

THE STRAWBERRY COMMUNITY PLAN

November 5, 1973

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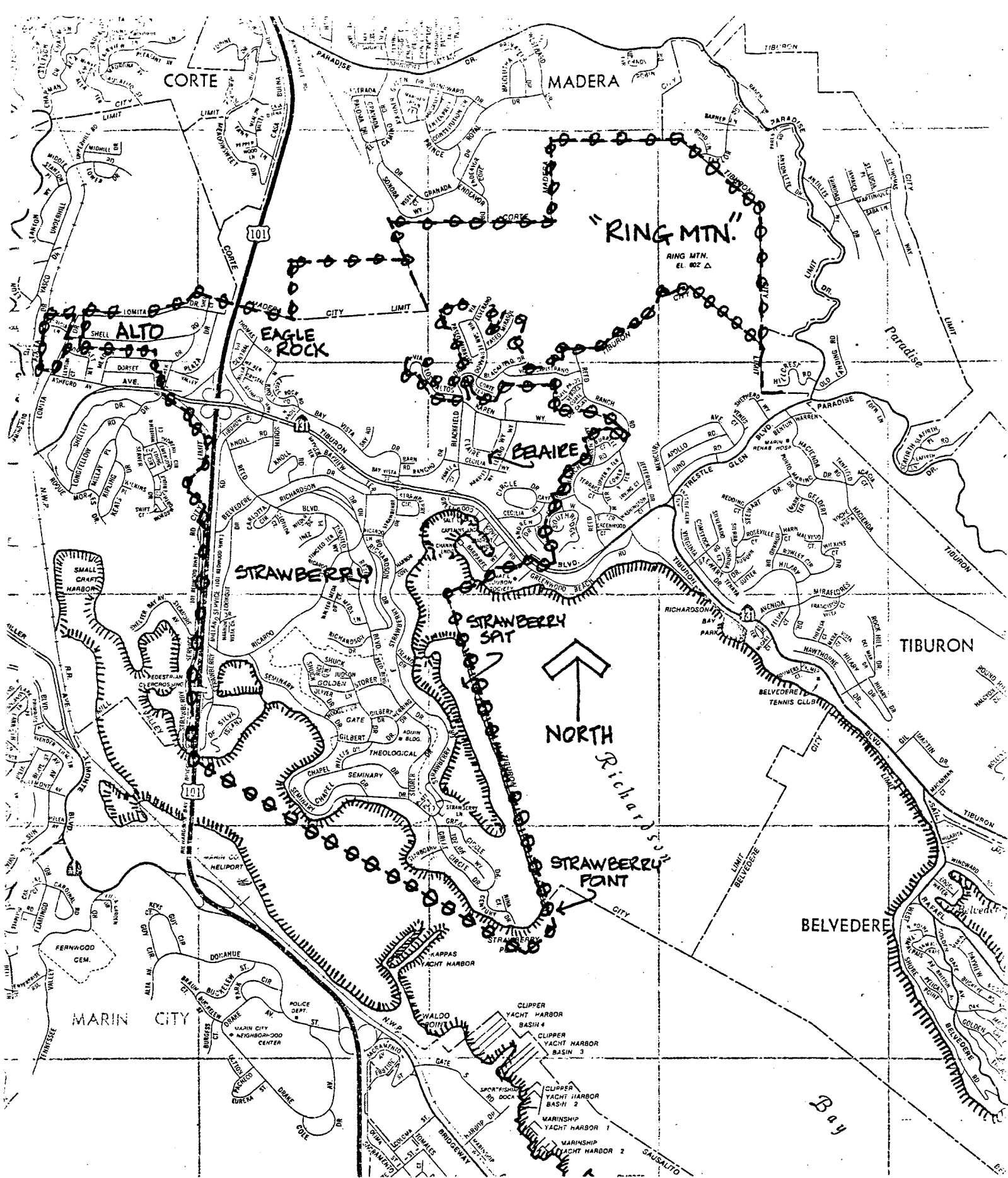
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STRAWBERRY PLANNING AREA

——— - SHORELINE

o-o-o - AREA BOUNDARY

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The long form of this plan was distributed to the following groups or agencies together with a proposed land use map. Display maps illustrating the various elements of the plan are available for viewing at the Marin County Planning Department. Additional copies of this plan will be provided for a duplication charge given a one week notice.

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Bay Region Water Quality Control Board
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Environmental Control

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STRAWBERRY COMMUNITY PLAN - SUMMARY

INTRODUCTION

The "Marin Countywide Plan" provides a long-range, general framework for conservation and development. Within this framework specific details for handling immediate problems and near future changes will be provided by short-range, specific-action community plans for each of the unincorporated communities. It is the county's responsibility to examine solutions to problems and thereby to refine the Marin Countywide Plan and show how it can be carried out locally.

To this end, County planning and community groups have sought to identify primary concerns in the Strawberry Planning Area. The Strawberry Community Plan is intended to be a detailed follow-up to the Marin Countywide Plan. It draws heavily from the technical basis of that plan.

From the outset, the community orientation toward this planning study has been focussed on the amount and location of development in their area. The Proposed Land Use Map and the Zoning Recommendations are, with some staff modifications, the community's picture of the end point or ultimate capacity of their area.

An environmental impact report has been done for the Marin Countywide Plan. This community plan is part of the Countywide Plan, and in conformance with that plan.

The Strawberry Community Plan has been processed through environmental review procedures of the County of Marin. On November 29, 1973 the Planning Commission made a "negative declaration" recommendation on the environmental impact of the Strawberry Community Plan.

THE COMMUNITY GOALS

The community has put a great deal of time and energy into this planning effort. Briefly, these are their expectations:

1. Increase the community authority and responsibility in future development decisions.
2. Retain the local setting of open hillside and open Bay waters.
3. Retain the existing fine grain character of the community by limiting the construction of large scale urban density developments.
4. Provide convenient access to local commercial and community facilities and the resources of surrounding communities.
5. Stem the increasing rate of traffic congestion, air, water, and noise pollution.

