. The survey findings indicate that the arterial street route using Miller Avenue, Almonte Boulevard and Shoreline Highway/State Route 1 is the optimum route. In terms of distance, it has the fastest travel time during both morning and evening periods. Based on this time-travel study, it cannot be determined why residents choose one route over another, if it is not the fastest route.

Community members have indicated that there are traffic safety hazards in specific locations which should be resolved. There is currently a procedure in place to resolve specific safety related traffic problems. The County traffic section has a record of traffic accidents on County maintained roads. When there is a problem brought to the attention of the Department of Public Works, the traffic engineers will study the situation and, when necessary, recommend solutions. Generally, a response to an inquiry is given within two weeks. If the person who requested the inquiry is dissatisfied with the response provided by DPW, they may appeal the decision directly to the Board of Supervisors.

3. Parking

The parking analysis for the planning effort focused primarily on two parking issues: park and ride lots designed to serve commuter travel and parking on residential streets. There are two designated commuter park and ride lots in or near the Planning Area. One is located on the northside of Miller Avenue directly opposite Evergreen Avenue. The lot contains 39 parking spaces. The other lot is in the Manzanita area near the U.S. Highway 101 and Shoreline Highway/State Route 1 southbound off-and on-ramps. There are 303 spaces in this lot, which is owned and operated by Caltrans. There is one undesignated lot on Golden Gate Bridge District land on Miller Avenue near Almonte Junction. The lot can accommodate 50 parked cars.

Parking at the two designated facilities was estimated by conducting a parking survey on Tuesday August 26, 1986. The survey monitored the number of spaces occupied every hour from 10:00 a.m. to 4:00 p.m. The results of the survey can be found in Table 5. Conditions in these lots have worsened since the survey was conducted.

The conclusion drawn from the parking usage survey was that the commuter lots, as a group, are occupied over capacity (385 vehicles occupied an area designed for 342 parked cars). The overflow of vehicles are parking in unmarked locations in the lots, on the surrounding streets, and in open undeveloped lots. This indicates a serious shortage of commuter parking spaces. The Manzanita lot, in particular, was seriously over capacity (117 percent utilization) in 1986 and the number of vehicles parked in this area has increased since that time. It is the closest commuter lot to the freeway in Southern Marin. Consequently, residents of communities to the north often use the lot to reduce the time spent on buses to San Francisco. Spaces are sometimes used for overnight and long-term parking, thus limiting their availability during commute periods. The rules against overnight parking should be enforced. To provide 90% occupancy there would need to be at least 85 more parking spaces provided.

TABLE 5
COMMUTER PARKING LOT USAGE

Type of Parking	No. of Spaces	Peak Usage	(%)
<i>Commuter Lots:</i>			
Miller & Evergreen	39	31	71%
Manzanita Lot, Near U.S. 101	303	354	117%
Commuter Lot Sub-Total	342	385	113%

SOURCE: *Mill Valley Parking Plan.*

Barton-Aschman Associates, Inc., Parking Survey conducted on Tuesday, August 26, 1986.

Another issue is the parking of vehicles on narrow and/or steep residential streets. The parking problem poses two safety issues: 1) traffic flow is impeded, and 2) emergency vehicles can be blocked. These problems are most critical on streets and roads in the hillside areas, where the roadway width is often very narrow. Vehicles parked on the shoulder of the roadway in these areas reduce the effective width of the roadway to one travel lane. Enforcement of parking regulations is the key element in solving this problem, but also the supply of off-street residential parking also appears to be too low.

The California Highway Patrol is responsible for all vehicular matters in the Planning Area, including accidents, enforcement of speeding laws, and parking control. Officers are not often seen in the community, and when present, are unlikely to be involved in parking enforcement. Patrolling parking in the area is not a high priority task for them, as their focus is on freeways. Thus, they are usually unable to provide any parking enforcement on non-County maintained roads.

4. Transit

The Planning Area is served by Golden Gate Transit. There are nine routes now serving the Planning Area and the adjacent community of Mill Valley. Route 10 is a basic route,

Route 4 is a commute route, Routes 3 and 5 are ferry feeder routes to Sausalito, Route 21 is a local route, Routes 7, 43 and 47 are supplemental local routes on school days, and Route 63 is a supplemental weekend route. Table 6 contains a description of these Golden Gate Transit routes and their hours of service.

Ridership on Routes 4, 7, 10, 43 and 47 has recently declined and increased on Routes 21 and 63. A service change went into effect July 1, 1987 on local Route 21, which has extended south to downtown Mill Valley and shortened on its north end to terminate at the College of Marin.

TABLE 6.
TRANSIT ROUTES PROVIDED BY GOLDEN GATE TRANSIT

Route No.	Description	Hours of Service	
		Weekdays Except Holidays	Weekends and Holidays
3	Ferry feeder serving Tamalpais Valley, Marin City and Sausalito Ferry Terminal	7:00 a.m. and 8:00 a.m.	
4	Commute route serving Mill Valley, Tamalpais Valley, and San Francisco	6:00 a.m. - 9:00 a.m., 3:30 p.m. - 6:45 p.m.	
5	Ferry Feeder serving Strawberry, Mill Valley and Sausalito Ferry Terminal	7:00 a.m., 8:00 a.m., 6:00 a.m.	
10	Basic route serving Tiburon, Mill Valley, Marin City, Sausalito, and San Francisco	5:00 a.m. to 12:01 a.m.	5:45 a.m. to 12:01 a.m.
21	Local bus route serving Kentfield, Corte Madera, Strawberry, and Mill Valley	8:00 a.m. to 5:45 p.m.	
7	Supplemental local route serving Sausalito, Marin City, Mill Valley, and Tiburon	7:30 a.m., 7:45 a.m., 2:45 p.m.	
43	Supplemental local route serving SausalitoMarin City, Tamalpais Valley, and Mill Valley	7:30 a.m., 3:15 p.m.	
47	Supplemental local route serving Terra Linda, San Rafael, Greenbrae, Kentfield, Corte Madera, and Mill Valley	7:00 - 8:00 a.m. 3:15 - 4:15 p.m.	
63	Supplemental weekend route serving Marin City, Tamalpais Junction, Mount Tamalpais, Stinson Beach, Audubon Canyon Ranch		8:45 a.m. - 6:00 p.m.

Source: Golden Gate Bridge, Highway and Transportation District, November 1, 1987.

5. Bikeways, Trails, and Accessways.

The Tamalpais Planning Area has an established network of local and County trails and bike paths providing access to shopping areas, surrounding parks, and open space. There are trails of regional importance, and trails which are primarily utilized by local residents. Trails of regional importance include (but are not limited to) trails on Federal lands, State lands, lands owned by the Marin County Parks and Open Space District and lands owned by the Marin Municipal Water District (see Figure 26). Locally important trails, referred to as community accessways, provide local residents with shortcuts to schools, shopping and other locations.

In order to maintain a clear distinction between the predominately regional trails and the locally utilized trails this community plan will use different terminology. A "trail" as referred to in this document, is assumed to be of regional importance and is used primarily for recreation. An "accessway" has a more restricted meaning and refers to the narrow strips of land used almost exclusively by local residents.

At the time it created numerous subdivisions in the Planning Area, the Tamalpais Land & Water Company offered many accessways to the County with the intent that a series of community and neighborhoods paths be established and accepted by the County. The County never formally accepted these offers of dedication. There are two types of accessways which were offered for dedication: 1) easements, and 2) intermittent parcel separators. In the case of an easement, the person or entity holding the easement has certain rights over the property but does not legally own the property. Such easement rights may vary depending on the nature of the easement and are described in the recorded deed(s) for the property. This information can also be found in title reports for the property. Examples of easement rights are for parking, driveway access, telephone and utility lines, sewer lines, views, etc.

An intermittent parcel separator differs from an easement in that a parcel separator is a distinct parcel of land. It typically is a narrow strip of land, often 10 feet to 15 feet wide, which separates two other parcels of land (see Figure 27). These parcel separators often do not have an assigned parcel number. If the offer of dedication for a parcel separator has not been accepted by the County, the fee title ownership of the parcel separator can be traced back to the original offeror of the dedication (i.e., the subdivider) or to persons or organizations to whom the offeror later transferred title.

In December, 1988, the Tamalpais Land and Water Company quit-claimed all of its rights and interests in any land it owned in the County of Marin to the Homestead Valley Land Trust. Although no title search was conducted at the time to determine the actual extent of the Company's land holdings, it is assumed that the Company transferred fee title interest to numerous parcel separators to the Land Trust, as well as possible easement rights, for which the offers of dedication remained unaccepted by the County.

In other cases, the Tamalpais Land and Water Company sold some parcel separators to private individuals prior to 1988. Some of these privately-owned parcel separators have been assigned parcel numbers by the County.

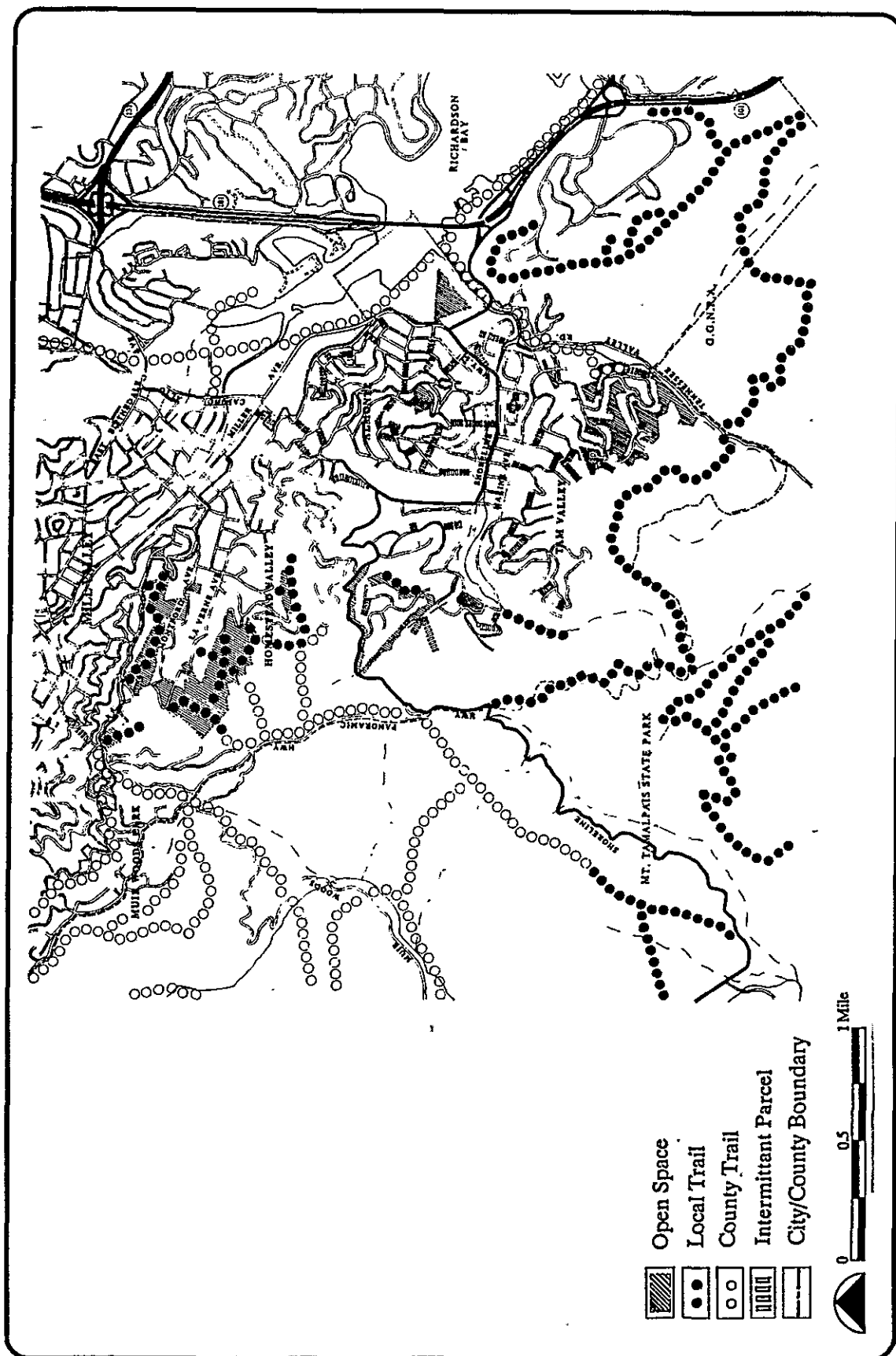


Figure 26

General Alignment of Some Major Trails*

Source: EDAW Inc., 1987

***The Detailed Trails Map is on File with the County of Marin**

TAM AREA COMMUNITY PLAN

John Roberto Associates

The ownership of these strips of land is an extremely complex issue. The only way to determine the details of the easement or the ownership of the separate parcel or "alley" is to conduct a title search on individual parcels. This type of analysis is beyond the scope of the community plan. For this reason, the plan policies contained herein, do not recommend specific locations for establishment of trails; instead the focus is on preserving these accessways and easements for future study and use.

Tamalpais Valley Neighborhood. The majority of the parcels in the Tam Valley neighborhood were subdivided by the Tamalpais Land and Water Company in the early part of the century. As mentioned above, numerous strips of land were offered to the County. Some of these have reverted to private ownership, but still have access easements. Others are under separate fee ownership.

The Tamalpais Community Services District established a special committee to identify and evaluate the potential of the various easements and intermittent parcel separators offered for dedication to the County as community accessways. The committee has begun to solicit input from local residents on the development of a accessway plan for the Tamalpais Valley area. If it appears that there is local support for a accessway plan, the TCSD will inventory the existing accessways and eventually make a determination regarding which segments are appropriate for enhancement, pedestrian use, evacuation routes, and/or wildlife corridors.

A title search should be conducted of those accessways which may, at a later date, be proposed for use as a community accessway so that existing ownership can be verified. The Tamalpais Community Services District should work with the Homestead Valley Land Trust and the County to establish the appropriate steps to obtain title and responsibility for the accessways.

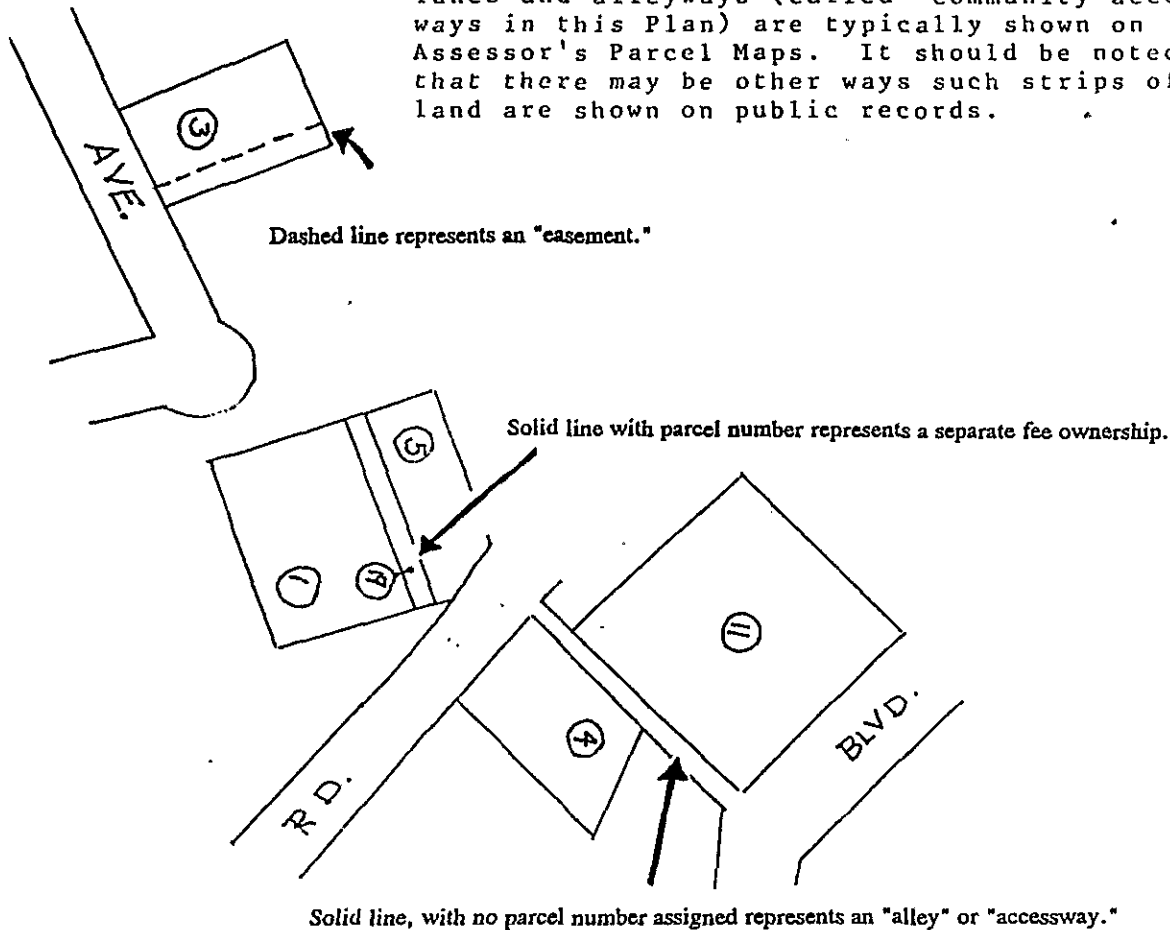
Almonte. The community of Almonte was originally focused around a railroad stop. The railway grade is now used as a multi-purpose path which adjoins the marsh side of Tam Junction. There are accessways throughout the Almonte area, some of which have been improved and are used on a regular basis. The Almonte District Improvement Club has been instrumental in raising funds, identifying priority accessways and restoring them for public use. There has been support in the community to retain these accessways as private open space when they are inappropriate for pedestrian use. The Almonte Overlook is an example of an alternative mechanism to use these accessways for public benefit. The Almonte District Improvement Club should continue its efforts to develop and maintain new accessways.

Homestead Valley. Homestead Valley has perhaps one of the best systems of community accessways in the Planning Area. Under the direction and management of the Homestead Valley Land Trust, a network of cleared accessways is maintained to provide residents with pedestrian access to open space, the Golden Gate National Recreation Area, the Dipsea Trail, and other locations. The Land Trust was established in the mid-1970's and was the first such land trust in the nation. As such, it is an invaluable resource for other neighborhoods wishing to develop accessways in their parts of the Planning Area.

Figure 27

Representation of easements, alleys, and accessways.

The following illustrate the manner in which easements, intermittent parcel separators, lanes and alleyways (called "community accessways in this Plan) are typically shown on Assessor's Parcel Maps. It should be noted that there may be other ways such strips of land are shown on public records.



Note: An "easement" grants the holder of the easement certain rights. These rights may or may not include public access.

When a parcel number has been assigned, the narrow strip is under separate ownership.

In many cases, parcel numbers were not assigned to these narrow strips of land. The ownership of these alleys or accessways is generally traced-back to the original subdivider.

In each of the circumstances described above, a title search or title report would have to be investigated to ascertain information regarding specific parcels.

The Homestead Valley Land Trust may have legal title to easements and intermittent parcel separators throughout the Planning Area. The Land Trust acquired title to all remaining holdings of the Tamalpais Land and Water Company in the County of Marin as of December, 1988. Other neighborhoods planning to develop accessways should consult with the Land Trust early on to determine what interest, if any, the Land Trust might have to the accessways. The Land Trust has stated its intention to cooperate with other organizations in developing community accessways.

Muir Woods Park. Originally accessed by trails from stops on the Mount Tamalpais Scenic Railway, this community has accessways which connect to recreational trails as well as local destinations. A portion of the popular Dipsea Trail is located in the Muir Woods Park neighborhood. The Muir Woods Park Improvement Association should evaluate the potential for the development and maintenance of additional accessways. In this neighborhood in particular, special attention should be paid to the important role accessways might play in assisting residents' quick evacuation during a major disaster.

Manzanita. The Manzanita area has a slightly different character due to the proximity of commercial areas and Highway 101. Trails, although extensively used by local residents, are also used by residents outside the Tam area and adjacent counties. These trails are shown in the Trails Element of the Countywide Plan. There are some smaller accessways in the residential areas which may be suitable for local pedestrian access.

Liability

Due to the complexity of liability issues, this discussion is limited to describing statutes enacted by the legislature. In practice, liability defies such a simplistic approach. The following discussion should be used only for general information and should not be applied to specific circumstances.

A number of statutes have been enacted by the legislature to address the various conditions under which liability may be established and those conditions under which liability is limited to both public entities and private individuals. However, the statutes are vague, and the subtle nuances of the case law require detailed review.

California Government Code Section 815 established the immunity government has from being sued while carrying out public policy. However, the Federal Tort Claims Act provides the framework for bringing just such suits against the government.

California Government Code Section 835 holds public entities liable for dangerous conditions on their property if the conditions create a reasonably foreseeable risk of injury. The public entity must be negligent in either: 1) creating the condition; or, 2) taking action to correct the condition (once notice is given) to establish the basis for a lawsuit.

The legislative committee comment on the statute goes even further to state that: "Even if the elements stated in the statute are established, a public entity may avoid liability if it shows that it acted reasonably in the light of the practicability and cost of pursuing alternative courses of action available to it."

A defense such as "comparative negligence" or "assumption of risk," may also be used to avoid liability under this statute. Under such a defense, the government may claim that a plaintiff has acted negligently or to have knowingly and freely assumed a risk which resulted in injury.

There are three California Government Code sections which address the issue of public liability on lands used for recreational purposes:

- a. California Government Code Section 831.2 states: "Neither a public entity nor a public employee is liable for an injury caused by a natural condition of any unimproved public property, including but not limited to any natural condition of any lake, stream, bay, river or beach."

- b. California Government Code 831.4 states:

A public entity, public employee, or grantor of a public easement to a public entity for any of the following purposes, is not liable for an injury caused by a condition of: (1) Any unpaved road which provides access to fishing, hunting, camping, hiking, riding, including animal and all types of vehicular riding, water sports, recreational or scenic areas and which is not a ... public street. (b) Any trail used for the above purposes. (c) Any paved trail, walkway, path, or sidewalk on an easement of way which has been granted to a public entity, which easement provides access to any unimproved property, so long as such public entity shall reasonably attempt to provide adequate warnings of the existence of any condition of the paved trail, walkway, path or sidewalk which constitutes a hazard to health or safety. Warnings required by this subdivision shall only be required where pathways are paved, and such requirement shall not be construed to be a standard of care for any paved pathway or road.

The legislative committee comment under Section 831.2 states that this section and Section 831.4 continue to extend an existing policy adopted by the Legislature in former Government Code Section 54002. "It is desirable to permit the members of the public to use public property in its natural condition and to provide trails for hikers and riders and roads for campers into the primitive regions of the State. But the burden and expense of defending claims for injuries would probably cause many public entities to close such areas to public use. In view of the limited funds available for the acquisition and improvement of property for recreational purposes, it is not unreasonable to expect persons who voluntarily use unimproved public property in its natural condition to assume the risk of injuries arising therefrom as a part of the price to be paid for benefits received."

- c. California Government Code Section 831.7 sets limits on public liability to "any person who participates in hazardous recreational activity...who knew or reasonably should have known that the hazardous recreational activity created a substantial risk of injury to himself..." The definition of hazardous recreational activities includes animal riding and bicycle racing, activities which may occur along trails.

Protection for the private property owner who dedicates an easement for the enjoyment of the public is afforded by California Civil Code Section 846. It states that an owner of any estate in real property owes no duty of care to keep the premises safe for entry or use by others for any recreational purpose, excepting willful or malicious failure to guard against or warn of dangerous conditions.

According to the County Counsel's office, no trails related cases have gone to court in the past few years.

6. Truck Routes

Truck routes provide access to downtown Mill Valley via Shoreline Highway-Miller Avenue.

7. Road Maintenance

The Marin County Department of Public Works has accepted many of the public roads within the Tamalpais Planning Area for maintenance, with the exception of Shoreline Highway, which is regulated and maintained by Caltrans. Funding cutbacks in recent years by the County of Marin has reduced maintenance to about once every seven years for most residential streets.

Many roads within the Planning Area were platted and constructed prior to adoption of the County's Subdivision Ordinance. They do not meet minimum development standards and therefore could not be accepted as public streets unless they are upgraded. These privately-maintained roadways are generally maintained by adjacent property owners. Potholes and drainage problems are severe in many areas. Drainage and water damage in some cases have been aggravated by inadequate drainage systems on adjacent development.

Heavy construction trucks and vehicles have also caused cracking and crumbling on roadways and roadway shoulders. Because the County does not own these streets, damages are often not repaired and disputes arise between neighbors when additional development along these roads impacts existing residents. On-street parking regulations also are not enforced on privately maintained roadways by the County Sheriff or the California Highway Patrol.

A number of public roadways exist in the Planning Area which are not maintained by the County or other formal organization. The responsibility for maintenance of these roads thereby falls to area residents who often lack the necessary funds, expertise or organization to perform the required maintenance. As a result, many of these roads are in poor or deteriorating condition.

In 1976, the Department of Public Works established Policy No. E-10, "Improvement of Roads Not Currently Within the County-Maintained Road System." This document lays out rules and procedures for parties who are interested in working with Public Works to have a road accepted by the County for maintenance. Among other things, the document

explains in general terms the improvements which would be required before the County would accept a road.

There will be cases where roads do not qualify for acceptance by the County or where residents wish to maintain a road on their own. In such cases, residents are encouraged to establish their own road maintenance program or organization. Advice in such matters and sample road maintenance agreements are available from the Land Development Division of Public Works.

Edgewood Avenue, both east (within Homestead Valley) and west (within Muir Woods Park) of Sequoia Valley Road has presented problems for roadway maintenance because it is a small, isolated service area. The problem could be mitigated by annexing all of Edgewood west of Sequoia Valley Road, including abutting properties to the north, into the City of Mill Valley, and by including in the City those dead-end roads leading off from Edgewood/Molino to the south into Homestead Valley. These latter roadways include Douglas Drive, Cedar Lane and Cape Court and their abutting properties.

It is recognized that the Planning Area would benefit from the preparation of a master plan for the improvement of existing public roads, both County and privately maintained, and for the improvement of paper streets. The goal of the master plan would be to provide for the orderly development and improvement of these streets to create an overall street network which would meet the needs of the community. It is also recognized, however, that there is no known funding for such a plan. Should funding become available, the County would work together with the community in the preparation of the plan.

In the interim, the County will continue to work toward the above stated goal through the permit process, through existing codes and policies, and in concert with interested organizations and individuals.

C. FUTURE TRANSPORTATION NEEDS

1. Roadway Network and Service Capacity

The build-out potential identified in the Land Use Element would add traffic to the existing roadway network and will impact key intersections in the Planning Area. Traffic volume estimates included in this section are based on proposed land uses and their location, as described in the Land Use Element. Future intersection levels of service and roadway average daily traffic volumes are forecast and possible solutions for congested locations are presented. In some cases, physical constraints exist which limit the County's ability to make improvements to the intersections which are projected to be congested. These constraints are described in the sections that follow.

2. Residential and Commercial Traffic Generation

New development in the Tamalpais Planning Area is expected to result in approximately 984 new dwelling units. The Shoreline area is expected to see an increase of approximately 82,400 square feet of commercial floor space, and Tam Junction could

increase by 57,900 square feet of commercial space. Table 7 shows the buildout assumptions for the Tamalpais Planning Area and the City of Mill Valley.

TABLE 7.
PLANNING AREA BUILDOUT (FUTURE ADDITIONAL DEVELOPMENT)

Area	Residential Units		Commercial Square Feet
	S.F.	M.F.	
<u>Mill Valley Neighborhoods</u>			
Blithedale Canyon	49	10	0
Cascade Canyon	98	10	0
Miller Avenue/Molino	17	18	
Enchanted Knolls/Eucalyptus	25	11	30,000
Knolls/Bayfront			
Scott Valley/Alto Bowl	26	5	5,000
Warner Canyon/Kite Hill	58	7	0
Sycamore/Tamalpais Park	3	8	0
Central Triangle			
Downtown	0	15	6,000
Below Market Rate (BMR) Housing	0	30	0
Project(s)/Site(s) to be selected			
Sub-Total	276	114	45,000
<u>Tamalpais Planning Area Neighborhoods</u>			
Tamalpais Valley	431	44	0
Almonte	84	9	5,100
Homestead Valley	218	22	0
Manzanita	0	0	0
Muir Woods Park	159	17	0
Shoreline Center Area	0	0	82,400
Tam Junction	0	0	57,900
Sub-Total	892	92	145,400
TOTAL	1,168	206	190,400

NOTES:

S.F. - Single-family dwelling unit

M.F. - Multi-family dwelling unit

* Commercial square footage for the Shoreline Center Area is based on estimates for a Research Institute with offices and guest rooms (21,000 square feet), a 72-room hotel and 19,400 square feet of office space/health club. This estimate of development potential was done prior to the BCDC revising the determination of the location of the line of highest tidal action. The development potential may change, pending a final determination by BCDC.

The traffic analysis assumes worst-case traffic conditions in the evening PM peak hour. The number of new PM peak hour trips was estimated using the standard trip generation rates as listed in Table 8. The combined new PM peak hour trip generations for the Planning Area and City of Mill Valley totals 2,211 vehicle trips at buildout. The new residential and commercial trip generation breakdown is 1,315 and 899 respectively. The PM peak hour trips generated within each Planning Area neighborhood are shown in Table 9.

A "trip" is defined as a one-way journey from one location to another for a single purpose. Should the journey include more than one purpose, then each purpose is counted as a separate trip. For example, if a person travels in an automobile from home to work and stops to shop along the way, this would be counted as two (or possibly more) trips. One trip is from home to the shopping area, a second trip is from the shopping area to work. If the person shopped at several stores, then each store visited by a vehicle would be counted as a separate trip. For traffic analysis purposes, vehicle trips are the primary concern. So, in the preceding example, unless the person used a vehicle for shopping at the different stores, there are only two vehicle trips.

Estimates for the Shoreline Center area are derived from the Shoreline Area Plan and Development Guidelines. The Shoreline Plan allows an educational research institute with office and guest room facilities (21,000 square feet), a 72-room hotel (42,000 square feet) and a 19,400 square foot health club and spa. Trip generation estimates for this development scenario are 198 PM peak hour trips.

3. Trip Distribution and Assignment

Trip patterns in the Tamalpais Planning Area are strongly oriented to U.S. Highway 101 which is the only connection to the rest of the San Francisco Bay metropolitan area. The pattern is especially true for home-to-work and work-to-home trips, which occur disproportionately during the AM and PM peak travel periods. Trips to and from commercial areas including retail, office, and other uses are more likely to be trips with both an origin and destination within the Planning Area.

Travel demand estimates produced by the Metropolitan Transportation Commission (MTC) for the year 2005 indicate that the majority of workers living in the Planning Area will travel to jobs south of the Mill Valley superdistrict. The MTC defines the Mill Valley superdistrict as Mill Valley, Sausalito and Marin City. The opposite is the case for workers with jobs in the superdistrict. It is estimated that 50 percent of these workers will come from residences north of the superdistrict.

Based on the forecasts from the 101 Corridor Study, current development patterns and projected buildout, trip distribution forecasts were made. The trip distribution forecasts were then used to assign the new trips generated by build-out to the area's street and road system.

TABLE 8.
TRIP GENERATION SUMMARY BUILD-OUT (PROJECTED IN ADDITION TO EXISTING)

Land Use	Units	PM Peak Hour Trip Rate*	In/Out Distribution	Total PM Peak Hour Trips
Single-Family Residential	1,168 d.u	1.00	63%/37%	1,168
Multi-Family Residential	206 d.u	0.70	63%/37%	144
General Commercial (office, retail, etc.)	108,000 s.f.	6.5	50%/50%	701
Shoreline Center Area**				
- Conference Facility	21,000 s.f.	5.4	75%/25%	94
- 72-Room Hotel	42,000 s.f.	0.66	54%/46%	48
- Restaurant	none	7.25	69%/31%	0
- Office/Health Club	19,400 s.f.	2.9	16%/84%	56
Sub-Total				198
TOTAL				2,211

SOURCES: City of Mill Valley, Marin County and EDAW.
Institute of Transportation Engineers, Trip Generation, 4th Edition, 1987.
Gerald Salzman, "Hotel Parking: How Much is Enough?," Urban Land, January 1988.
Shoreline Area Master Plan, Calthorpe Associates, 1988

* Trip rates are per dwelling unit for residential uses, per room for the hotel use, and per thousand square feet for all other uses.

This estimate of development potential was done prior to the BCDC revising the determination of the location of the line of highest tidal action. The development potential may change, pending a final determination by BCDC.

4. Future Travel Demand

Future traffic on the streets in the Tamalpais Community area was estimated by adding the trips which would be generated by the buildout of the planning area to existing traffic counts. Traffic would increase on Shoreline Highway by about 50% from existing conditions due to the buildout of the Plan. Traffic growth on other streets would generally be less than 50% (see Table 10). However, in those areas where significant new development is allowed traffic may grow by more than 50%.