The Marin Countywide Plan reflects these goals at a larger scale, but some conflicts have emerged. The Countywide Plan sees the developed areas with their established pattern of services and circulation as the most reasonable place for future development. The community's picture of their future suggests that the ultimate number of dwellings will have been reached in 15 to 25 years, given the growth rate envisioned by the community. The Countywide Plan does not establish an ultimate figure for population and it is possible that even within the tightest constraints, more development could occur after 1990 than the community anticipates at present.

The Countywide Plan seeks to maintain the existing pattern of community development and addresses itself specifically to maintaining the 1970 mix of housing price ranges to 1990. Combining this Countywide goal with the increasing demand to preserve open space and spiraling development costs it is likely that the pressure for most of the future development of this area will be in multiple units. The density of such new construction could change the character of the community.

OPEN SPACE

Preservation of the natural setting of the Strawberry Planning Area is a major community concern. The principal elements of this natural setting are the open Richardson Bay waters and shorelines, and the open hillside and ridgelines forming a backdrop to the existing community and a physical separator from Corte Madera on the north.

It is recommended that no further residential construction be allowed in the water and tidal areas of Richardson Bay and that no major fill or dredging be permitted for residential development. It is further recommended that the filled area known as "Strawberry Spit" be conserved as open space of countywide significance and that the limited development potential it would have in lieu of outright acquisition be transferred to the southerly "Strawberry Point" area.

The hillside areas north of Tiburon Boulevard have been studied by the Strawberry Community as well as by the Ring Mtn. Advisory Committee. These studies recommend that the ridgeline and upper hillside lands be maintained as open space of high significance to the local communities as well as the County at large. Both acquisition and regulation (clustering of new development) are to be used to achieve this goal. Development is acceptable on the lower hillsides at the ends of existing roads, in amounts commensurate with Countywide Plan growth goals. Recommended restrictions on development indicate a potential of from 300-400 dwelling units (single family and multiple) as the maximum build-out on the unincorporated lands covered by the Strawberry Community Plan. The cities of Tiburon and Corte Madera may impose additional restrictions on the number of acceptable units. (Final recommendations of the Ring Mtn. Advisory Committee show a potential on the unincorporated lands north of Tiburon Blvd. of 363 new dwellings (including "The Highlands")).

Open space issues of local importance include the preservation of the northern and western slopes of De Silva Island as a condition for future development; the preservation of the most important portions of the

Watertank Hill area (either the ridgeline or a hillside buffer from the existing single family residential development below. This would depend on effect of the first phase of the "Seaport" development); maintenance of the generally open aspect of the Golden Gate Theological Seminary Property; and insuring the open space buffer on the north facing slopes associated with "The Highlands" approved master plan.

The Strawberry Parks and Recreation District Master Plan (1972) deals with the acquisition of some smaller parcels to augment existing District lands and the intention to acquire public access to the wateredge lands wherever possible along the Richardson Bay frontage. Public access to open space lands is discussed under the heading Transportation.

FUTURE RESIDENTIAL DEVELOPMENT

GENERAL

The community plan establishes that a maximum of approximately 1,300 additional dwelling units can be constructed in the planning area. It is estimated that approximately 540 of these dwellings will be constructed by 1980-83. Of the 1,300 possible units, over 80% will be in multiple type construction and less than 20% in detached single-family construction.

DEVELOPMENT ANTICIPATED BY 1980-83

Approved development proposals which would probably be completed by 1980 include the first phase of "Seaport" (170 multiple units), "Greenwood Bay" Apartments (49 multiple units), "The Highlands" (109 multiple and single units), and two 36 unit projects on Strawberry Cove (72 multiple units). It is reasonable to assume that the construction of single family dwellings on existing lots will account for a maximum of 80 new dwellings, assuming the availability of the improved lots on Strawberry Point. The Golden Gate Theological Seminary estimates an increase of 60 dwellings in the next 7 to 10 years. Therefore, it is likely that approximately 540 dwelling units would be constructed by 1980, if no new projects were approved and constructed between now and 1980. The Community has reviewed and accepted the potential of these projects. By supporting this planning effort and by opposing recent development proposals (including the "La Cresta" proposal), they have indicated that these approved projects represent a large portion of future residential development which the community finds acceptable in their planning area.

DEVELOPMENT ANTICIPATED AFTER 1980-83

South of Tiburon Boulevard

In addition to the projects mentioned above, the number of dwelling units in the planning area which could occur after 1983 would include: 30 single family units on the remainder of the Strawberry Point lots (construction on the lots remaining from the 82 available); 40 additional dwelling units on the Golden Gate Theological Seminary; 65 clustered dwellings on De Silva Island; 81 clustered dwelling units on the remainder of the "Watertank Hill" area; 9 single family dwellings south of the Strawberry Point School; 90 multiple dwellings clustered on the east side of Strawberry Point; 30 multiple units possible as part of

additional commercial development south of the existing Strawberry Shopping Center; an additional 29 multiple units on existing R-3 Zoning in the Alto area west of U.S. 101; the "Seaport " project's second phase could include 117 additional multiple units which are currently approved. Thus the community plan recognizes a maximum of approximately 491 additional dwelling units (in addition to the 540 approved) in the area south of Tiburon Boulevard and Alto (west of U.S. 101).

North of Tiburon Boulevard

Residential development north of Tiburon Boulevard has been studied as part of the Strawberry Planning Area (all in County jurisdiction) and the study area of the Ring Mtn. Advisory Committee (including Tiburon, Corte Madera, and County jurisdictions).

The portion of this area west of the unused Northwest Pacific Railroad right-of-way and Blackfield Drive has the following residential development potential in addition to the 570 dwelling units of the 1973-80 period: 54 multiple units north of Thomas Drive on the remainder of lands under a 1959 Master Plan called "Central Court"; 15 clustered single family units east of the unimproved end of North Knoll Road; 11 multiple dwelling units along the Bay Vista/Eagle Rock Drive frontage at North Knoll Road; 5 single family dwellings at the end of Sky Road; 65 clustered single family dwellings west of the Bel Air area between Rancho Drive and Via Los Altos. The future development of other lower hillside lands in this area would allow an additional 22 dwellings. Therefore, in this area we have a maximum potential of approximately 172 new dwelling units added to those of the 1973-1980 period.