TABLE 9.
TRIP GENERATION - PM PEAK HOUR(PROJECTED IN ADDITION TO EXISTING)

	Residential Based Trips	Commercial Based Trips	Total Trips
<i>Mill Valley Neighborhoods</i>			
Blithedale Canyon	56	0	56
Cascade Canyon	105	0	105
Lower Miller Avenue/Molino	30	40	70
Enchanted Knolls/Eucalyptus	33	300	333
Knolls/Bayfront/Frontage Road			
Scott Valley/Alto Bowl/Alto Center	31	50	81
Warner Canyon/Kite Hill	63	0	63
Sycamore/Tamalpais Park/Central Triangle	9	0	9
Downtown/Lytton Square	11	60	71
Below Market Rate (BMR) Housing- Project(s)-Location(s) to be selected	21	0	21
Subtotal	359	450	809
<i>Tamalpais Planning Area Neighborhood</i>			
Tamalpais Valley	462	0	462
Almonte	90	51	141
Homestead Valley	233	0	233
Manzanita	0	0	0
Muir Woods Park	171	0	171
Shoreline Center Area	0	198	198
Tam Junction	0	200	200
Sub-Total	956	449	1405
TOTAL	1315	899	2214

SOURCES: *City of Mill Valley, Marin County and EDAW*

The operation of Shoreline Highway is controlled by the capacity of intersections of Shoreline Highway with each side street. A detailed description of the Level of Service for each intersection is given below. While it is the capacity of intersections which determine the most critical points for potential traffic congestion, the width of the roadway between intersections is also an important factor in the overall efficiency of the local street system.

Preserving the character of the community and protecting the natural environment is of paramount concern when determining the ultimate design of Shoreline Highway. It is critical to minimize the impact on the environment while providing efficient traffic flow and preserving Tam Junction as a single integrated commercial center.

An issue of great concern for the Tamalpais Area is the impact of visitor traffic on the community. Frequently, the destination for visitors is Stinson Beach, as well as the state parks and Muir Woods National Monument. To minimize the impact of traffic which is traveling through the area, it would be advantageous for the community to ensure that there are no bottlenecks, particularly in the southbound (or outward) direction. It is important to alleviate any bottleneck in the section of road immediately south of Tam Junction through to Highway 101. This will ensure that traffic headed for Highway 101 does not back up into the neighborhood commercial area. To achieve this, the Plan recommends an additional southbound lane from Tam Junction to the Manzanita intersection at the junction of Highway 101.

TABLE 10.
EXISTING PLANNING AREA BUILDOUT WEEKDAY DAILY TRAFFIC VOLUMES

Location and Direction	Existing	With Build-out*	Percent Increase
1. Miller Avenue (between Camino Alto & Almonte)			
Eastbound	10,650	14,100	32%
Westbound	10,410	13,200	27%
2. Almonte Boulevard (north of Shoreline Highway)			
Northbound	10,210	14,500	42%
Southbound	9,360	13,700	46%
3. Shoreline Highway (south of Almonte Boulevard)			
Northbound	15,450	23,300	51%
Southbound	15,800	23,200	47%

* *Forecast Assumptions: General Plan build-out was forecast using the following formula.*

Build-out = (Existing ADT divided by Existing PM peak-hour volume at nearest intersection) multiplied by (build-out, forecast peak-hour volume at nearest intersection).

Providing four lanes through the Tam Junction area would require widening of the Coyote Creek Bridge. Caltrans regularly reviews and funds programs for upgrading bridge and Caltrans may widen the structures at that time. The plan recommends that the bridge be widened to no more than three lanes. However, even if the Coyote Creek Bridge remains two lanes, providing three lanes between the bridge and the Manzanita intersection at Highway 101 would substantially improve circulation.

In the northbound direction, no additional lanes would be necessary between Highway 101 and Tam Junction. One lane in the northbound (inbound) direction would slow down the flow of traffic. This effectively reduces the impact of the northbound traffic through the neighborhood commercial center.

The recommended design would minimize the width of road through Tam Junction while allowing traffic to pass quickly through town, southbound towards Highway 101. The following improvements are recommended:

- a. One additional lane southbound from Tam Junction to the Manzanita intersection at Highway 101.
- b. The two northbound lanes from the Manzanita intersection would merge to a single through lane before reaching the intersection of Shoreline with Tennessee Valley.
- c. Between the Coyote Creek Bridge and Almonte Boulevard (through the Tam Junction commercial area) a total of five lanes should be provided including double left turn center lane. This lane would become an exclusive left turn lane at the intersection of Shoreline and Almonte Boulevard.

The above plan for Shoreline Highway requires a five lane cross section in the Tam Junction commercial area and three through lanes in the section between the commercial area and the Manzanita intersection. The detailed design for such a roadway would need to be extremely sensitive to the natural environment, particularly in the area between Manzanita and Coyote Creek, and should also carefully consider the needs of the human environment, particularly in the Tam Junction commercial area. The required right-of-way for a five lane section which complies with Caltrans standards would be 94 feet wide. It would consist of 4 feet utilities, 5 feet sidewalk, 8 feet shoulder, 60 feet travel lanes, 8 feet shoulder, 5 feet sidewalk, 4 feet utilities.

The current roadway right-of-way is 60 feet and the County has been requiring the equivalent of a 9 foot dedication along the west side of the street so an additional 25 feet will be required along the east side.

There may be some ability to reduce this width as more detailed plans are prepared and reviewed, but this will probably be minor. A precise determination of road width will occur after consultation with Caltrans.

5. Intersection Level of Service

Level of Service at intersections had been described above as a method used to measure the relative levels of congestion for motorists at each local street intersection studied. At service levels A or B there would be little or no congestion. At levels E and F the intersection would be severely congested meaning long delays for traffic. Level of Service D may be thought of as the service level where the intersection operates with the greatest amount of delay which is still tolerable for the average motorist. This means that at signalized intersections operating at level D, some of the traffic may have to wait through more than one red light. At Level of Service C all vehicles clear the intersection in just a single red light.

As a policy for the Tamalpais Plan area, the design of local streets should be planned so that all intersections operate at Level of Service D or better. The improvements needed to provide this Level of Service are described in this Plan. A service level standard higher

than service level D would mean that some streets would have to be widened to a greater degree in order to achieve the higher operating standard. A service level standard lower than service level D would mean that some intersections would operate with significant congestion and delay under buildout traffic loads.

Tam Junction

The intersection of Shoreline Highway with Almonte Boulevard currently operates at Level of Service D in the weekend day peak hour and at Level of Service C at the weekday afternoon peak hour. At the buildout of the Plan the intersection would operate at Level of Service F for both weekend and weekday peak hours if no street improvements were made. Level of Service F would mean extreme congestion resulting in long delays for all traffic. To serve the buildout traffic, the capacity of the intersection should be increased as follows:

- a. Add northbound left turn lane;
- b. Add southbound through lane; and
- c. Add eastbound right turn lane.

With the above improvements, buildout traffic at the intersection would experience Level of Service C on weekends and Level of Service B on weekdays.

An alternative route, requiring the construction of a new road east of Shoreline Highway from a point south of the Coyote Creek Bridge to a point on Almonte Boulevard north of the current intersection in Tam Junction, was taken into consideration in the planning process. The new road route was rejected because of environmental impacts and financial costs. Increased commuter parking and use of transit for trips to and from work, and for weekend recreational trips, has the potential to reduce vehicle trips traveling through the intersection. However, recent travel behavior patterns, based on relatively stable prices for gasoline, do not suggest a large shift from auto to transit use, even with transit incentives and well known traffic disincentives.

U.S. Highway 101 - East Blithedale

A small percentage of Tamalpais Valley residents use the U.S. Highway 101/East Blithedale interchange and travel through Mill Valley to access the Planning Area. Although the interchange is targeted for improvements in the Tiburon General Plan and the Mill Valley General Plan, residents in Tam Valley contribute a significant amount of traffic. For more information on the Level of Service and proposed improvements please refer to either the Mill Valley General Plan or the Tiburon General Plan.

Manzanita

The last two intersections to be studied are the two unsignalized intersections to and from the U.S. Highway 101 and Shoreline Highway/State Route 1 interchange. The intersections and ramps which connect to U.S. Highway 101 do not meet current design

standards, are confusing to many drivers and operate at a low level of service under existing conditions.

The U.S. Highway 101 (southbound off-ramps) and Shoreline Highway/State Route 1 (the Manzanita Intersection) now operate at LOS "F" for the south approach and LOS "A" for the east approach left turns. The south approach includes all traffic exiting from southbound U.S. Highway 101, which is stopped at a stop sign-controlled intersection. The great majority of this traffic turns left toward Mill Valley, Muir Woods, Mount Tamalpais, Stinson Beach and other West Marin recreation destinations. The other traffic turns right toward a park and ride lot, the Shoreline Center area and the northbound U.S. Highway 101 on-ramp.

The addition of buildout traffic to the already unsatisfactory operation of the intersection would mean very long delays for vehicles which must wait at the existing stop signs. The intersection would need to be signalized and expanded in order to efficiently serve buildout traffic loads. With the improvements as listed below and signalization, the intersection would operate at LOS D under buildout traffic.

- a. Add westbound through lane; from Highway 101 northbound off-ramps to Manzanita intersection
- b. Add northbound left turn lane.

In addition to the above improvements, a new street should be constructed to serve the Shoreline Center area which would operate as the fourth leg of the Manzanita intersection. This new street is further described under Pohono Street below.

Pohono Street

A planning study should be undertaken for Shoreline Highway/State Route 1, from the U.S. Highway 101 interchange to Tam Junction which should carefully examine the U.S. Highway 101 and State Route 1 interchange design. Improvements to the interchange ramp intersections, the widening of Shoreline Highway/State Route 1, and Tam Junction improvements are related but not dependent on each other. Any modification to the existing interchange would require consultation with and approval by Caltrans.

Pohono Street serves the Shoreline Center via an intersection with the northbound ramps of the Highway 101/Shoreline Highway freeway interchange. The location of this intersection is close to the throat of the freeway off ramp which means that traffic on the off ramp as it passes the Pohono Street intersection is travelling at close to freeway speeds. The left turn out of Pohono Street currently operates at Level of Service F. Buildout traffic would further exacerbate the problem for traffic exiting toward the left from Pohono Street.

The installation of a traffic signal at this intersection could resolve the problems for side street traffic. However, a signal at this location could interfere with the operation of the freeway off ramp. The possibility that the new signal would occasionally back traffic onto the freeway would likely prohibit the installation of a traffic signal at this location.

In addition, the community opposes a signal at Pohono Street. Caltrans would have to approve any signalization of this intersection.

The recommended alternative to the signalization of the Pohono Street intersection is to construct a new access road between the Shoreline Center area and the Manzanita intersection. This road would be located to the north of Shoreline Highway, pass under the freeway overcrossing, and connect as the north approach to the reconstructed Manzanita intersection. The level of Service at the Manzanita intersection would remain at D with the new road added as the fourth leg of the intersection assuming buildout traffic loads. This new road would be located in part on lands now used by Caltrans for the Manzanita Maintenance Yard. Caltrans would have to be closely involved in the planning for the new access route.

With the completion of the new roads, the existing intersection of Pohono Street and the northbound freeway ramps could remain open for right turn in and out only or could be closed entirely if the right turns were found to interfere with the efficient operation of the freeway ramps.

6. Parking

Future parking needs have been identified for commuter park-and-ride users. In addition, on-street parking in residential areas with narrow and/or steep roadways, presents safety and accessibility problems.

Commuter park-and-ride lots are already over capacity (see Table 5). Peak usage at the Manzanita Lot near U.S. Highway 101 was 117 percent on the date surveyed. Based on residential buildout, a new park and ride lot of 100 to 105 parking spaces will be needed. Because the largest park and ride lot, the Manzanita Lot, is so close to U.S. Highway 101 it is very likely used by many commuters not residing in the Planning Area. Therefore, any new park and ride lot should be placed closer to Planning Area residents, thereby discouraging non-local commuters. Unfortunately, very little undeveloped land is available in the Planning Area which meets this criteria.

The problem of on-street parking in residential areas is severe in the Planning Area. The California Highway Patrol, which has jurisdiction for all vehicular matters in unincorporated areas of the State, does not have the staff to handle parking enforcement in the Planning Area. It also does not have the staff to enforce parking on non-county maintained roads. Enforcement of parking regulations would require a major shift of law enforcement responsibility. The Public Works Department should continue its strict policy of requiring additional off-street parking in residential areas with narrow, steep roadways. In studying the feasibility of parking lots, consideration would have to be given to the constraints of terrain and a mechanism would have to be identified to allow the purchase, construction and maintenance of such facilities. This could be done by widening the roadway shoulders or by purchasing a parcel for a small parking lot near those residential areas where the problem is most severe, including where new development is proposed.

7. Transit

The Five Year Transit Development Plan for the Golden Gate Bridge, Highway and Transportation District (1988/89 to 1992/93) discusses the impacts of planned residential growth in the service area. The plan identifies five areas of significant residential growth potential which may generate new ridership for Golden Gate Transit. These areas are: Novato, San Rafael, Lower Ross Valley, Richardson Bay, Sonoma Valley and East Petaluma and Rohnert Park.

The plan notes that there are "five areas in Southern and Central Marin including Tiburon, Strawberry Point, Mill Valley, Corte Madera, and Larkspur which have 1,500 residential units planned for construction." Although this level of development does not appear to justify new service, it is important to be aware of the potential for service expansion in southern Marin.

The five significant residential growth areas listed above are better candidates for increased transit service than the Planning Area. Moreover, basic bus route service, such as provided on Route 10 serving Mill Valley, was considered for elimination in fiscal year 1988 because of large project operating deficits. However, Route 10 service remains intact.

The 101 Corridor Study improvements focused on high-occupancy vehicle lanes (HOV) and usage of the Northwestern Pacific Railroad (NWPRR) right-of-way for a transit way. Capital investments for these projects would do little to improve transit service in the Planning Area.

8. Bikeways and Urban Trails

The community accessways are an important asset to the residents in the Tamalpais Planning Area. They provide an alternative to walking along the narrow, winding streets in this area. In addition, the accessways, if not appropriate for pedestrian activity, provide valuable wildlife corridors. These same accessways may serve as emergency evacuation routes in the event of a natural disaster.

In an effort to identify the existing accessways, community members have compiled a list of easements (private and public), pedestrian accessways and parcel separators. This list (Preliminary Inventory of Potential Community Accessways) will be useful in beginning an inventory of potential accessways. The list should not be used as a list of potential trail sites. It was not included as part of the community plan since it may contain parcels which have utility easements not available for public access and it may contain errors. An extensive review of the information still needs to be undertaken. Nevertheless, this information was extracted from maps and other sources, and is now in a much more useful database form, available for review at the Marin County Planning Department.

Each neighborhood in the Tamalpais Planning Areas faces different challenges to developing and maintaining community accessways. The responsibility for developing and maintaining the community accessways is with each individual neighborhood. Historically, it has been the responsibility of individual neighborhoods to develop and

maintain these useful accessways. Following is a brief discussion of the current development of community accessways within the different neighborhoods.

The trail system, with examples in the Shoreline Manzanita Area, is also a valuable resource to the community and the rest of the County. These trails are discussed in the Trails Element of the Countywide Plan.

Tamalpais Valley Neighborhood. The Tamalpais Community Services District has begun initial steps in the preparation of a trails plan. Each accessway should be identified and evaluated for future potential as a pedestrian accessway, emergency evacuation route, or wildlife corridor.

Almonte. The Almonte District Improvement Club should continue efforts to develop and maintain community accessways.

Homestead Valley. A relatively extensive community accessway system exists in the neighborhood and is under the management of the Homestead Valley Land Trust. When appropriate, this system should be expanded. The Homestead Valley Land Trust is has offered their expertise to other neighborhoods in establishing a similar community accessway system.

Muir Woods Park.

The Muir Woods Park neighborhood has both community accessways and recreational trails. The Muir Woods Park Community Association should evaluate the potential for the provision of additional accessways.

9. Truck Routes

The existing truck routes described previously are adequate presently and will be adequate for buildout conditions. Any new design for the U.S. Highway 101 and Shoreline Highway/State Route 1 or East Blithedale Avenue Interchanges, should take into account the roadway widths and turning area requirements for trucks.

D. TRANSPORTATION GOALS

The Transportation Element is based on a desire to preserve the natural and semi-rural character of the Planning Area. Accordingly, the community's transportation network will be designed to accommodate existing and anticipated traffic, but traffic will not be allowed to dominate or dictate the quality of life in the community. It is the goal of the Community Plan to maintain the residential quality of all local streets in the Planning Area, and to protect the natural environment from the adverse effects of major roadway expansion and traffic.

The transportation network will be designed to offer strong transit, pedestrian and bikeway alternatives to the automobile. The roadway system improvements set forth herein are intended to funnel visitor traffic through the Planning Area, and its central commercial area (Tam Junction) as much as possible, to prevent visitor, and residents of adjacent

neighborhoods from using local residential streets instead of arterials for primary passage between destinations.