Recommendations of the Ring Mtn. Committee show an 82 dwelling unit potential on the unincorporated lands east of the old NWPRR right-of-way. These dwellings would all be developed on the lower hillsides at the ends of existing street access.

GROWTH AND GROWTH RATE

The 1970 Census shows 2033 dwellings in the Strawberry Planning Area. In the period from January 1970 to April 1973 an additional 506 dwelling units have been completed or are nearing completion. This figure except for a few single family dwellings constructed this summer, brings the current number of dwelling units in the planning area to 2539. This represents about 7% per year growth rate. If this community plan becomes effective, and action is taken to regulate the growth rate in the Richardson Bay Planning Area, by 1980 the number of dwelling units in the Strawberry Planning Area will have reached approximately 3100 dwelling units. The 1973-1980 growth rate will have diminished to 2%-3% per year. The Marin Countywide Plan goal for the 1970-1980 planning period was a growth rate of approximately 70 dwelling units per year (about 3.5%). The rapid expansion of the 1970-1973 period has been principally in two projects which accounted for 346 of the 506 new dwellings.

If a growth rate of approximately 3% per year can be established by regulatory means, then the ultimate future development permitted in this plan would be reached about 1990. That ultimate development will have permitted a maximum of 3800-4000 dwelling units in the Strawberry Planning Area including those now existing. With the trend toward diminishing family size this would be an increase in the 1970 population of 5500 to approximately 10,000 persons by 1990.

Residential development in the entire Richardson Bay Planning Area has exceeded countywide planning goals by only 3% as of April 1973. The Strawberry Planning Area however, has developed much more rapidly than the countywide goals. Thus, it is recommended that a Residential Development Review Board be established to regulate the rate of growth and the distribution of new residential development throughout the Richardson Bay Communities. It appears that the implementation of the Countywide Plan will be more effective by regulation at the larger planning area level because of current constraints on services, increasing land development cost, and rising citizen concern. Recent development and the imminent projects of

the next 7 years in the Strawberry Planning Area, unless they are withdrawn or revised substantially, will exceed the Countywide Plan 1980 goal by 12 to 18%. A distribution of that increased development to the larger Richardson Bay Communities framework is the best way of implementing the Countywide Plan.

HOUSING

Countywide Plan recognizes the increasing difficulty for low and medium income families and individuals to find housing in Marin. The elderly, young families, students and others with restricted incomes have less and less chance to live here. The Strawberry Community is on the upper end of the housing price range of the county with severe limitations on housing for those of modest means. It is recommended that new residential construction be made responsive to housing needs by at least retaining the 1970 housing price distribution by category.

The 1970 Census described 90% of owner occupied dwelling units in the Strawberry Planning Area as middle to high priced with the remaining 10% in the moderate to low range. The Richardson Bay Planning Area showed somewhat more low to moderate priced housing of 16% with the remaining 84% in the medium to high price range. At that time the breaking price for these two ranges was \$27,500. In Marin County as a whole 21% of owner occupied housing was below this level while 79% remained above.

The division of rentals into low/moderate versus medium/high was at \$200 per month. In the Strawberry Planning Area 54% of 1970 rentals were middle/high cost. In the County as a whole about 25% were in this range.

It is apparent from these figures that housing in the Strawberry Planning Area is at the high end of the price range in the County of Marin. The 1970-73 construction has reinforced if not increased the middle/high cost percentage in the area, even though 56 of 506 dwellings constructed were in subsidized housing for the elderly. This area along with the remainder of the Richardson Bay communities experienced a dramatic upward shift of housing and rental costs in the late 1960s.

The County Planning Department has estimated that in order to maintain the 1970 housing/rental price mix it would be necessary for one-third of all new construction to meet the needs of low and moderate income families; nearly half of all new construction to be in medium income housing; and

less than one-fifth of all new construction to be in the high income housing range for the Strawberry Planning Area as a whole. The 1970-73 construction has already made this goal more difficult to achieve. The regulatory agencies of the county should require that new development in this area have roughly the 1970 distribution of dwelling units by price category (excluding single family dwellings on existing lots). Roughly that price distribution was (in 1970 dollars):

	<u>Rental Units</u>	<u>Owner Occupied</u>
Low cost (income less than \$8000/yr.)	Under \$150/mo. 20%	Under \$20,000 approx. 2%
Moderate cost (income from \$8000-12,000/yr.)	Under \$200/mo. 25%	Under \$27,500 approx. 12%
Middle cost (income from \$12,000-15,000/yr.)	Under \$250/mo. 25%	Under \$35,000 approx. 32%
High cost (income above \$15,000/yr.)	Over \$250/mo. 30%	Over \$35,000 approx. 54%

Though existing housing stock increases in price over time and maintenance of such percentages would not yield the 1970 housing mix in 1990 (a County-wide Plan goal) the development costs here for new construction and the absence of older houses of sufficient size for second dwellings make the above percentage requirements in new construction the best that can be attained in this area.

SCHOOLS

The Mill Valley School District is operating at capacity enrollment, though because of the slight downward trend in enrollment it can "hold out" with existing facilities for two to three years. Its problem areas, however, are within or near our planning boundaries, since it has only one school in Strawberry which is now operating at capacity.

Major hillside developments are of concern because there is no school in that area. A school site should be provided for possible purchase by the district. Or an "in lieu" fee should be charged any developer for alternate solutions, such as adding a wing onto the existing Strawberry Point School. The Reed District has more room for growth than Mill Valley.

It is possible that declining enrollment in schools can be attributed to a trend to smaller family size. However, it could also be that the building of expensive homes and small apartments which exclude children is financially squeezing families with young children out of the area. Therefore, any new development should include some moderate income housing and, if the plans are for apartments, multiple units which are varied in size so there are some three and four bedroom units which can accommodate families with children.

Solution to school enrollment problems must be established prior to approval of development master plans. The Madera del Presidio project, which is within Corte Madera's planning jurisdiction but in the Mill Valley School District, is a prime example of this problem.