The primary goals of the Transportation Element are:

1. To promote a transportation network which offers strong transit, pedestrian, and bikeway alternatives to the automobile.
2. To make modest improvements to the Planning Area's arterial roadways and intersections, in order to facilitate regional traffic flow through the community, without subordinating the natural environment or community character to the considerations of traffic.
3. To discourage regional traffic from using local residential streets.
4. To ensure that the developers of new projects pay a "fair share" of the cost of the improvements to the local street system through a traffic mitigation fee or actual construction of improvements.

E. ISSUES, OBJECTIVES, POLICIES AND IMPLEMENTATION PROGRAMS

The following summarizes the transportation, circulation and parking issues facing the Tamalpais Planning Area and community objectives, policies and programs. The issues have not been prioritized in this element.

1. ISSUE: Promoting Alternative Modes of Transportation

Objective T.1

To develop a comprehensive system to support and encourage the use of public transportation, pedestrian, and bike paths in order to reduce dependency on the automobile for local, regional and recreational trips.

Policies:

- T1.1 The county should continue to support efforts to maintain and improve regional and local transit service provided by the Golden Gate Bridge and Transportation District.
- T1.2 The County shall work with GGNRA, State parks, Caltrans, the community and all other relevant agencies in southern Marin for the purpose of reducing the traffic impact of visitors to recreational destinations. There are several options which should be investigated including the development of a staging area, limiting the number of visitors, and providing shuttle services.
- T1.3 The County should encourage the provision of a network of trails, accessways, and bike paths, connecting residents with recreation areas, schools, transit, school bus stops, and local commercial areas.

Programs:

- T1.1a** The County and the Golden Gate Bridge Highway and Transportation District shall encourage high usage of bus service by providing bus stops and shelters at approximately quarter mile intervals.
- T1.1b** The County shall continue to provide direct input to the Golden Gate Bridge and Transportation District on the need to continue and maintain local, regional, and recreation transit service.
- T1.1c** The County will support the efforts of the National Park Service, and the State to find additional public transportation routes and alternatives to private automobile access.
- T1.2a** The County shall continue its dialogue with the GGNRA and the State Parks Department to locate and develop an appropriate site within southern Marin for a visitor staging area or other appropriate mechanism which would reduce traffic to the parks.
- T1.2b** The County shall encourage the GGNRA and the State Parks Department to implement the recommendations of this Plan to improve the efficiency of transporting visitors to the parks, and to contribute to the financing of improvements that are utilized by visitors.
- T1.2c** The County shall encourage the GGNRA and the State Parks Department to permit park access only by transit vehicles, and to limit or restrict private automobile access to the recreation areas.
- T1.3a** The County Open Space District should continue to develop and restore community trails and bike paths, where appropriate.
- T1.3b** The Marin County Open Space District should prepare a comprehensive pedestrian and bike trail plan which will be used to require dedication of trail rights-of-way at the time of development (also see the objectives, policies and programs listed under the issue of Trail System and Community Accessway Preservation and Management).
- T1.3c** The Marin County Open Space District should take necessary steps to ensure proper trail maintenance, including controls for the use of trails by motor bikes, bicycles, and equestrians.
- T1.3d** The County should examine the possibility of providing more efficient pedestrian and bicycle routes in the Tam Junction area, particularly around the Coyote Creek bridge.
- T1.3e** The School District should consider setting up a school advisory committee as described in the State Traffic Manual in order to identify "school routes." The advisory committee should include local agency traffic engineers,

policy agencies, PTA and the California State Automobile Association. Up to fifty percent of the funding of traffic control devices recommended by the school and its advisory group may be the schools responsibility.

- T1.3f The Golden Gate Bridge Highway and Transportation District should install bicycle racks at all bus stops with county's cooperation.
- T1.3g Bike trails should be indicated on a map, conform to County standards, and when possible should have a separate right-of-way rather than using the street.
- T1.3h During development review, the County shall require installation of bus shelters and bicycle racks at bus stops.
- T1.3i The County should evaluate the feasibility of installing a pedestrian activated signal at Shoreline Highway and Pine Hill Road.

2. ISSUE: Existing and Future Traffic Congestion

Objective T.2:

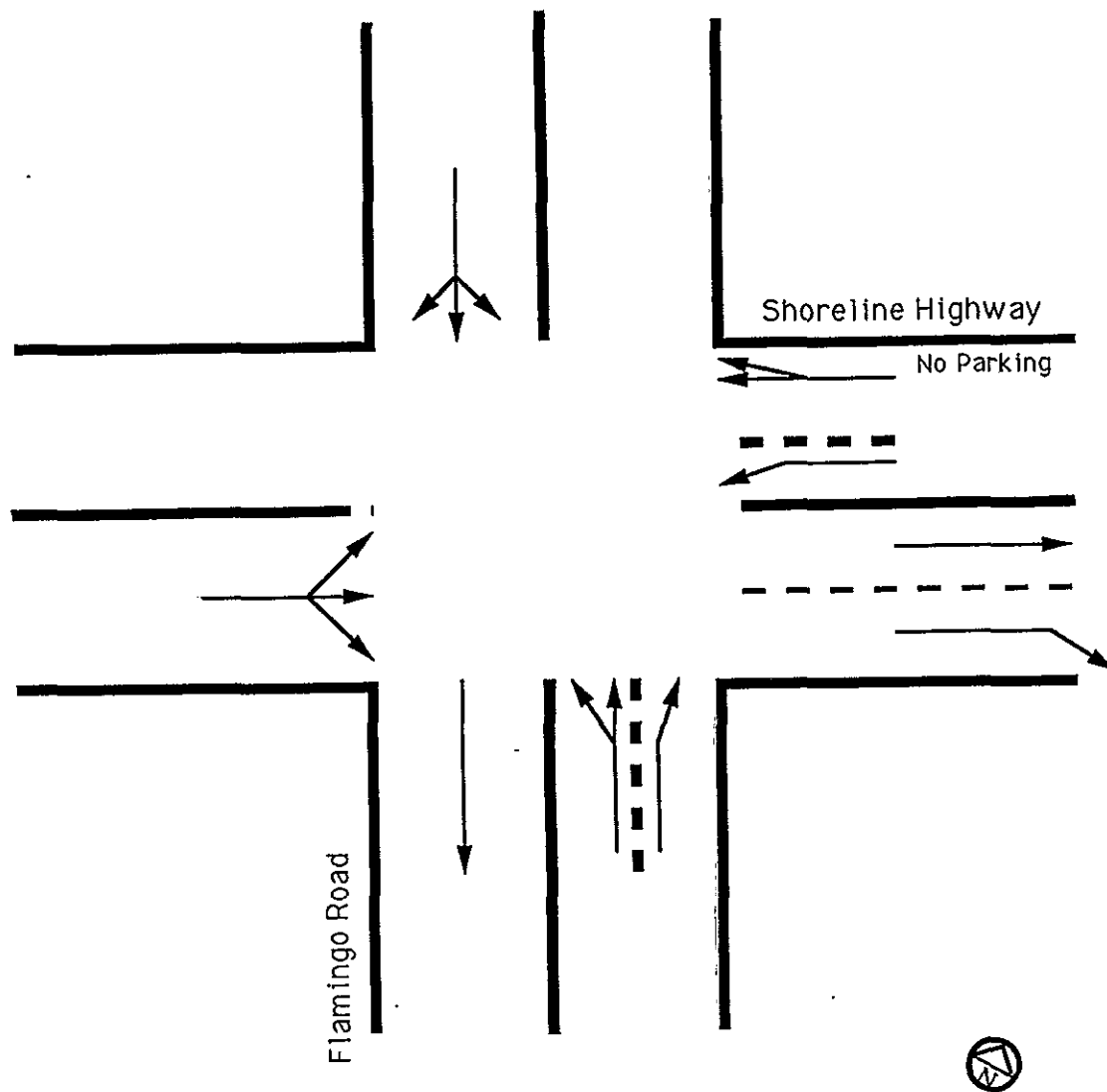
To improve traffic circulation along Shoreline Highway/State Route 1 while protecting, to the greatest extent possible, the values of the natural environment through which the roadway passes, and the quality of life in the residential areas which abut the roadway.

Policies:

- T2.1 The County shall improve traffic circulation on Shoreline Highway/State Route 1 between the bridge over Coyote Creek and its intersection with Almonte Boulevard.
- T2.2 The County shall improve traffic circulation at the intersection of Shoreline Highway/State Route 1 and Flamingo Road.
- T2.3 The County shall improve traffic circulation along Shoreline Highway/State Route 1 from Flamingo Road to Loring Avenue.
- T2.4 The County shall prohibit, whenever possible, additional roadways and driveway accessing directly onto Shoreline Highway.
- T2.5 To preserve the community character and the natural environment, Shoreline Highway shall not be widened, except as specifically stated in this Plan to improve intersection level of service and to accommodate left turn lanes where appropriate.
- T2.6 The County should work with Caltrans to provide efficient traffic flow from the intersection of Highway 101 and State Route 1, through the Tam Junction.

Programs:

- T2.1a** The County shall work with Caltrans to improve Shoreline Highway/State Route 1 from the bridge at Coyote Creek to the signalized intersection at Almonte Boulevard to include two lanes southbound, and a continuous two-way left turn lane in the center (5 lanes). The two-way left turn lane would terminate approximately 200 feet from the signalized intersection and be replaced by a left turn only lane, allowing two westbound left turn lanes. A six foot sidewalk should be provided on the west side of Shoreline. In addition, six foot shoulders should be included on both sides of Shoreline Highway, and provisions will need to be made for underground utilities.
- T2.1b** The County, in its review of new development and redevelopment plans, will work to consolidate driveways along Shoreline Highway/State Route 1 to limit the number of access points between the bridge over Coyote Creek and the signalized intersection.
- T2.2a** The County shall work with Caltrans to improve the Shoreline Highway/State Route 1 from the signalized intersection at Tam Junction to Flamingo Road to include one through westbound lane and a left turn only lane at Flamingo Road for westbound traffic on Shoreline Highway two eastbound lanes, one of which becomes right turn only at the Almonte Boulevard intersection (see Figure 28).
- T2.2b** Future land use plans for the Cala Foods property (APN #051-051-01) shall require all access points to be located a minimum of 50 feet from the Shoreline Highway/State Route 1 intersection.
- T2.2c** Signage and landscaping at the intersection of Shoreline Highway and Flamingo Road should be improved and maintained to increase vehicular/driver visibility.
- T2.3a** The County shall work with Caltrans to widen Shoreline Highway/State Route 1 to include center turn lanes and shoulder improvements for left turns for northbound traffic at Laurel, Poplar and Maple. Particular attention should be paid to preserving the existing bike path and maintaining the open drainage channel adjacent to the roadway.



**TAM AREA COMMUNITY
PLAN 1990**

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**Figure 28
Shoreline Highway/Flamingo Road
Intersection Improvements**

Source: Barton-Aschman Associates, Inc.

- T2.3b The County shall install a landscaped median along Shoreline Highway at Ross, Spruce and Ash streets to eliminate left turns. Of particular concern is the median at Ross, due to the safety problem. Additional study should be undertaken at the intersection of Pine Street and Shoreline in order to provide safe and efficient turning movements.
- T2.4a All Design Review and master plan applications shall be reviewed to determine if there is any feasible alternative for access other than a new roadway or driveway connected directly to Shoreline Highway. Some roads which should be considered for alternative access are West California Avenue and Lattie Lane.
- T2.4b The County, to the greatest degree possible, shall prohibit additional roadways and driveways accessing directly onto Shoreline Highway/State Route 1.
- T2.5b Under no circumstances shall Shoreline Highway/State Route 1 between Flamingo Road and Loring Way be widened to four lanes.
- T2.6a. A planning study should be undertaken which carefully examines Shoreline Highway/State Route 1 from the U.S. Highway 101 interchange to Tam Junction.

3. ISSUE: Level of Service Standard for Intersections

Objective T.3

To establish a LOS standard for each of the three major intersections in the Planning Area to insure that development does not exceed the capacity of the intersection given planned future improvements.

Policies:

- T3.1 The LOS at the intersection of Shoreline Highway/State Route 1 and Almonte Boulevard (Tam Junction) shall not be allowed to deteriorate below level "D." (PM peak)
- T3.2 The LOS at the connection of U.S. Highway 101 (southbound ramps) and Shoreline Highway/State Route 1 (the Manzanita Intersection) should not be allowed to deteriorate below level "D." (PM peak)
- T3.3 The LOS at the intersection of U.S. Highway 101 (northbound ramps where U.S. Highway 101 connects with State Route 1) and Pohono Drive should not be allowed to deteriorate below level "D." (PM peak)
- T3.4 The County shall adopt LOS D as the lowest acceptable LOS for all intersections in the Tamalpais Community Planning Area. The improvements described in this Plan are designed to provide LOS D.

Programs:

T3.1a The County shall work with Caltrans to improve the Tam Junction intersection to include: 1) a new left turn lane to the intersection's north leg (Almonte Boulevard), 2) a new left turn lane on the intersection's east approach (State Route 1), 3) a channelized right lane on the east approach, 4) an acceleration merge lane on Almonte Boulevard, and 5) double right turn lanes on the west approach to the intersection (State Route 1). Directional signs shall be provided to facilitate the flow of traffic to the recreation area in west Marin and to Mill Valley (see Figure 29).

T3.1b Widen Shoreline Highway/State Route 1 as described in Program T2.1a.

T3.2a The County shall work with Caltrans to implement the installation of a traffic control signal at the Manzanita intersection prior to the implementation of Program T3.3a.

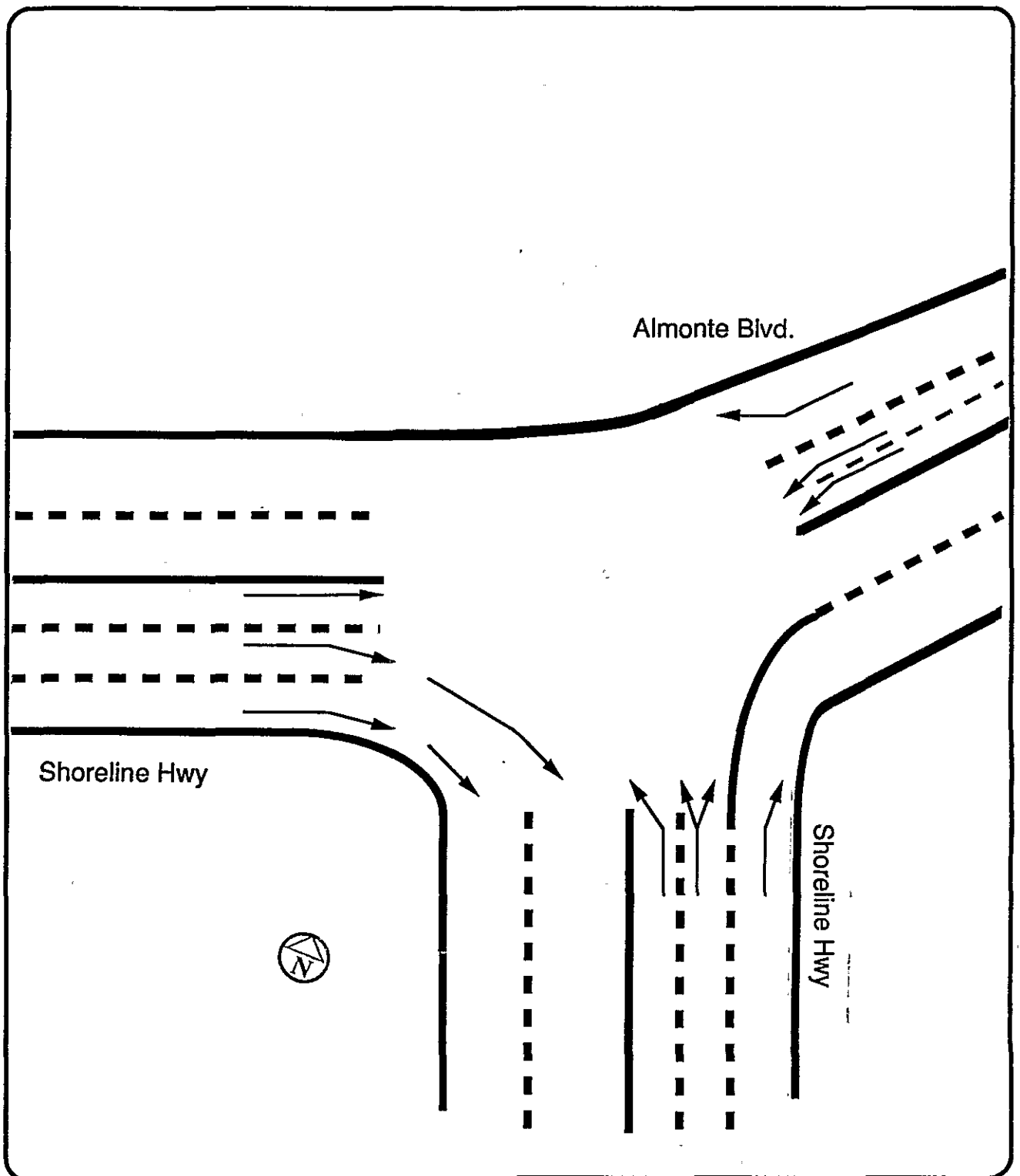
T3.2b The County shall work with Caltrans to add a left turn lane to the south approach of U.S. Highway 101 (southbound ramps) and make the southbound on-ramp traffic split off sooner, allowing more stacking space at the intersection.