PUBLIC FACILITIES - SEWER SYSTEM

Except for the East Alto and Alto neighborhoods (served by the Alto Sanitary District), the entire Strawberry Planning Area is now served by the Richardson Bay Sanitary District which pumps across the Richardson Bay Bridge to the Marin City/Sausalito plant. With heavy infiltration during the rainy season, the Marin City/Sausalito Sewer Treatment Plant is forced to dump untreated sewage as effluent into the Bay. The Regional Water Quality Control Board has ordered that new hookups to this system can only be justified by repairs on the existing lines to reduce the rain water infiltration. The number of additional hookups represented by such repairs is probably no more than 100-200 per year for the district. There are somewhat over 500 hookups available currently. Availability of hookups to the existing system is a growth limiting factor in the planning area. Large scale expansion of system capacity is proposed by the development of a Richardson Bay interceptor system which will collect sewage for treatment at a new sewage treatment facility, probably at Point San Quentin. This system, which will require major public funding, could not be operational before 1980. Subsequent to such sewer system improvement, proper regulation of future development will not be limited by this factor because the system will have capacity for most of the anticipated growth of the southern Marin urban corridor. The allocation of hookups would have to be area specific at that point in order to accomplish the Countywide Plan goal of coordinating future development with available services. It is recommended that desired local growth rates be the major consideration of system expansion; and once the system is expanded, that allocation of sewer hookups be made by district based on local growth rate regulation.

WATER SYSTEM

The Strawberry Planning Area is served by the Marin Municipal Water District. As of August 28, 1973 no new commitments for water hookups were permitted. Measure E on the November 6, 1973 ballot would finance an increase in the system supply of 8000 acre feet of water annually by the use of North Marin Water District excess supply during the wet season in order to keep the MMWD reservoirs full for the dry season demand.* At present the MMWD is 6500 acre feet short of a safe dry season capacity. Committed demand

* Measure E was defeated.

on the system would require an additional 2000 acre feet annually, thus with the addition of 8000 acre feet in supplies, no expansion of the existing and already committed demand would be allowed. The MMWD Board could determine to allow a new project of public significance to increase the system demand. Major expansion of the system was defeated in a bond election in 1971. Other expansion possibilities exist but most likely will not come before 1980 and even then may be a substantial regulator of new development by being the tightest constraint of all services. As with the sewer system, any major increase in capacity should be allocated by growth rate controls in the Richardson Bay Planning Area.

FIRE PROTECTION - the Alto-Richardson Bay Fire District is responsible for fire protection and emergency aid in the Planning Area. A few specific problems were mentioned in conversation with Chief Heynen.

1. Timeteo Way, a private drive going north from Ricardo Road near its intersection with Reed Boulevard is too narrow for fire equipment access.
2. The water main on Sky Road is too small and adequate water is a problem.
3. There is a need for a hydrant at the top of Inez Street in the Water-tank Hill Area.

Though the district has adequate equipment, recent limitations on special district taxation and shorter working week for employees is absorbing funds reserved for equipment.

TRANSPORTATION

The Strawberry area is at the intersection of two major arterials, and local traffic problems have been compounded by the need of other commuters to transit this area or to use its shopping facilities. The major congestion occurs along Tiburon Boulevard where it gives access to the Strawberry Shopping Center and major residential collectors. This congestion has forced drivers through the residential neighborhoods making those streets dangerous and increasing the difficulties on already difficult hillside street intersections. The major recommendations for improving automobile traffic problems are: Modifying access to existing streets to limit through traffic in residential neighborhoods; the possible development of a collector road system along the Strawberry Shopping Center to reduce congestion at the Tiburon Boulevard/U.S. 101 interchange; and improving public transit connections to the community.*

Safe pedestrian and bicycle access is becoming increasingly important as traffic congestion increases. Bicycle routes should be completed through the area and connections to other communities improved. Pedestrian safety needs to be improved along and crossing Tiburon Boulevard.

The Tiburon Ridge Trail needs to be completed along with a pedestrian/bicycle overpass north of the Tiburon Boulevard/U.S. 101 interchange to connect the Northridge open space area with Tiburon Ridge. The community would also like to guarantee pedestrian access to the Richardson Bay Shoreline wherever possible.

COMMUNITY APPEARANCE

Because of the unique scale and setting of the Strawberry Planning Area, new residential and commercial development should be required to meet local design restraints. Therefore, it is recommended that a Strawberry Planning Area Design Review Board be appointed under the existing ordinance for establishing such boards.

* This solution is one of many which need a definitive improvements study.

STRAWBERRY COMMUNITY PLAN

IMPLEMENTATION

Action Plan

The community has expressed its concerns for the future of the Strawberry Planning Area. In order to solve problems or satisfy needs currently expressed by the community the following action plan has been developed. It is intended for the 1973-1983 time period.

Briefly, the Countywide Plan has outlined three major areas of planning concern: Environmental Quality, Community Development, and Transportation. In the short-range (ten year) framework of this action plan, certain actions are recommended in order to fulfill the goals of the community and the county as a whole. Of the recommended actions, "First Priority" is assigned to those of principle concern which have been long identified needs and which may be within the grasp of the community. (Even though this may require the actions of many other agencies.) For these "First Priority" actions, adoption and support of this plan, are necessary as the first step to insure success.

"Second Priority" actions are those which have less urgency for the community or which may be of such scale as to make community actions only a small part of the actions required to accomplish the project.

"Third Priority" are those minor projects which are possible to accomplish in the planning period (to 1983) by continued community involvement and carrying out existing regulations.

This list of priorities is intended to be a reasonable assessment of the importance of local and countywide issues in the planning area.

ACTION PLAN

ENVIRONMENTAL QUALITY

RECOMMENDED ACTION

IMPLEMENTATION TECHNIQUES
(Refer to accompanying list for open space implementation techniques)

WHO PAYS? AND HOW MUCH?

First Priority

Ia. To secure as permanent open space ridge-line and upper hillside lands from the vicinity of the Reedland Woods School west to Eagle Rock.

Regulation: R1; R7; R8

Acquisition: A1; A8

-Regulation through existing agencies. No additional cost.
-Acquisition through open space district; local bond election or private (or mixture of these) Assessors fair cash value as an average of 102 acres = \$3,725./acre required, acquisition may vary. Total full cash value is \$379,950.

b. To secure as permanent open space the water edge lands known as the "Strawberry Spit" including partial open space on the "Strawberry Point" parcels.

Regulation: R1; R6; R8

Acquisition: A1; A8

-Regulation through existing agencies. No additional cost.
-Acquisition through open space district; local bond election or private (or mixture of these) Assessors fair cash value 1973-74 rolls:
Strawberry Spit: \$6,690./acre X 47.83 acres = \$320,000.00. Strawberry Point: \$18,700. approx./acre on about 20 acres = \$374,000.00.

Second Priority

IIa. To secure as permanent open space the ridgeline and upper hillside lands from the vicinity of the Reedland Woods School east to "Ring Mtn."

Regulation: R1; R7; R8; possibly R5

Acquisition: R1; A8

-No additional cost.
-Oct. 1, 1973 offer to sell at approximately \$4,500. per acre for 450 acres (\$2,000,000.) Would have to include Tiburon, Corte Madera & County contributions.

b. To secure adequate public pedestrian tidelands access to all future development with water frontage.

Regulation: R1; R8
Acquisition: A1; A8

-No additional cost.
-Acquisition costs would vary. Strawberry Parks & Recreation District budget.

c. To maintain existing open water and tidal habitats throughout the planning area.

Regulation: R1; R6; R7; R8
Management: M4; M5
Acquisition: A8

-No additional cost for regulation.
-Possible costs for Parks & Recreation improvements, management and acquisition.

Third Priority

IIIa. To secure as permanent open space the ridgeline and/or hillside areas of "De Silva Island" (Hill area just east of the Seminary Drive/U.S. 101 northbound off ramp.)

Regulation as part of any future development.

-No additional cost for regulation.

b. To secure as permanent open space the ridgeline and/or hillside lands from Watertank Hill west toward U.S. 101 (above Ricardo and Belvedere Roads).

Regulation as part of future development.

-No additional cost.

c. To secure as permanent open space the water edge lands on the western side of Strawberry Point.

Regulation as part of future development.

-No additional cost.

OPEN SPACE IMPLEMENTATION TECHNIQUES

The following are the means of implementing the recommendations set forth in this report. The regulation list involves the use of governmental powers, principally police powers like zoning to achieve public benefits from open space and conservation programs. The acquisition techniques mainly involve use of government fiscal resources including trade-offs for tax reductions. The priorities for action by governmental level are also listed below.

REGULATION

- R1. natural hazards
 - geologic risk zones (fault, bay mud, landslide)
 - flooding risk zones (flood plain, stream buffer)
 - fire risk zones (grass, dry brush, dead-end canyons)
- R2. noise and flight path safety zones (airport, freeway)
- R3. special recreation-visitor destination facilities (golf courses, hunting preserves, special event areas, etc.)
- R4. agricultural and rural zones
- R5. historic preservation areas (including archeological sites)
- R6. marine and wildlife resource conservation reserves
- R7. view protection zones
- R8. density transfer zones
 - planned unit (cluster) zones
- R9. scenic travel corridors
- R10. Eion right of public access by historical precedance*
- R11. compensable zoning-freeze value with government guarantee of price difference

MANAGEMENT

- M1. countywide management board to administer management programs for public and private open space
- M2. private landowner management plan
- M3. agricultural/rural management plan
- M4. coastal recreation/resource protection management plan
- M5. multi-use management plan (recreation, marsh, wildlife, flood control, water, sewer, fire, school, etc.)

ACQUISITION

- A1. outright purchase (full fee)
- A2. installment purchase (no title change until last payment)
- A3. purchase in advance as landbank, leaseback or resale a portion as surplus
- A4. excess condemnation with road, school, flood district, etc.
- A5. purchase option to buy in future (first right of refusal)
- A6. purchase right of entry plus floating trail easement
- A7. easement partial purchase (development rights) for specific limited use
- A8. require open space dedication as conditional development approval
- A9. trade or transfer of lands with other public/private bodies
- A10. long term lease (no purchase)
- A11. gifts and voluntary land donations
- A12. estate settlement, life estate, or in lieu of back taxes
- A13. by private or semi public non profit land trust
- A14. voluntary agreements to permit scenic, recreational uses
- A15. tax reduction contracts, agreements and write-offs

*The California Supreme Court has ruled (in the Eion decision) that public right of access is implied on beaches where the public use has occurred for a number of years.

TRANSPORTATION

RECOMMENDED ACTION

IMPLEMENTATION TECHNIQUES

WHO PAYS? AND HOW MUCH?

First Priority

- | | | | |
|-----|-------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Ia. | Reduce speeding and dangerous intersections in residential areas (Belvedere and Ricardo Roads). | One-way & cul-de-sac design of existing roads and signalization of some intersections. (Precise study not yet done.) | -County Public Works staff.
-Signalizing 2 or 3 intersections shared by County as a whole.
-Other capital improvements shared by County as a whole. |
| b. | Reduce peak hour congestion at the Tiburon Blvd./U.S. 101 interchange. | -Eliminate left turns from 7 - 9 a.m., and 4 - 6 p.m. at Tiburon Blvd./Reed Blvd.
-Develop collector road system along Strawberry Shopping Center frontage to eliminate northbound exit stacking & simplify intersection. Further study recommended. | -Negligible (signing & maintenance) shared by County as a whole.
-State Division of Highways funding. No increase in local taxes.
-Collector road system approximately \$250,000. |
| c. | Improve freeway exit situation at the Seminary Drive northbound exit. | Not easily done without major freeway redesign. Possible as part of new interchange. | -State Division of Highways funding (cost not available at writing of this report). |