T3.3a The County shall work with Caltrans to provide primary access to the Shoreline area over a new road which would form the north leg of the Manzanita intersection. The road would be located on the Caltrans storage yard property and would connect with the existing Bolinas Street and planned parking areas which serve the Shoreline area's office and commercial uses. The Manzanita intersection would have to be reconfigured to achieve this design.

In conjunction with providing new primary access to the Shoreline area, the County should work with Caltrans to ensure that turning movements are restricted if they are found to be unsafe at the Pohono Street intersection.

T3.3b The County shall work with Caltrans to widen Shoreline Highway/State Route 1 from the U.S. Highway 101 northbound ramps to the Manzanita intersection to provide two lanes westbound. The single eastbound lane should flare at the Pohono intersection to accommodate a left turn pocket.

T3.4a Marin County Planning Staff, in conjunction with the Department of Public Works, shall develop a detailed traffic mitigation ordinance designed to maintain or achieve LOS D at all intersections in the planning area, and assist in providing funds to undertake improvements described in this Plan.



**TAM AREA COMMUNITY
PLAN**

John Roberto Associates

**Tam Junction
Intersection Improvements**

Source: Barton-Aschman Associates, Inc. 1988

Figure 29

4. ISSUE: Relationship of Development Intensity to Roadway Capacity

Objective T.4:

To ensure that roadway improvements needed to serve new commercial and residential developments conform to the roadway improvement and level of service policies and programs set forth in the preceding sections.

Policies:

- T4.1** To limit the intensity of proposed commercial development and the density of a proposed residential development if the traffic generated by such development exceeds the capacity of the roadway or intersections in the Planning Area. Also, to limit proposed development intensity if the roadway and intersection improvements needed to accommodate the traffic generated by the new development are inconsistent with the roadway and intersection improvements described in preceding sections.

Program:

- T4.1a** Traffic studies will be required of new development if such development could generate traffic which has the potential to degrade the level of service on the existing roadway network. The study must be submitted as part of a Design Review, master plan, or other application for development entitlements or prepared as part of an environmental impact report. The traffic study shall focus on planned improvements set forth in the Transportation Element and whether or not the proposed development can be accommodated by planned improvements. If the necessary traffic improvements to accommodate the proposed project are inconsistent with traffic components recommended in this Plan, the project must be denied or an application for plan amendment must be considered.

5. ISSUE: Roadway Extensions

Objective T.5:

To oppose any second access from Marin City to Tennessee Valley Road. Present and projected traffic capacities of both Tennessee Valley Road and Shoreline Highway/State Route 1 are insufficient to accommodate this connection. Poor soils and steep slopes make construction of a road in this location difficult and costly.

Policies:

- T5.1** The County shall seek to maintain Tennessee Valley Road's character and approach. Connections to Marin City or the ridge shall not be permitted.

Programs:

- T5.1a The County shall limit improvements to Tennessee Valley Road to those necessary for safety, and maintain Tennessee Valley Road in its current configuration to the greatest extent possible. The community has expressed a strong desire to maintain the road in its current alignments.
- T5.1b The County shall extend the left turn lane on Shoreline Highway at Tennessee Valley Road if space is available. The community feels no left turn should be allowed from Tennessee Valley Road to Shoreline.

6. ISSUE: Roadway Design and Character

Objective T.6:

To retain the character of the Planning Area by assuring that future roadway construction and improvements will have a low impact on the natural and residential environment.

Policies:

- T6.1 All roadway improvements must be designed to preserve and enhance the semi-rural character of the Planning Area.
- T6.2 All new roadway improvements must be designed to have a minimal impact on the values of the natural environment.
- T6.3 The County shall protect and maintain, where practical, vegetation and trees growing within the unimproved portions of the right-of-way on Shoreline and Panoramic highways while accommodating needed improvements for traffic safety and circulation.
- T6.4 The County should ensure that privately-maintained roadways are left in good condition after completion of a project.

Programs:

- T6.1a The County will support the retention of the semi-rural character of the Planning Area by discouraging the installation of street lights, concrete sidewalks, curbs, and gutters in residential areas. Alternative materials to concrete are encouraged for sidewalks, berms, and drainage swales where these improvements are needed for engineering and safety purposes.
- T6.2a The County will keep road widths and intersection designs to the minimum required in areas with high natural resource value or in areas that contribute to the visual character of the community.

- T6.2b The County shall retain existing unimproved watercourses in their natural state. Proposed roadways and driveways that would move drainage underground are to be discouraged.
- T6.3a The County shall request Caltrans to keep eucalyptus foliage on the south side of Shoreline Highway cut back to provide better visibility for traffic stopped at the sign at the beginning of Panoramic Highway so that on-coming eastbound traffic can be seen. Otherwise, foliage and trees in the right-of-way should be maintained.
- T6.3b The Public Works Department shall continue to work with the community to redesign the intersection at Four Corners (junction at Sequoia Valley Road) to improve traffic flow and sight distance.
- T6.4a. The County shall require developers to post a bond proportional to the size of the project, with a minimum value of \$5,000.00 to cover for the cost of repairing privately owned roadways following completion of a project.

7. ISSUE: Control of Visitor and Recreation Traffic

Objective T.7:

To limit the impacts of visitor traffic on the Planning Area.

Policies:

- T7.1 The County shall work with GGNRA, the State Park Department and Caltrans to establish a staging area as called for in Policy T1.2.
- T7.2 The County shall work with Caltrans to implement a signage program that limits the impacts of visitor traffic on the Planning Area.

Programs:

- T7.1a The County shall implement Programs T1.2a through c.
- T7.2a The County will work with Caltrans to install signage along U.S. Highway 101 indicating alternate access routes to west Marin are available.
- T7.2b The County shall work to locate a sign at the Manzanita intersection indicating if and when park and beach parking lots are full.

8. ISSUE: Parking

Objective T.8:

To improve off-street parking conditions in hillside residential areas and historic subdivisions which are served by substandard streets.

Policies:

- T8.1 The County will work with residents in the various neighborhoods of the Planning Area to improve upon the off-street parking situation.
- T8.2 New development will be required to provide parking based upon the projected need within the residential area.

Programs:

- T8.1a In neighborhoods where on-street parking is limited, the County shall assist in the creation of small paved and landscaped parking sites. Such assistance shall be in the form of technical support and advice necessary in forming assessment districts.
- T8.1b The County shall require that all new parking lots have landscaping plans that include trees to break up the flatness of the visual impact. Hillside residential areas shall have landscaped parking lots where appropriate and feasible.
- T8.1c An alternative means of on-street parking enforcement, such as funding an assessment district to provide parking patrols should be considered. The County Sheriff should also be directed to step-up action to enforce parking violations.
- T8.2a The County, when it has the authority, shall require all new residential construction or a remodeled residential project which proposes an increase in floor area of 25% or more over the existing floor area, to provide additional off-street parking spaces if the development or development area is served by sub-standard streets, and where there is space available to provide additional on site parking (refer to LU1.4d for parking standards).

Objective T.9:

To maintain and improve commuter parking facilities in the Planning Area.

Policies:

- T9.1 The County shall continue to work with Caltrans to maintain, improve, and expand the number of commuter parking facilities in the Planning Area.

Programs:

- T9.1a Existing commuter facilities shall be preserved and new lots acquired when available. New commuter parking lot sites might include: the Caltrans right-of-way, the County road right-of-way which is not used for streets in the Shoreline and Manzanita areas, the area in front of the Howard Johnson Motel, the Caltrans corporation yard, and the area near Almonte Junction.

T9.1b The County and Caltrans shall work together to adopt a monitoring and enforcement program to limit long-term parking in commuter lots, thereby promoting commuter use of these lots.

T9.1c The County shall not lease public lands to private developers for private parking use. It shall encourage Caltrans to adopt a similar policy.

Objective T.10:

To ensure that future non-residential development always has adequate parking, the County should not allow the leasing of land for parking to increase building floor area for a parcel, or to meet on-site parking requirements.

Policies:

T10.1 The County will not allow credit to gross land area for off-site parking arrangements when calculating allowable floor area.

Programs:

T10.1a The County shall not permit the use of land leased for parking or adjacent street parking in calculating allowable floor space under the FAR provisions or in meeting on-site parking requirements.

9. ISSUE: Road Access to Hillside and Ridge Properties

Objective T.11:

To require adequate road access to new residential development in hillside and ridge areas and within historic subdivisions.

Policies:

T11.1 To require the dedication or provision through easements of additional land for roadway construction when an existing paper street does not have adequate width or alignment to serve proposed development.

T11.2 To provide for adequate access, particularly emergency vehicles on private roads through the enforcement of parking standards.

Programs:

T11.1a The County shall continue to strictly enforce the Paper Street Ordinance and Title 24 development standards for the proposed improvement of paper streets and not permit the improvement of a paper street that is substandard in width to accommodate proposed development.

T11.1b Prior to acting on any application for development or land division on any hillside and ridge properties served by a paper street, the County will

require the applicant to submit a study of the existing or potential road conditions and the recommended improvements necessary to accommodate the proposed development as part of a complete application.

T11.1c Landowners or developers wishing to improve or subdivide their lands in hillside and ridge areas may be required to submit fees or provide easements and improvements recommended in the roadway study. The County will adopt criteria for funding said improvements.

T11.2a The community should set up a task force to investigate ways to enforce parking standards on private roads.

10. ISSUE: Trail System and Community Accessway Preservation and Maintenance

Objective T.12:

To preserve the community accessways and providing trails in the Tamalpais Planning Area and to expand that system by discouraging abandonments and requiring dedication of land from new development, if appropriate.

Policies:

T12.1 The County shall coordinate and cooperate with the Tamalpais Community Services District, the Homestead Valley Land Trust, the Almonte District Improvement Club, the Muir Woods Park Community Association, and Golden Gate National Recreation Area to improve and preserve the community accessways.

T12.2 The County shall coordinate with the Marin County Open Space District and other interested agencies, individuals, and community organizations to develop and maintain the trail system in the Tamalpais Planning Area.

T12.3 Future plans for trail development will be subject to environmental review.

Programs:

T12.1a The County shall consider acceptance of offers of dedication to obtain the accessways, parcel separators, easements and/or alleys which are located throughout the Planning Area and, in many cases are used as pedestrian accessways. Neighborhood organizations, such as the Homestead Valley Land Trust, the Tamalpais Community Services District, the Muir Woods Park Community Association, and the Almonte District Improvement Club shall be responsible for identification, acquisition, and maintenance of these accessways.

T12.1b The County shall evaluate proposed abandonments of public easements, alleys, and pedestrian accessways with respect to the policies and goals described in this Community Plan and the Countywide Trails plan.

T12.2a The County will require dedication of trail rights-of-way at the time of development if the Countywide trails map indicates there is a trail on the property.

T12.2b Bikeway and trail connections to bus stops, shopping areas, and recreation areas should be the County's highest priority for allocation of improvement funding and acceptance of trails.

T12.2c Individual property owners should be aware that they may not construct improvements which preclude access within a public access easement.

11. ISSUE: Roadway and Trail Signing

Objective T.13

To improve automobile, bicyclist and pedestrian safety in the Planning Area by providing signs which promote safety.

Policies:

T13.1 The County through appropriate signing will seek to improve on automobile, bicyclist, and pedestrian safety in the Planning Area.

Programs:

T13.1a The County shall exert special care when installing and maintaining fog stripes and reflectors on arterial roads in the foggy upper elevations of the Planning Area.

T13.1b The County shall encourage Caltrans to install a sign at Shoreline Highway and Loring Avenue that indicates that the curve is very dangerous.

T13.1c The County shall encourage Caltrans to post and maintain the edgelines of bike paths with "No Parking" signs.

T13.1d The County, the Tamalpais Community Services District, the GGNRA or other responsible agencies shall install signs to mark trail heads.

T13.1e Trail entries should be signed in a uniform "rustic style" and the standard should be adopted by the Federal and State Park services and the Marin County Open Space District.

T13.1f Trail entries should include bollards or blind gates which prohibit motor vehicle and motor bike access. Fire trail vehicular access gates should include a pedestrian bypass.

12. ISSUE: Funding Transportation System Improvements

Objective T.14

To provide a funding program which would assist in funding the transportation improvements recommended in the Tamalpais Area Plan. There are 1,405 new peak hour trips projected and the improvements are estimated to cost \$4,645,500 (including widening the Coyote Creek Bridge). A detailed cost estimate is included in Appendix E. The traffic mitigation fee will be calculated when the fee mitigation ordinance is developed.

Policies:

- T14.1** The County shall require developers to fund incremental improvements to the intersections determined to be impacted by the proposed development. The development will be required, as a condition of approval to finance the reasonable proportional costs of providing necessary new facilities.
- T14.2** The County shall require that the necessary road improvements be constructed prior to occupancy, when the proposed development will result in a change in the Volume to Capacity (V/C) ratio of .01 or greater. A change in the V/C ratio of .01 or greater would affect only large development projects which have the potential to substantially affect traffic circulation. Smaller developments (such as a single family residence), would be excluded from this requirement and may elect to either contribute funds to construct road improvements, or construct the improvements.

The intention of this policy is to require completion of road improvements prior to occupancy for large development projects. It is also intended that smaller projects, such as development of single family homes on existing lots, be exempt from constructing road improvements prior to occupancy. All future development projects will be required to either pay a traffic mitigation fee or construct road improvements.

Programs:

- T14.1a** The County shall approve a Traffic Mitigation Fee Ordinance which requires that the developers of new projects shall pay a traffic mitigation fee based on the trips which would be generated by each new development.
- T14.1b** The roadway improvements which shall be funded by the fees collected under the Traffic Mitigation Fee Ordinance are as follows:

Intersection Improvements - Shoreline Highway with:

Flamingo/Gibson

Add westbound left turn lane; Add eastbound through lane; Add northbound through lane; Signalize

Almonte Boulevard Add northbound left turn lane; Add southbound through lane; Add eastbound right turn lane

Highway 101 Southbound Add westbound through lane; Add northbound left turn lane; Add new street as north leg to serve Shoreline Center area; Signalize

Roadway Improvements - Shoreline Highway Manzanita to Tam Junction:

Southbound Provide two through lanes;

Northbound Provide one through lane;

Left Turn Lanes Provide northbound left turn lane at Tennessee Valley Road; provide continuous two way left turn lane Coyote Creek to Almonte Junction.

Coyote Creek Bridge Widen to three lanes.

T14.1c The Traffic Mitigation Fee Ordinance shall include calculations of the rate of traffic mitigation fee which shall be paid by each type of development.

V. PUBLIC FACILITIES AND SERVICES

A. EXISTING CONDITIONS

The Tamalpais Planning Area, including the neighborhoods of Tamalpais Valley, Almonte, Homestead Valley, Muir Woods Park and Manzanita-Shoreline is served by a variety of local agencies. The following is an inventory of these agencies and a discussion of their current status.

1. Schools

School Districts

The Mill Valley School District administers grades kindergarten through eighth. The District's Tamalpais Valley Elementary school serves students in the Planning Area. Upon parent petition or because of a District need to equalize classroom size, students many attend Strawberry, Park, Old Mill or Homestead schools. Those students living on the southerly side of Tennessee Valley Road and in the Manzanita-Shoreline area attend the Sausalito School District elementary grades (K thorough 8). Middle school students attend the Mill Valley Middle School.

The Tamalpais Union High School District administers grades nine through twelve. The District has five high schools. The principal one serving the Planning Area is Tamalpais High School, which opened in 1908. An extensive adult education and recreation program is offered the community by the School District and a Regional Occupation Program is sponsored at the high school by the Marin County Office of Education.

Enrollment was on the decline in all three of the elementary schools and in the high schools through 1985. The Mill Valley School District closed four of its schools, and at one time the Tamalpais Union High School District was considering closing one of its high schools. Presently space is leased on Tamalpais High School campus in the shop areas and in other spaces determined surplus for the present enrollment. A conditioned permit was granted for specific rental uses by the City of Mill Valley which considered hours of operation, parking, traffic and noise generation potential, appropriate school campus activity and other input from the neighboring community.

Today enrollment is presently at capacity at all of the Mill Valley School District's elementary schools. In 1989/1990, the Mill Valley School District reopened a classroom at Homestead School, which is leased to education-related tenants, for a pre-kindergarten class. In 1990/1991 portable classrooms will be added on Tamalpais Valley campuses. Strawberry School is closed and the Edna Mcquire site is to be opened.

The elementary students' enrollment bulge is predicted to continue and to sequentially increase enrollments in secondary schools because of the stable increased birth rate. The Tamalpais Planning Area residential buildout will add to the school age population. Important factors in school planning are also the need for child care, after school activities and the continuing need for the community to use the school sites for recreational

activities. The prevalence of working parents and lack of public school transportation has increased the need for recreation space close to schools and day care facilities.

Specific recreation taxes created and supported, in part, facilities like the Park School Auditorium, Tamalpais High School's Mead Theatre and Student Center, and the playing fields and playgrounds prior to Proposition 13. Since then the growing population has continued to use these facilities. In the cases of school leasing or transfer of ownership, the public has retained the right to use the school grounds for informal neighborhood use as well as to rent facilities for group activities. The use permit for the Mount Tamalpais School allows for use of the field, play structure, and blacktop area by elementary school aged children with adult supervision. Older students and neighborhood adults may use the basketball courts and playing fields. A shortage of level land and meeting spaces makes essential the retention of these school facilities and open space areas for public use. The Mount Tamalpais School contracts with a landscaping company which maintains the school playfields, the cypress grove, and the entire school property.

Mill Valley Middle School and Tamalpais High School both have remaining excess capacity. The school districts are currently preparing a long range plan which will establish pupil generation rates and project future demand for classrooms and services. Declining household size, coupled with future residential development in the Planning Area, makes the task of predicting future school needs a difficult one. Reorganization of the grade levels in elementary and middle schools, and reopening certain schools that are now closed, are options that will be evaluated by the long range plan.

College of Marin

The Marin Community College District is the only public educational system in the County that offers college courses. An Associated Arts degree after two years can be earned at either the Kentfield or Indian Valley campuses. It also provides community and adult education programs, and rooms for meetings and public events on both of its campuses. Access to either of these campuses is very difficult by public transportation for residents of the Planning Area, requiring two or three bus transfers.

The College of Marin was first opened in the spring of 1926. In anticipation of higher enrollment, Indian Valley Colleges opened its doors in 1971, moving to a newly constructed campus at the west end of Ignacio Boulevard south of the City of Novato in 1975.

2. Recreation

Regional Parks

The Tamalpais Planning Area is in close proximity to some of the nation's most spectacular parks and recreation areas: the Golden Gate National Recreation Area, Mount Tamalpais, Muir Woods National Monument, Stinson Beach State Park, Point Reyes National Seashore, Marin Headlands Arts complex, and the Army Corp of Engineers Bay Model Center. Also nearby are County parks, watershed lands, small craft harbors and regional bike paths which link the Tamalpais Planning Area with other communities in southern and central Marin County with the Golden Gate Bridge to San Francisco.

These multi-use hike and bike paths connect with a network of accessways and a trail system in the Bay Front Park, the Golden Gate National Recreational Area, the Muir Woods National Monument, Tennessee and Pirate's Cove beaches, and Mount Tamalpais State Park adjoining the Planning Area lands.

There is a peripheral path, and passive recreational sites signed 'Public Access' around Richardson Bay whose increments are completed at the time of a parcel's development or at the time of wetland restoration. Also needing to be improved and maintained as paths are the many mapped paper streets which are a portion of mapped trails or accessways. These include those streets which are designated as visual corridors along Bayfront properties by the Richardson Bay Special Area Plan and those which are segments of important trails, like the Redwood Trail, the Sun Trail, Dipsea Trail, Homestead Trail, etc., as well as those paths, lanes, trails so named and used, which also connect with the regional and local open space and recreation lands.

Open Space Lands

Open space lands in the immediate area include the lands acquired by the Homestead Valley Land Trust and Stolte Grove. The lands acquired by the Trust are not used for organized recreation. Stolte Grove is available for activity such as weddings, receptions and parties.

Neighborhood Parks and Recreation Facilities

In Tam Valley the TCSD owns a children's playground at Kay Park (between Linda and Jean streets), and Eastwood Park (near Northern Avenue) that includes two tennis courts, a meadow and children's play equipment. TCSD maintains the playing fields at Tam Elementary School. It also maintains the Recreation House and picnic grounds on Tennessee Valley Road. The TCSD sponsors a child care program at Tam Valley School.

The TCSD also maintains extensive open space lands and a network of paths and trails in Tam Valley. Funding for parks and recreation activities comes from property taxes. The Tam Valley Improvement Club is a private, non-profit organization whose building is used for recreation purposes.

In Almonte, the Almonte District Improvement Club Building is a facility for public recreation as well. In Homestead Valley, the Homestead Valley Community Association has a day care program located on the Homestead School site, a swimming pool and other programs at its Center on Montford Avenue. In addition the Homestead Valley Land Trust has an open space and trail system. These activities are funded through a CSA and a bond issue passed some years ago.

3. Fire Protection

Fire protection in the Tamalpais Planning Area is provided by a consolidated fire service (Tamalpais Fire Protection District and Mill Valley Fire Department) based in the Public Safety Building at One Hamilton Drive in Mill Valley. The Planning Area is served most directly by Station #5 which is located on Poplar Street.

The service standard for the Fire Department is to respond to 90% of all calls within five minutes. However, a fire call during peak hour traffic periods could increase response time. Each engine company responding to a fire is staffed by a captain and two fire fighters. Paramedics respond in their own emergency vehicle at the same time as the fire engine company.

The current level of fire service in the Planning Area is adequate and should be maintained. Homeowners in urban/wildland interface areas should be encouraged to undertake "greenbelting" programs, establishing protective strips around the perimeter of properties by removing flammable vegetation, and planting native fire-resistant vegetation in its place.

The Muir Woods Park Area is protected by the County Fire Department and has a fire station located near the Mountain Home Inn on the Panoramic Highway. While the County is able to adequately serve homes in this area, access to homes along the west end of Edgewood Avenue and east of Mountain Home Inn could cause delays in emergency service.

4. Police Protection

The Tamalpais Planning Area is served by the Marin County Sheriff's Department from its substation located in Marin City. The only access to the Planning Area from the substation is via Highway 101. On weekends, and on some weekday evenings, traffic congestion along the access roadway route can impede responses.

Sheriff services for the Planning Area are not as adequate as other areas in the County because of the number of officers available for emergencies and routine enforcement.

The California Highway Patrol is responsible under State Law for enforcing traffic regulations along Shoreline Highway (State Route 1), and on local streets which are County-owned and maintained. Highway patrol officers do not have a high profile in the community because their main area of responsibility is the State's highway system.

5. Medical Facilities

Marin General Hospital, located on Bon Air Road in the Kentfield/Greenbrae district of the County, serves the Tamalpais Planning Area. Marin General is currently the largest and most diversified hospital in Marin County. It is the only community-owned hospital in the County. Marin General has recently undergone major modernization. The in-patient population is estimated at 58,000 to 60,000 patient-days per year. The out-patient service growth is projected at three percent per year through 1991.

Marin General Hospital purchased Ross Hospital from Republic Health Corporation in 1987. As a result Marin General is the only full service hospital serving southern and central Marin communities. Novato Community Hospital serves the northern portion of the County, and Kaiser Hospital serves its entire membership throughout the County.

6. Post Office

The Mill Valley Post Office serves the Tamalpais Planning Area. The Post Office has two substations located along Miller Avenue. Because the Post Office is not within easy walking distance of most Planning Area residents, it is important that adequate parking and circulation be provided at the facility. Because the Post Office is visited by most residents and businesses on a routine basis, it should provide a community bulletin board and a place for exchange of informational pamphlets and local publications. The community would like a Post Office substation in the Tam Junction Area.

7. Library Service

Residents of the Tamalpais Planning Area are served by the County library system. The Planning Area once had a branch library located on Maple near Shoreline Highway, but the facility was closed over ten years ago. The closest branch of the County library system is the spacious facility located on Tamalpais Drive in the Town of Corte Madera.

The County library has mobile service to all unincorporated areas of the County. The mobile library is in the Planning Area on the first and third Tuesday of each month at Jean and Linda Streets between the hours of 2:45 pm and 3:30 pm.

Residents of the Planning Area can use the City of Mill Valley's Library at no charge, and can check out books with their County library cards. Although a local community library is always an asset, the limited funds available to the library are best utilized by keeping the book collections current rather than by opening and operating new library branches.

8. Water Service

The entire Tamalpais Planning Area is within the Marin Municipal Water District's service area. The District's present water supply is furnished by five reservoirs owned and operated by the District. The District also purchases 4,000 acre feet of water per year from the Sonoma County Water District. The quality of the District's water is considered to be very high. However, because the system is rainfall-dependent, the supply of water varies in periods of surplus or drought. Historically, the supply has been sufficient, in that conservation policies have compensated for low supplies in years of drought.

MMWD imposed a moratorium on water connections for all new residential and commercial developments in April, 1989. The moratorium will remain in place until the District obtains an additional long-term water source. The District is currently evaluating various options for obtaining up to 14,000 acre feet per year of additional water capacity to serve future development. While small amounts of water may be released during the moratorium, obtaining a long term supply may take as long as five years. Therefore, those projects which do not currently have water commitments may have to wait several years before they will be allowed to proceed.

Residents of the Planning Area are concerned about the implications of obtaining water from sources outside the area. The District's current high quality of water supply is

considered an asset to homeowners in the area. Water obtained from other sources may not meet these high standards and, if mixed with current supplies, could degrade the system's overall water quality. In addition to the effects on the quality of future water, residents are concerned about the increasing costs of providing water from new sources.

9. Sanitation

The Tamalpais Planning Area is served by four sanitation districts: the Tamalpais Community Services District (TCSD), Almonte Sanitary District, Homestead Sanitary District and the Sausalito/Marin City Sanitary District.

Three of these four districts have joined together with other sanitary districts in the southern Marin area to form the Sewage Agency of Southern Marin (SASM). SASM operates and maintains the sewage treatment plant, lift stations and force mains. The individual members of the Agency maintain their collection systems by their own staff or by private contracts. SASM treats all the sewage of its members, with one exception, the residential areas in Tamalpais Valley are sewered into a joint plant with the City of Sausalito; only the Kay Park portion sewers into the SASM plant. Likewise, that portion of the Planning Area (east of Highway 101) served by the Sausalito/Marin City Sanitary District is served by the Sausalito plant.

Each member of SASM has an allocated share in the capacity of the treatment plant. While total capacity is adequate, disparities in the remaining entitlements of the members are developing. Homestead Valley growth is well within its allocated treatment capacity, but the Almonte District is approaching capacity, and growth in the Kay Park portion of Tamalpais Valley has already exceeded the TCSD allocation.

The TCSD has the smallest allocation of the members of SASM, and as a result, the overrun of its allotment is insignificant in terms of the plant's overall capacity. However, if further development is to be allowed in Tam Junction, additional sewage allocations will be necessary. SASM has agreed to study this issue and develop a plan of action to resolve further capacity allocation disputes. One potential program would be to adopt alternative standards for measuring wastewater discharge by size of home. Another approach would be to consider transferring entitlements among members. A final strategy is to reevaluate the actual capacity of the SASM plant by determining the actual dry weather capacity of the treatment plant. At the time the Joint Powers Agreement was prepared, the sewer allocations were based on "equivalent dwelling units" rather than actual flows. If actual demands are less than planned treatment flows, the analysis may show there is no shortage of capacity for the TCSD.

Muir Woods Park is almost completely served by individual septic tank systems. Since 1972, the Marin County Division of Environmental Control has been documenting complaints of failing septic tank systems in this area. Many of these systems were installed and constructed at a time when the regulations and controls for septic tank systems were not as stringent as they are at the present time. Additionally, this area is poorly suited for septic tank systems, as Franciscan shale and other rocky ground strata are predominant in this area. Tree and plant root intrusion also create severe problems on drainfield trenches which subsequently block the flow of effluent. These problems have caused the City of Mill Valley to permit, on a case by case basis, some single-family units

on septic tanks in the Muir Woods Park area contiguous with the City boundaries to connect to the City sewer system.

However, it is the long standing policy of the Muir Woods Park Community Association that the area remain on individual septic systems, to avoid the cost and environmental damage that would result from the installation of a sewer system in this hilly terrain. It is thought that leachfield effluent helps keep the fire danger down in this heavily wooded area.

10. Flood Control

The areas adjacent to Richardson Bay and the various creeks within the Planning Area are generally within the 100 year flood zone, as determined by the Federal Emergency Management Agency (FEMA). FEMA prepares Flood Insurance Rate Maps which specifically designate the boundaries of those areas susceptible to flooding.

In the Tamalpais Planning Area, the lowest area most subject to flooding is the business and residential area bordered by Ross Drive, Marin Avenue, Tennessee Valley Road, and Shoreline Highway, where elevations are below the levee elevation of Coyote Creek and along Reed Creek in Homestead Valley. The Marin County Flood Control District maintains flood control improvements in this area, and collects fees in some areas to fund improvements.

11. Disaster Planning

The Marin County Chapter of the American Red Cross is responsible for disaster planning, shelter designation and operation, mass feeding, disaster health services and damage assessment of floods, earthquakes and other natural and man-made disasters. It receives no governmental reimbursement for disaster relief. County government is responsible for disaster oversight, evacuations and overall disaster resource allocation.

Designated shelters in the Planning Area are the Tamalpais Valley Improvement Club, the Peace Lutheran Church, the Mountain Home Inn, the Muir Woods Park Community Association clubhouse and the Throckmorton Fire Station. Nearby shelters are the Mill Valley Middle School, Park School, Tamalpais High School and our Lady of Carmel. On the other side of Richardson Bay are the Strawberry Point School and the Strawberry Recreation Center.

In a major earthquake, the Red Cross expects total gridlock, with bridges down and the road network unworkable. Electricity, gas, water, telephone, and sewer service will all be cut, possibly for months. The basic unit of preparedness is therefore the individual or family. They may have to cope without outside support for food, shelter and medical care for an extended period of time. The official recommendation is to have first aid training, with at least three days worth of survival supplies on-hand, while a thirty-day supply would provide for realistic disaster scenarios and give a much greater confidence factor.

B. ISSUES, OBJECTIVES, POLICIES AND IMPLEMENTATION PROGRAMS

The following is a listing of public facilities and services issues in the Tamalpais Planning Area, and the community's objective, policies and programs related to these issues. Each objective is supported by one or more implementation programs designed to further policy and attain the objective. The issues presented are not prioritized and should not be construed as such.

1. ISSUE: Adequacy of Public Facilities and Services to Meet Needs of New Development

Objective: PS.1:

To adequately and efficiently provide public services to Planning Area residents, and to insure that adequate service is available for new development.

Policies:

PS1.1 The County shall require all proposed development to demonstrate that public services are available and can and will be provided, prior to approval of a development plan.

Program:

PS1.1a The County shall require that a detailed environmental review be prepared on any development which requires service expansion or improvement of any public facility. The environmental review must address both primary and secondary impacts of the development on public services and facilities and be completed in accordance with CEQA prior to approval of the development application.

PS1.1b The County shall require new development to pay its fair share of the infrastructure development it requires and the public services it receives.

PS1.1c The County shall require development applicants to submit letters of verification from public service providers that long term capacity is available, and that connections/services can and will be allowed prior to approval of the development application.

2. ISSUE: Maintaining an Adequate Long Term Supply of Water in the Community

Objective PS.2:

To work with the Marin Municipal Water District (MMWD) to insure a long-term adequate supply of high quality drinking water for the community, and to insure that new development in the Planning Area does not overburden the District.

Policies:

- PS2.1 The County will work with MMWD and communities within the District to maintain an adequate long term supply of drinking water, with quality that is consistent with its current high quality for current and future residents.

Programs:

- PS2.1a The County shall encourage MMWD to pass onto new development its fair share of the costs of implementing increased long-term water supplies improvements.

- PS2.1b The County shall stress to MMWD that the Tamalpais Planning Area community has a preference that if water is allocated under the moratorium, it be allocated for residential uses.

- PS2.1c The County shall encourage MMWD to maintain the current high quality of its water.

3. ISSUE: Individual Waste Disposal Systems in Muir Woods Park

Objective PS.3:

To retain individual waste disposal systems for existing and new development in the Muir Woods Park neighborhood.