Second Priority

- | | | | |
|------|-------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| IIa. | Complete safe bicycle and pedestrian access to all neighborhoods. | -Finish sidewalks, construct various class bike paths depending on street section. | -\$70,000. total shared between County Parks & Recreation and County Public Works & Strawberry Parks & Recreation. |
| b. | Improve Public Transit connections to community. | -Try various neighborhood routes using existing Golden Gate Transit Buses (No. 8 Bus) to maximize convenience and market for riders
-Provide local routes to link up east-west and neighborhood transit with appropriate stops.
-Develop major commuter express stop & shelter along freeway at Strawberry Shopping Center in conjunction with frontage road collector system. (see above for collector system.) | -Short range increase in services increase in costs offset by wider market.
-Countywide costs up to 25¢/\$100 assessment. \$25 for \$40,000. house per year.
-Increase in costs (construction & maintenance) offset by wider market and shorter runs |

Third Priority

- | | | | |
|-------|--------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| IIIa. | Develop the Ridgecrest hiking trail from Tiburon city limits to U.S. 101. | -Within purchased open space.
-As part of dedications resulting from approved development | -(See acquisition estimates.) \$6,000 construction as part of County Recreation & Parks program.
-Developer can provide construction of trail. |
| b. | Develop pedestrian/bicycle/equestrian overpass of U.S. 101 tying Ridgecrest Trail with Alto/Northridge Area. | -Division of Highways project. | -State Highway budget. |
| c. | Link bicycle and pedestrian routes to areas south of Strawberry. | -Over Richardson Bay Bridge
-Through path provided south of Shelter Ridge and south through Tam Junction. | -State Division of Highways not responsible as yet.
-No additional cost. |
| d. | Develop an emergency road to Corte Madera near the U. S. 101 frontage. | -Within U.S. 101 right of way as Division of Highways improvement.
-Requirement of future development.
-Limited access related to open space area. | - State Division of Highways.
-No additional cost to public.
-Open Space District/Parks & Recreation budget. |

COMMUNITY DEVELOPMENT

RECOMMENDED ACTION

IMPLEMENTATION TECHNIQUES

WHO PAYS? AND HOW MUCH?

First Priority

Ia. To establish acceptable growth rate controls to keep over-development from disrupting community quality, services, public works and schools.

-Adoption and local support for community plan.
-Encourage the establishment of a Growth Control Board for the Richardson Bay Communities.

-No extra cost for administration.
-Shared expenses of board functions. \$1.00 per \$40,000 house per year. (Estimate based on a \$30,000 per year annual budget.)

Second Priority

IIa. To bring the existing sewer system up to standards of the Regional Water Quality Control Board (no rainy season bypassing of treatment plant).

-Testing & sealing of all lines and limiting new hookups until system condition would allow.

-Currently underway in Richardson Bay District supported by service and hookup fees.
-Water quality has formula for hookups allowed based on system improvements.

b. To establish a local design review board for all future development decisions.

-Board of Supervisors appointment under existing ordinance.

-No additional cost.
-Some savings in Planning Commission Budget.

c. To maintain the 1970 housing mix of low/moderate/high cost housing.

-See "Housing Element" discussion.

-See housing element text.

d. To maintain the existing ratio of single-family to multi-family dwelling units.

-Unlikely with building and land costs trends. Average density increasing annually.

-Savings on community services possible if total number of dwellings possible in area decreases.

e. To insure against flooding in the Bel Aire Flood Control Zone (vicinity of Blackfield Drive/Tiburon Blvd. intersection).

-Existing master drainage plan & tax district (Bel Aire Flood Control Zone).

\$560,000. total costs to Flood Control Zone (maximum \$1.00/\$100.00 of assessed valuation - currently being assessed).

f. To insure against flooding in the Strawberry Circle residential area.

-Citizen/School District cooperation currently underway for construction of Berm, Tide Gate & Drainage Way.

-Unknown at time of report.

PLAN ELEMENTS/COMMITTEE REPORTS & TECHNICAL MATERIALS

LAND USE - OPEN SPACE
AND
OPEN SPACE POLICY STATEMENT

In their adoption of the Strawberry Community Plan (Resolution 74-269, August 27, 1974), the Marin County Board of Supervisors placed the following stipulations on Land Use/Open Space designations of the Plan:

- 1) Building site and density descriptions appearing in the text and on the maps referring to lands of Countywide Open Space significance are intended to be illustrative only. They are to be used in discussions of development proposals as they represent community sentiment and awareness of physical restraints. They are not intended to represent precise placement of future development. Rezoning on these lands has followed Marin County policy as applied in previous actions in proposed open space areas. (See Ord. 2091, May 14, 1974.)
"COS"
- 2) Building site and density descriptions appearing in the text and on the maps referring to all other lands within the Strawberry Community Planning Area are intended to be a basis for more precise zoning density but are also not intended to limit design options when future development proposals can be shown to satisfy the goals and policies of the Community Plan and the Countywide Plan.
"LOS"

In the text which follows, the proper stipulation is indicated by "COS" for "Countywide Plan Open Space Significance" and "LOS" for "Local Open Space Significance". Recommendations unaffected by these stipulations have no such indicators.

STRAWBERRY PLANNING AREA
EXISTING LAND USE (JUNE 1973)
(In Acres)

Traffic Zone #	Single Family Dwelling	Multi-Family	Com-mercial	Institutional School/Church	Arterial Road Ways	Parks & Rec Lands	Total Dev.	Undevel-oped	Water Area	T.Z. Total in Planning Area
223	39.6	25.5	3.4	134.0	6.3	5.6	214.4	126.8	141.6	482.8
222	117.0	18.9	0.7	11.4	3.2	10.6	161.8	67.0	15.0	243.8
221	0.9	7.8	17.8	0.5	15.6	-	42.6	7.7	-	50.3
207	67.6	6.6	0.7	21.9	8.6	-	105.4	152.7	-	258.1
210	38.0	37.0	0.7	2.1	5.6	-	83.4	35.4	15.1	133.9
211	-	-	3.9	-	0.7	-	4.6	-	-	4.6
229	63.0	-	-	-	16.6*	-	79.6	0.6	-	80.2
209	-	-	-	12.4	-	-	12.4	352.4	-	364.8
Totals	326.1	95.8	27.2	182.3	56.6	16.2	704.2	742.6	171.7	1618.5
% Land Area	22.5%	6.6%	1.9%	12.6%	3.9%	1.1%	48.6%	51.4%		

*Includes railroad right-of-way (Alto Area)

STRAWBERRY COMMUNITY PLAN

LAND USE/OPEN SPACE

The following discussion is organized by "Traffic Zone". These zones are the basic divisions of the Countywide Plan land use projections and correspond to the Balanced Transportation (Bal Tran) Study. Adjustments have been made in cases where the "Strawberry Planning Area" occupies only a portion of a Traffic Zone (in Traffic Zones #229, #207, and #209).