Policies:

- PS3.1 Further extension of the sewer system into Muir Woods Park should be discouraged, however the County will allow hook up to a public sewer system under the following circumstances:

1. A septic system is proven to be technically infeasible, and
2. The property is located within 400 feet of an existing sewer line.
3. The property is within the Sphere of Influence of the Homestead Valley Sanitary District and LAFCo approves the annexation of the property to the sanitary district.

Programs:

- PS3.1a The County will permit existing dwellings which are found to have failing or marginal septic systems to:

- a) Use alternative methods of sewage disposal which are engineered to perform safely in terms of public health as the present regulations provide and which are acceptable to Environmental Health staff as well as the Regional Water Quality Control Board.

- b) Join a contracted septic system maintenance program.
- c) Hook up to an existing public sewerage system, where feasible, without forcing neighborhood annexation.

4. ISSUE: Providing an Adequate Level of Fire Protection

Objective PS.4:

To maintain an adequate level of fire protection for all of the open space lands, residential neighborhoods, and commercial areas within the Tamalpais Planning Area.

Policies:

PS4.1 To improve the level of service for fire protection in the community.

PS4.2 To maintain an adequate water pressure for fire protection.

Programs:

PS4.1a The Tamalpais Fire Protection District should recruit additional daytime volunteers, explore the best method for providing emergency medical care, train personnel and purchase equipment in coordination with the Emergency Medical Care Committee of Marin County.

PS4.1b The County Fire Department and the Tamalpais Fire Protection District shall identify areas where access for emergency vehicles is impaired, and notify property owners with recommendations for needed improvements.

PS4.1c The Mill Valley/Tamalpais Planning Area Multi-Hazard Response Plan should be reviewed and revised where necessary.

PS4.2a The Water District should evaluate the adequacy of the existing water pressure in the Planning Area and determine if improvements are necessary and feasible.

PS4.2b The County Fire Department and the Tamalpais Fire Protection District shall require that new development be required to replace existing wharf hydrants with standard hydrants so as to meet modern fire flow requirements. New hydrants shall be added to existing adequately-sized mains to provide good hose access to dwellings. These agencies shall identify areas where existing water mains are inadequately-sized, provide notice to property owners in such areas, and assist in coordinating neighborhood funded upgrade projects. Due to the life-safety and property protection importance of these activities, adequate funding is considered to be a priority.

5. ISSUE: The Provision of Adequate Police Protection in the Community

Objective PS.5:

To improve Sheriff service in the Tamalpais Planning Area.

Policies:

PS5.1 The County shall seek to improve sheriff service in the Planning Area.

Programs:

PS5.1a The County shall request the Sheriff's Department to continue to maintain a substation in southern Marin, to try to establish a substation in the Tamalpais Planning Area, and to assign officers and service in proportion to the population.

PS5.1b The County, during long-range planning for Sheriff services in the Planning Area, should recognize that increasing population without increased service will result in a reduced level of service in the area.

PS5.1c Speed limits shall be enforced along Shoreline Highway and throughout the Planning Area, such as along Marin Avenue, Almonte Boulevard and Pine Hill.

PS5.1d The County should investigate the feasibility and, if indicated, develop a program to take responsibility for parking enforcement in the Planning Area to enhance the California Highway Patrol system, which is not staffed to handle the responsibility. When this program is undertaken, an ordinance will be adopted which will permit County enforcement of parking regulations on non-County maintained roads through the delegation of appropriate authority by property owners. Funding could be provided under Program T8.1c.

6. ISSUE: The Effects of New Development on Stream Erosion and Flooding

Objective PS.6:

To limit the impacts of new development on stream erosion and down stream flooding in the low lands.

Policies:

PS6.1 The County shall limit the cumulative downstream erosion and flooding impacts of new development in the Planning Area.

Programs:

- PS6.1a The Department of Public Works shall evaluate the impact of hillside development in terms of its potential for increasing down slope flooding and erosion, as well as silting of the marshlands and flood control channels.
- PS6.1b The County shall establish a mitigation fee for all new development which will contribute toward improvements to reduce storm drainage impacts associated with cumulative development.
- PS6.1c The Department of Public Works should prepare a new Master Drainage Plan for the Tamalpais Valley Area and investigate alternative methods of flood control in the Crest Marin area.

Objective PS.7:

To establish an on going maintenance program for existing flood control projects in the Planning Area.

Program:

- PS7.1a The Marin County Flood Control District shall establish an ongoing maintenance program for the existing flood control project in Tam Valley (Coyote Creek) and, when maintenance is assured, implement the balance of the Tamalpais Valley Master Drainage Plan.
- PS7.1b Establish a program for the Marin County Flood Control District to define the Reed Creek flood plain. New development in the flood plain will be subject to provisions of Marin County Code, Title 23.09, Flood Plain Management. Any modification to the Reed Creek Channel should be done as much as possible in a way which will blend with the surrounding area. Open earthen channels should be utilized and any use of concrete lining or culvert should be kept to the minimum compatible with aesthetics, hydraulics, and economics.

VI. SPHERE OF INFLUENCE AND LAFCO POLICIES

A. INTRODUCTION

Under the law, "a sphere of influence" specifies the probable ultimate physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission (LAFCo). In practice, LAFCOs use a time horizon less than ultimate, often ten years. Spheres are usually tied to City and County General Plans and both may be revised from time to time. Sphere boundaries may be larger than present boundaries (typically where outward urban growth is anticipated), identical with present agency boundaries (typically within a stabilized urban area), smaller than present boundaries (indicating some territory should be detached; for example, the sphere for the Tamalpais Community Service District includes territory within the GGNRA which should be detached), or zero (indicating the agency should be dissolved -- for example, the Alto Sanitary District is shown as being dissolved and its services absorbed by Mill Valley and the Richardson Bay Sanitary District).

Marin County LAFCo has tended toward the ultimate time horizon. However, within these spheres, it uses the concept of the urban service area, delineating where urban services (police, fire, water and sewer) can best be provided over the next 5-10 years. LAFCo has adopted policies related to the Marin Countywide Plan. Within the Plan's city-centered corridor, of which the Planning Area is a part, these policies encourage urban development to occur within cities where municipal services are available.

Mill Valley's Sphere of Influence includes the unincorporated areas of Tamalpais Valley, Homestead Valley, Almonte, Muir Woods Park, and the rest of the Tamalpais Planning Area. The Urban Service Area within this sphere excludes Muir Woods Park (no sewers, difficult emergency access) and the area within the GGNRA west of the south end of Tennessee Valley Road.

All the special districts providing services to the Tamalpais Planning Area are included in Mill Valley's Sphere of Influence. LAFCo has assigned interim sphere boundaries to these districts which follow the present boundaries of the public service agencies. The interim spheres will remain in effect until such time as a district is annexed into the City or consolidated with another district (through reorganization).

The following discussion highlights the City of Mill Valley/Tamalpais Planning Area boundary issues which should be addressed following adoption of the Community Plan:

1. The southern boundary involves questions of Sausalito-Mill Valley relations. These comments are intended merely to "flag" the need for some continued attention to the sphere boundary between Sausalito and Mill Valley.
2. The southwest frontage along the Miller Avenue business strip, between Reed Street and Gomez Way, is located in the unincorporated area. In this area there is no natural or topographical boundary between Mill Valley and Homestead Valley, and to a lesser extent, Almonte. This results in minor problems of policing and more significant problems for regulating development. Annexation of some part of this

area to Mill Valley may be appropriate but precise new boundary lines would need to be determined.

3. The present boundary along Edgewood Road is inefficient, particularly for the County. As noted under the discussion of road maintenance, County crews must go through the City of Mill Valley to maintain the section of this road west of Sequoia Valley Road. This problem could be eliminated by annexing all of the road, and the several unincorporated parcels along its north side to the City. Also as noted, though Edgewood east of Sequoia Valley is in the City, the small dead-end streets along its south side are in the County, including Douglas Drive, Cedarwood Lane, and Cape Court, as well as some private roads. This also causes response inefficiencies for the Sheriff. The question here is whether the City boundary should be moved to the south.
4. The intrusion of the City boundary into Muir Woods Park, including areas inaccessible from the City, results in an inefficient provision of services.
5. Currently, the Sausalito School District boundaries extend within the Tamalpais Planning Area along Tennessee Valley Road, requiring children residing in Tamalpais Valley to travel to Sausalito. This boundary line should be adjusted for more efficient service to allow children to attend Mill Valley schools.

B. ISSUES, OBJECTIVES, POLICIES AND IMPLEMENTATION PROGRAMS

1. ISSUE: Resolution of Jurisdictional and Public Service Boundary Disputes

Objective SI.1:

To resolve jurisdictional and public service boundary conflicts that are currently resulting in inefficient provision of urban services.

Policies:

- SI1.1 The County shall work with the City of Mill Valley and LAFCo to resolve current inefficiencies in the boundary with Mill Valley.
- SI1.2 The County shall work with the City of Mill Valley and LAFCo to improve the boundary lines of the Mill Valley Sphere of Influence and Urban Service Area in order to reduce inefficiencies in the provision of public services.

Programs:

- SI1.1a The County shall encourage the City of Mill Valley to determine an appropriate City boundary line along Miller Avenue and consider annexation of those parcels currently within County jurisdiction.
- SI1.1b The County shall encourage the City of Mill Valley to determine an appropriate City boundary line along Edgewood Road which reduces

inefficiencies in terms of road maintenance and emergency services, and consider annexation of those parcels currently within County jurisdiction.

SI1.1c The County shall encourage the City of Mill Valley to determine an appropriate City boundary line adjacent to the Muir Woods Park neighborhood and consider annexation of those parcels currently within County jurisdiction.

SI2.2a The County shall petition the City of Mill Valley to adjust the boundaries of its Urban Service Area and Sphere of Influence to follow Highway 101 along the eastern edge, south to include the Shoreline Master Plan Area and beyond Tennessee Valley Road on the southern edge.

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VII. TAMALPAIS DESIGN REVIEW BOARD.

A. INTRODUCTION

The official link between the Board of Supervisors, the Planning Commission, the Planning Department and the Community is the Tamalpais Design Review Board (TDRB). The TDRB is comprised of eight members appointed by the Marin County Board of Supervisors. The Design Review Board's mandate is to advise the Planning Department, Planning Commission, and the Board of Supervisors on planning issues in the unincorporated lands which comprise the Tamalpais Planning Area. It has remained an active and well-respected body in the community, although its current mandate may be too limited to respond to community concerns.

B. HISTORY OF TAMALPAIS DESIGN REVIEW BOARD

The Marin County Board of Supervisors established the Tamalpais Design Review Board in 1973 for the specific purpose of allowing the local community an opportunity to make Design Review decisions within the Tamalpais Planning Area. In addition, the Board of Supervisors wanted to strengthen and encourage community participation in Design Review matters by providing local evening meetings.

Originally, the TDRB had the authority to administer the requirements of the County's Design Review Ordinance (Chapter 22.82), and undertake Sign Review pursuant to Chapter 22.69 within the Tamalpais Planning Area. Furthermore, the TDRB was mandated to advise the Planning Commission and planning staff on projects such as Master Plans and Precise Development Plans within its area of jurisdiction. The only projects which were not referred to the TDRB were those over which the Planning Department had no discretionary authority. Examples of these projects include: building permits, sign permits and final maps for land divisions and subdivisions, unless major changes are made to these projects subsequent to Design Review.

The TDRB, like the Marin County Planning Commission, had to hold regularly scheduled and noticed public hearings, keep written minutes of the meeting, set forth the basis of their decisions in writing, and were subject to the Political Reform Act of 1974, which requires the filing of disclosure statements. A member of the Marin County Planning Department staff was assigned to the TDRB and prepared staff reports on Design Review applications and other planning matters which required TDRB review. The staff planner was required to process applications prior to TDRB hearings, including checking for completeness and compliance with ordinances, environmental review, preparing agendas, making necessary referrals to other agencies, mailing of notices, and submitting comments and conditions from other agencies to the TDRB. After the hearings, Staff mailed the notice of action to applicants and other concerned parties, and enforced the TDRB's decisions.

Following the passage of Proposition 13 by the voters of California, the monies available to the Planning Department to carry out its purpose in local government were reduced. The Planning Department was no longer able to staff the TDRB and other local community Design Review boards due to staff reductions. As a result, the Board of Supervisors rescinded Section

22.83.040 of the Marin County Code, which granted the TDRB and other local Design Review boards the power to approve or deny Design Review applications in their respective areas of jurisdiction.

Although it has been a long time since the passage of Proposition 13, the Marin County Planning Department has been reluctant to recommend to the Board of Supervisors that the powers once granted to local community Design Review boards be reinstated. Specifically, the Permit Streamlining Act of the State of California requires staffing to assure that development applications receive timely review and decisions. If the TDRB were given the power of decision-making as before, it would set precedent for other local boards in the County. As a result, the Planning Department would have to provide staff for all of these local boards, and the funds for this additional staffing are not available. If conditions change, the neighborhood associations may petition the Board of Supervisors to make the Tamalpais Design Review Board a decision making body.

C. RECOMMENDATION: MODIFICATION OF THE TAMALPAIS DESIGN REVIEW BOARD

It is recommended that the Board of Supervisors officially expand the role of the TDRB to include authority to advise the County on all planning issues, including major public works projects and other issues which have the potential to alter the character of the Tamalpais Planning Area. This will provide the TDRB with the reviewing authority to insure comprehensive long range community planning.

During the Design Review process, the TDRB shall interpret the Community Plan's policies to individual applicants, as relative to the applicant's specific project. In this context, one of the TDRB's goals will be to explain to property owners, developers, and neighbors the intent of the Community Plan and to encourage applicants to comply with those policies. In addition, the TDRB may act as a local forum to gather citizen input on proposed projects during the Design Review process. TDRB shall confine its explanations of the governmental process to Design Review procedures.

In order to better inform neighbors and the community of a proposed new project, the Planning Department shall require applicants to install a large visible sign on the project site advising that construction is proposed and that the Marin County Planning Department may be contacted for further information. This type of noticing will be at the expense of the applicant and will be carried out prior to the Planning Department deeming the application complete.

If the TDRB is to carry out these functions, a procedure has to be developed and funded to notify the public of the Board's meetings and their outcome.

D. ORGANIZATION OF TAMALPAIS DESIGN REVIEW BOARD

Board Membership: The TDRB consists of eight Board members, as follows:

- (2) Architects or Building Designers
- (1) Real Estate Agent or Broker
- (1) Contractor or Engineer

- (1) Landscape Architect or Designer
- (2) At-Large Citizen Members
- (1) Merchant or Business Owner, whose place of business is located in the Planning Area.

All Board members must reside in the Planning Area. However, the Board may decide to accept a non-resident for Board membership if the candidate demonstrates special expertise or local experience relevant to the Planning Area. No more than one non-resident member may serve on the Board at one time.

All Board members are appointed by the Marin County Board of Supervisors. In selecting new candidates for membership, every effort should be made to seek technically-qualified individuals representing the different neighborhoods of the Planning Area (e.g. Homestead Valley, Tam Valley, Almonte, Muir Woods Park, etc.)

Board Administration: The Board's internal administration policies are contained in its "Administration Policies" documents (see Appendix F).

E. RESPONSIBILITIES OF TDRB

1. The TDRB shall review plans and projects for consistency with the Community Plan and make specific recommendations to the Planning Department, Planning Commission, and Board of Supervisors.

In order to provide applicants with Design Review guidance early on in project development, applicants may request a courtesy informal review prior to formally submitting the Design Review application to the County of Marin. The TDRB, at its option, may, or may not, elect to conduct such an informal review with the applicant.

If an informal review request is granted by the TDRB, the applicant must understand that the project will need to be reviewed by the TDRB after formal application is made to the Planning Department. Such an informal review shall not be considered to be binding, but is made available to applicants as a courtesy so that recommendations can be made before large amounts of time and money are expended by the applicant.

2. The official duties of TDRB should be expanded to include review of major Public Works Department projects which significantly alter the community by reducing landscaping or parking, expand traffic capacity; or alter vehicular, pedestrian or traffic circulation. As is the case with Planning Department projects, Public Works projects should be reviewed by the TDRB in their conceptual stages as well as when final detail and construction drawings are complete. Typical maintenance projects should not be reviewed.
3. The TDRB shall interact as necessary with other agencies and community organizations so that Design Review input can be given during the implementation of other aspects of the Community Plan, e.g. acquisition of open space and recreation sites.

F. PLANNING DEPARTMENT SUPPORT FOR TDRB

If the TDRB is to be effective in achieving the goals stated in this Community Plan, it must have the support and cooperation of the Marin County Board of Supervisors, the Planning Commission, and the Planning Department.

One of the Planning Department's roles will be to disseminate information about project applications to TDRB. If the TDRB is to efficiently render recommendations on applications, it must receive plans and Design Review transmittals from the Planning Department in a timely manner. Such documents should be sent to TDRB members immediately upon the Planning Department's receipt of the applicant's formal application.

Once the Planning Department has received a copy of TDRB meeting minutes from the TDRB Chairperson, it shall immediately distribute copies of those minutes to its planners and the other TDRB members.

Because the Planning Department is the best qualified to provide information about zoning and other planning issues, the TDRB will from time to time request information from the Planning Department in order to help TDRB form its recommendations. The Planning Department will take the request into consideration and respond based upon the availability of its staff and the processing timeline established on the application. The Planning Department shall have a planner on staff who is familiar with the planning area, and who shall be assigned as much of the planning area work as possible.

In addition, the names and addresses of all TDRB members shall be placed on the County of Marin's mailing lists for receipt of agendas of hearings held by the Board of Supervisors, the Planning Commission and the Planning Department. This will enable the TDRB members to schedule testimony appearances before these bodies well in advance.

When an applicant submits plans for Design Review, the Planning Department shall furnish the applicant with a "Design Review Fact Sheet", also known as the "Blue Sheet". The Design Review Fact Sheet shall be amended to reflect the availability of informal Design Reviews by TDRB.

VIII. BOARD OF SUPERVISORS RESOLUTIONS

MARIN COUNTY BOARD OF SUPERVISORS

RESOLUTION NO. 92-241

A RESOLUTION OF THE BOARD OF SUPERVISORS
TO CERTIFY THE ENVIRONMENTAL IMPACT REPORT
FOR THE

TAMALPAIS AREA COMMUNITY PLAN

- I. WHEREAS the governing aim of the Tamalpais Area Community Plan is the conservation of the semi-rural small town residential and commercial character and scale of the community, and its close relationship with the natural beauty of its setting and the intent and purpose of the revised plan is to retain and enhance these qualities.

The project consists of the update of the Tamalpais Area Community Plan. The planning area totals an estimated 2,345 acres and is bounded on the south and west by the undeveloped ridges of the Golden Gate National Recreation Area, on the north by the City of Mill Valley, and on the east by Richardson Bay. The proposed Tamalpais Area Community Plan contains community goals, objectives, policies, and implementation programs designed to maintain the character of the community and the natural environment, and;

- II. WHEREAS in August, 1990 the Environmental Coordinator conducted a preliminary review of the project and recommended that a program EIR be completed to address the environmental impacts of adopting the Tamalpais Area Community Plan, and;
- III. WHEREAS on September 21, 1990, a Notice of Preparation was prepared pursuant to the requirement of the California Environmental Quality Act (CEQA) to obtain comments on the proposed scope of the EIR; and
- IV. WHEREAS on September 25, 1990, an EIR consulting firm on the County-maintained list of qualified environmental consultants was selected to prepare the EIR; and
- V. WHEREAS on August 26, 1991 a Draft EIR was completed and distributed to members of the Planning Commission and the Board of Supervisors, the State Clearinghouse, State and local agencies, the City of Mill Valley and other known interested individuals to commence a 45 day period for public review and comment on the adequacy of the Draft EIR, and a Notice of Completion of the Draft EIR, public review period, and hearing date was published in a general circulation newspaper pursuant to CEQA; and
- VI. WHEREAS on September 23, 1991, the Marin County Planning Commission conducted a public hearing to receive testimony on the adequacy of the Draft EIR before the close of the public review period which ended October 11, 1991, and oral and written comments were presented at the hearing; and
- VII. WHEREAS on June 1, 1992 a Final EIR consisting of the Draft EIR, the Final EIR including responses to comments was completed and distributed to members of the Marin County Planning Commission and Board of Supervisors, and interested agencies, organizations and individuals; and
- VIII. WHEREAS on June 15, 1992 the Marin County Planning Commission conducted a public hearing on the recommendation for certification of the Final EIR; and

- IX. WHEREAS the Marin County Planning Commission has reviewed and considered the information in the Final EIR for completeness and compliance with CEQA, the CEQA Guidelines and the County EIR process.
- X. WHEREAS on June 29, 1992, the Marin County Planning Commission adopted Resolution No. PC-92-0110 recommending the Marin County Board of Supervisors Certification of the program EIR for purposes of making a decision on the merits of the revised Tamalpais Area Community Plan; and
- XI. WHEREAS the Marin County Board of Supervisors has reviewed and considered the information in the Final EIR for completeness and compliance with CEQA, the CEQA Guidelines and the County EIR process.

NOW, THEREFORE, LET IT BE RESOLVED, that the Marin County Board of Supervisors makes the following findings:

1. Notice of the Agency hearing on the Final EIR was given as required by law and the hearing was conducted pursuant to State CEQA Guideline Sections 15088, 15089, and 15090; and
2. All individuals, groups, and agencies desiring to comment on the Final EIR were given the opportunity to address the Commission; and
3. The Tamalpais Area Community Plan Final Environmental Impact Report consists of the Draft EIR, and a Final EIR Response to Comments; and
4. All comments raised during the public review period of the Draft EIR and the public hearings conducted by the Agency were responded to adequately; and
5. The Agency was presented with all of the information in the administrative record, testimony, and EIR documents for the program EIR and has reviewed and considered this information and the EIR; and
6. The Final EIR has been completed in compliance with the intent and requirement of CEQA, the State CEQA Guidelines, and the County EIR process.

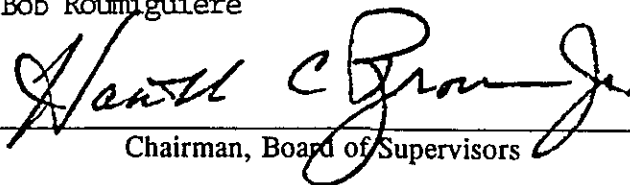
NOW, THEREFORE, LET IT BE FURTHER RESOLVED that the Marin County Board of Supervisors certifies the Final Environmental Impact Report on the Tamalpais Area Community Plan as adequate and complete for purposes of making a decision on the merits of the project and has been completed in compliance with CEQA.

PASSED AND ADOPTED at a meeting of the Board of Supervisors, County of Marin, State of California, on the 22th day of September 1992 by the following vote:

AYES: Supervisors Al Armaburu, Gary Giacomini, Harold Brown

NOES: Supervisors None

ABSENT: Supervisors Brady Bevis, Bob Roumiguere



Chairman, Board of Supervisors

ATTEST:



Thomas F. Campanella, Clerk of the Board

MARIN COUNTY BOARD OF SUPERVISORS
RESOLUTION NO. 92-242

**A RESOLUTION OF THE BOARD OF SUPERVISORS
APPROVING THE TAMALPAIS AREA COMMUNITY PLAN AND
ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS**

- I. WHEREAS the State of California requires each City and County to prepare and adopt a comprehensive long-term general plan for its future development; and
- II. WHEREAS the Marin County Board of Supervisors adopted such a plan, the Marin Countywide Plan, on October 20, 1973, which was most recently updated in April, 1982; and
- III. WHEREAS it is the policy of the Marin County Planning Commission and the Board of Supervisors to prepare more detailed plans for the unincorporated communities within the County; and
- IV. WHEREAS the Board of Supervisors adopted the Tamalpais Area Community Plan in November 1975, which was most recently updated in November 1980; and
- V. WHEREAS the Tamalpais Area Community Plan, like any other general plan, may be reviewed and amended to respond to changing conditions; and
- VI. WHEREAS a professional planning consultant was engaged by Marin County to develop alternative scenarios together with development and design guidelines for the study area; and
- VII. WHEREAS the Board of Supervisors appointed the Tamalpais Area Community Plan Steering Committee in 1986 to ensure that all sectors of the community were involved in the plan preparation and would provide assistance to the County in developing a revised Tamalpais Area Community Plan; and
- VIII. WHEREAS the Marin County Planning Department, in conjunction with the Tamalpais Area Community Plan Steering Committee, and planning consultants, held numerous community workshops to complete a draft plan; and
- IX. WHEREAS the Marin County Planning Commission held duly noticed public hearings to consider the draft plan on the following dates: September 23, 1991, November 18, 1991, February 10, 1992, March 23, 1992, April 20, 1992, May 4, 1992, June 15, 1992; and
- X. WHEREAS the revised Tamalpais Area Community Plan contains objectives, policies, and programs designed to achieve the following goals:
 1. Maintain the semi-rural character of the community as defined by its small town residential and commercial setting and the quality of the natural environment.
 2. New development shall be integrated harmoniously into the neighborhoods and geographic areas of the Planning Area in order to maintain their distinctive character.

3. Encourage land uses that further the sense of neighborhood and community feeling, including the commercial districts.
4. Limit commercial development or redevelopment to uses that primarily serve the Planning Area residents at a scale compatible with the semi-rural environment.
5. Preserve the natural beauty and wildlife diversity of the tidal and seasonal wetlands in the Planning Area through a program of acquisition and/or strict land use regulation.
6. Focus on improvements that will facilitate and promote public transit. The community has stated it does not want extensive road widening to accommodate more automobile use.

XI. WHEREAS the Planning Commission finds that the proposed Tamalpais Area Community Plan is consistent with the goals and objectives of the Countywide Plan; and

XII. WHEREAS on June 29, 1992, the Planning Commission adopted a Resolution (No. PC-92-0119) recommending that the Board of Supervisors certify the Final Environmental Impact Report; and

XIII. WHEREAS after due consideration, the Marin County Board of Supervisors has made the following findings that changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen the potentially significant effect, with regard to the following issues in the community plan:

1. The revised community plan sets forth objectives, policies, and programs designed to further the goals of the community described above. The plan will not constitute a nuisance nor be detrimental to the health, safety, comfort or general welfare of the people of the County, nor be detrimental to property or improvements in the vicinity.
2. The program EIR identified impacts on geology, and plant and animal life, as potentially significant. This determination was based on the future growth in the community and did not consider the effect of implementation of plan policies. When the plan policies were analyzed, it was found that for these issues, the policies mitigated the potentially significant effects to a less than significant level. These policies included the evaluation of environmental constraints, restricting development to the most geologically stable area(s) of a site, minimizing grading, streamside setbacks, maintaining water courses in a natural type state, limiting increased runoff, avoiding downstream flooding, preserving native trees, discouraging planting of invasive plant species, requiring analysis of presence of sensitive species, requiring drought and fire resistant landscaping, and rezoning to preserve valuable habitat.
3. The program EIR identified impacts on air quality as potentially significant. This determination was based on the future growth in the community and did not consider the effect of implementation of plan policies. When the plan policies were analyzed, it was found that for these issues, the policies mitigated the potentially significant effects to a less than significant level. These policies included the policies in the Transportation section that primarily focus on relieving traffic congestion, and promoting transit.
4. The program EIR identified impacts on land use and population, as potentially significant. This determination was based on the future growth in the community and did not consider the effect of implementation of plan policies. When the plan policies were analyzed, it was found that for these

issues, the policies mitigated the potentially significant effects to a less than significant level. These policies require future development to conform to detailed site planning architectural design and landscaping criteria, require plan amendments for development projects that would necessitate transportation system additions more extensive than those proposed in the plan, protect open space and visual quality, and ensure compatibility of new development with existing development, discourage use of concrete sidewalks, berms, and drainage channels.

5. The program EIR identified impacts of additional vehicular movement, parking, traffic hazards, as potentially significant. This determination was based on the future growth in the community and did not consider the effect of implementation of plan policies. When the plan policies were analyzed, it was found that for these issues, the policies mitigated the potentially significant effects to a less than significant level. These policies include the development of a comprehensive transportation system, recommending LOS "D" as a standard, requiring traffic mitigation fees, developing new commuter parking lots, and limiting long-term parking in commuter parking lots.
6. The program EIR identified impacts on public services, utilities, aesthetics, and recreation as potentially significant. This determination was based on the future growth in the community and did not consider the effect of implementation of plan policies. When the plan policies were analyzed, it was found that for these issues, the policies mitigated the potentially significant effects to a less than significant level. These policies include requiring development to pay fair share of infrastructure improvements, require verification that capacity is available for new development, require adequate water pressure for fire protection, require provision of adequate access, remove vegetation which presents a fire hazard (such as Eucalyptus), maintain a police substation in Southern Marin, encourage school districts to retain existing sites and facilities in public ownership, permit recreational use on surplus school sites, implement flood control measures, preserve ridgeline profile, require landscaping plans to preserve views, preserve visual character of the shoreline area of Richardson Bay and protect views of Bothin Marsh.
7. The program EIR identified impacts on rare plant communities, fish and wildlife habitat, open space, and pedestrian access as beneficial.

XV. WHEREAS all of the significant environmental impacts identified in the Final EIR (with the exception described below) have been avoided, eliminated, or reduced to a level of insignificance by the mitigation measures (plan policies and programs) identified in the Final EIR and incorporated into and made a part of the project. There is one significant adverse impact that could result from adoption of the plan.

XVI. WHEREAS the Final EIR identified one unavoidable significant adverse impact, the widening of Shoreline Highway from Tam Junction (including the Coyote Creek Bridge). The road widening could result in a small amount of fill in Bothin Marsh and/or a retaining wall along the Manzanita hillside. The plan contains mitigation measures to reduce potential impacts including restricting roadway widths to "minimum required" in areas with high natural resource value or high visual amenity value, requiring a special study to determine the environmental effects of roadway improvements, including effects on sensitive habitat and sensitive and endangered plant and animal species.

XVII. WHEREAS the no project alternative was not adopted because development under existing plan policies would not further the goals and objectives of the community and would not serve to reduce environmental impacts to a level of insignificance. The other alternative that was examined in the EIR was a slow growth alternative. This alternative was rejected due to the infeasibility of implementation, the slow rate of development, and the desire to have some planned growth occur in the planning area.

XVIII. WHEREAS alternatives for development in the Shoreline Area and Tam Junction were examined in detail during the plan preparation process. Considerations in rejecting the various alternatives studied included visual impacts, impacts on wetland environments, and the transportation system. The proposed plan was determined to be the superior alternative.

XIX. WHEREAS the Marin County Planning Commission adopted Resolution No. PC-92-0123 recommending that the Marin County Board of Supervisors adopt the revised Tamalpais Area Community Plan.

NOW, THEREFORE, LET IT BE RESOLVED that upon review and consideration of the Final EIR and other documents prepared as part of the Tamalpais Area Community Plan update process, the Marin County Board of Supervisors makes the following statement of overriding considerations that outweighs and overrides the unavoidable significant adverse impact described above and contained in the Final EIR pursuant to Section 15093 of the CEQA Guidelines:

Project Purposes

The purpose of the community plan is to guide future development in the Planning Area and ensure that such development is sensitive to the natural environment, and the character and image of the Tamalpais Planning Area. The plan contains numerous objectives, policies, and programs to accomplish the stated goals.

Project Benefits

1. The Tamalpais Area Community Plan recommends re-zoning many properties to a Planned District zoning, which will allow for in-depth review of specific development proposals and reduce the impact of development.
2. The Tamalpais Area Community Plan contains policies to protect community character and image by preserving natural habitats, requiring new construction to be compatible with the scale and appearance of a particular neighborhood, recognize environmental constraints, and be subject to general guidelines for floor area ratio, height limits building setbacks, landscaping, environmental hazard reduction.
3. The Tamalpais Area Community Plan has provisions for the preservation of wetlands and bay waters, protection of stream courses, protection of trees, vegetation, wildlife, and open space.
4. The Tamalpais Area Community Plan sets forth development guidelines for specific residential and commercial neighborhoods.
5. The Tamalpais Area Community Plan recommends specific transportation system improvements in order to maintain efficient traffic flow and proposes a traffic mitigation fee program to fund the identified improvements.

NOW, THEREFORE, LET IT BE FURTHER RESOLVED that the Marin County Board of Supervisors finds that the benefits derived from adoption of the Tamalpais Area Community Plan outweigh the unavoidable adverse environmental effect. The Board of Supervisors finds the unavoidable adverse significant effect described above is "acceptable" due to the overriding considerations listed above.

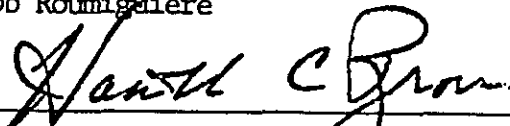
NOW, THEREFORE, LET IT BE FURTHER RESOLVED that the Board of Supervisors does hereby adopt specific findings and facts with respect to the mitigation of all identified significant impacts including making a statement of overriding considerations for one adverse impact described above

PASSED AND ADOPTED at the regular meeting of the Marin County Board of Supervisors on this 22nd day of September 1992 by the following vote:

AYES: Supervisors Al Aramburu, Gary Giacomini, Harold Brown

NOES: Supervisors None

ABSENT: Supervisors Brady Bevis, Bob Roumiguere



Chairman, Board of Supervisors

ATTEST:



Thomas F. Campanella, Clerk of the Board