TRAFFIC ZONE 207 - This area lies south of the city limits of Corte Madera and north of Tiburon Boulevard. It is bounded on the west by U.S. 101 and on the east by Blackfield Drive.

Major land use decisions in this zone include:

1. Description of areas desired as open space on the ridge and hillside lands along with limiting future development to the lower slopes to be accessible by existing roads.
 2. Provision of development at the ends of Rancho Drive, Barn Road, and Sky Road.
 3. Provision for commercial uses on some undeveloped portions of the U.S. 101 frontage road.
 4. The provision for multi-family units north of Thomas Road.
 5. The expansion of the professional office area at Knoll Road to include all properties east of the new multi-family development bounded by Knoll Road and Tiburon Boulevard.
1. The Ring Mtn. Advisory Committee has recommended restraints on development of the upper hillside and ridgelands. Much of this area is described as open space. Excluding limited development at the ends of existing roads the larger portions of these lands (corresponding to the withdrawn "La Cresta" project of 1973) are recommended for a gross density of approximately one dwelling per 4 acres, (0.23 D.U./gross acre) with development possible on the lower hillsides only. (See future development maps.) It is agreed that this area should be preserved as open space of local and countywide importance. It forms the physical separation between Corte Madera to the north and the Strawberry area and Tiburon to the south, and is the western portion of one of the few undeveloped land forms in the southern Marin urbanized area.

The Ring Mountain Committee recommendation is acceptable for the Strawberry Community Plan since there appears to be no way that even one dwelling unit per acre densities would preserve this highly desired open space.

2. The area between Rancho Drive and Via Los Altos is suitable for limited residential development in the future. Care must be taken however, at the toe of the steeper slopes to insure against sliding and erosion. Careful design, provided all services are available and roads of sufficient standard connect these units with Tiburon Boulevard and Blackfield Drive, could yield a good addition to the existing neighborhoods.
- *3. Small commercial uses have developed on previously residential parcels along the Redwood Highway Frontage Road in the East Alto Area. To the extent that these commercial uses serve the Alto and Eagle Rock neighborhoods, they are desirable uses. Professional office uses are appropriate on parcels bordering the Redwood Highway Frontage Road provided they are found acceptable through the Master Plan process. The critical factors to be evaluated in reviewing office and commercial uses are: traffic generation, noise, visual appearance and quality of housing stock provided.

It is the desire of the community to maintain a balance and harmony in housing types and affordability in Strawberry. Any proposal that includes the elimination of existing housing units should include a relocation or replacement program if feasible. The removal of an existing residential use should include the replacement of that unit or units in like kind. All reasonable attempts should be made to replace or relocate comparable housing, which may include creating a duplex, a second unit in existing residences or development of other multi-family attached units as allowed by zoning.

* Refer to Appendix "A"

4. The Community Plan shows an increase of 54 dwelling units (in apartment development) could be placed on the hillside in this area. The steep drainage course which passes through this property is desired as open space and given the remaining site limitations, this figure may be high. If geological information indicates good base for construction and stricts design review standards are applied, a multi-family development here would be acceptable.

5. Currently zoned industrial, (reflecting use no longer in operation) this rectricted area between Knoll Road and Tiburon Boulevard has been intensely developed with a bank and professional offices. A few developed single family lots remain in this area. Since the character of the road and intersection at this point is highly developed and since 56 units of apartments were built on adjacent property to the west, staff feels that provision for expansion of the professional office uses in this area would be acceptable provided that sufficient and safe parking can be developed, and that design controls especially on the Tiburon Boulevard side of the site be as thorough as possible. It would be necessary also to provide for pedestrians along any developed frontage on this narrow road.

TRAFFIC ZONE 209 - Traffic Zone 209 covers portions of the incorporated areas of Tiburon, but within the Strawberry Planning Area including 352⁺ acres of hillside and ridgeland extending east from the old railroad tunnel to "Ring Mountain". 80%⁺ of this area has slopes in excess of 20%. The lands less than 20% in slope are on the ridge tops spurs and saddles. Severe slopes and other geological restraints must limit development here. Combined with the designation of this area as desirable for "Urban Open Space" and previous plans for a "Ridgeline Trail System", the constraints on the area are high. Only the lower slope areas presently accessible should be developed on a cul-de-sac or no-through- access pattern so that no roads need to be forced over this ridgeline. Though undeveloped, the areas designated as "desired for open space" could be tributary to development plans.

The Ring Mountain Advisory Committee has been studying the entire hill area and their recommendations indicate that approximately 82 dwelling units would be placed in the presently unincorporated lands covered by the Strawberry Planning Area. On these 352 acres, therefore, would be a gross density of $82 \div 352 \text{ acres} = \text{approximately } 0.23 \text{ dwelling units per acre}$ or 4.3 acres per dwelling. These units would be clustered at the ends of Blackfield and Reed Ranch Roads and be the upper ends of development gaining access from Paradise Drive. (See future development map.)

Preliminary plans have been submitted to the Planning Department proposing 3.5 dwelling units/gross acre (a total of 1,573 dwelling units) all but 39 would be developed on the tops of the ridges in townhouse and apartment complexes. The direct conflict with this community plan is obvious; it is likely that resolution of this conflict will take a great deal of energy and time. It is also apparent that the vast majority of those participating in the community planning effort see the importance of retention of the ridge lands and steep hillsides in their natural state. To this end the Ring Mtn. Advisory Committee has been investigating acquisition and regulation of all or part of these lands.

TRAFFIC ZONE 210 - This area lies east of Blackfield Drive, south of the old railroad right-of-way (just north of Karen Way) and west of the City of Tiburon. Existing development includes "The Cove" apartments, "Pelican Hill" and the single family neighborhood south of Blackfield Drive. Two land use decisions have been made in this zone.

- LOS
1. "The Highlands" development plan for 109 dwelling units is acceptable to staff and the community with the specified provision for leaving the north-facing slopes of the hill involved as open space. As in other areas of acceptable but undeveloped plans, staff feels that the Planning Commission should initiate rezoning (commensurate with county-wide growth goals) to the previous zone if no development is in evidence 2 years after the adoption of this community plan. Since approval of the Highlands development was quite controversial we expect objections already raised would be the basis for discussion of subsequent development proposals.
 2. "Greenwood Bay" apartments is a proposal south of the Blackfield Drive-Tiburon Boulevard intersection along the shoreline. It has a total of 49 dwelling units in nine buildings and provides for public access to the shoreline and a small park area. The community and staff feel this is a reasonable proposal provided all necessary approvals can be obtained from agencies involved (currently under construction).

Consideration has been made of the old railroad right-of-way which runs from Reed Ranch Road north to Blackfield Drive. It is recommended that this strip should be maintained for public access to the Bel Aire School and the open hillside south of Karen Way.

TRAFFIC ZONE 221 - This zone includes all of U.S. 101 freeway eastern frontage from Ricardo Road/Seminary Drive to Tiburon Boulevard. It contains the shopping center and apartment complexes along Reed Boulevard and North Knoll Road area. The main land use consideration in this area is commercial expansion of the shopping center along the frontage road. Staff and the community feel that commercial uses could be developed along this frontage. The community would like to see the single story nature of the existing shopping center maintained.

No expansion of commercial facilities should be allowed until the overloaded traffic conditions at the Seminary Drive freeway access and the Tiburon Boulevard interchange are solved or proved to be acceptable. It is recommended that no future development should be approved where undercutting or substantial excavation of the hillside is necessary.

Approximately 2 acres of land at the base of a notch in the hillside south of the shopping center could be used as residential land or some multi-story combination of commercial/professional and residential not to exceed 3 stories in height. This could add 30 dwelling units in this traffic zone.

The community has been able to insure the existence of an old willow tree in a mini-park across Belvedere Drive from the shopping center and would like to see an upgrading of pedestrian amenities in the entire shopping center area.

LOS proposed bridge over the Salt Works Canal. Since design review of the "Greenwood Bay" development proposal, east of the Salt Works Canal was based on a shoreline access to correspond to the proposed bridge and the District Master Plan, it is recommended that a condition of development approval on the 2.5 acre parcel mentioned be a provision of a pedestrian right-of-way along the shoreline.

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The community has been able to insure the existence of an old willow tree in a mini-park across Belvedere Drive from the shopping center and would like to see an upgrading of pedestrian amenities in the entire shopping center area.

LOS TRAFFIC ZONE 222 - This is the land and water area east of the U.S. 101 commercial frontage, south of Tiburon Boulevard, and north of Ricardo Road. In this area the major land use decision is a future residential development of the "Watertank Hill" slopes and ridges lying north of Ricardo Road and east of the U.S. 101 frontage. High density multi-family residential development has been proposed for a portion of this area ("SEAPORT") which is currently zoned "RP/PC interim zone 1973".* That proposal would have 287 dwelling units built predominately on the ridgeline similar to Shelter Ridge which lies across the freeway to the west. The remainder of the north and south facing slopes east of the "Seaport" proposal has no development plan at present.

If the "Seaport" project is developed as approved on the upper hillsides and ridgeland, then further developments of Watertank Hill could be acceptable at these same elevations though much reduced in overall density. The problem with development on the lower hillsides in this area is privacy for existing homes. If after construction, the community finds "Seaport" acceptable, then placement of the remaining acceptable dwellings could be an extension of "Seaport" on the ridgeline. The lower hillsides would be maintained as a buffer. Total yield on these parcels should not exceed 80-90 dwellings.

It is further noted that landslide history around much of this hillside area requires that any development proposal be subjected to the most thorough engineering inspection. Geological studies by the county should examine the extent of the safety hazard in this area.

LOS All of the existing single family areas will remain as such with infilling of vacant parcels not to exceed existing single family densities. A 2½ acre parcel at the eastern end of Harbor Cove Way, south of the Strawberry School is being proposed for 10 single family lots. The Strawberry Recreation and Parks District Master Plan (1972) shows a shoreline walk provided as public access from district lands (west of this parcel) along the shore to a

* New plan submittals for the Seaport project are being made because of a recent zoning change (all RP and PC zones became "RP/PC Interim Zone 1973" Re: Ordinance 2007).

LOS proposed bridge over the Salt Works Canal. Since design review of the "Greenwood Bay" development proposal, east of the Salt Works Canal was based on a shoreline access to correspond to the proposed bridge and the District Master Plan, it is recommended that a condition of development approval on the 2.5 acre parcel mentioned be a provision of a pedestrian right-of-way along the shoreline.

TRAFFIC ZONE 223 - This is the land and water area of Strawberry Point south of Ricardo Road. In this area the major land use decisions are:

1. The desired open space on Strawberry Point and Strawberry Spit.
2. Maintenance of the open nature of surrounding Richardson Bay Waters.
3. Increased residential uses on campus of the Golden Gate Baptist Theological Seminary.
4. Residential development of De Silva Island.
5. Residential development of Strawberry Cove frontage.

- COS & LOS 1. The Countywide Plan designates the areas of Strawberry Spit and Point as desired for "Urban Open Space". The Strawberry Parks and Recreation District Master Plan (1972) shows this area as one of the "Areas to be controlled". There are severe geological hazards present on the filled area known as Strawberry Spit which has been subsiding since its creation in the early 1960's. The Point area is fill but was dredged and reconstructed to bed rock with dry fill.

Recently the County Parks and Recreation Commission reviewed the potential of this area for park and/or wildlife refuge in response to a great deal of citizen interest in its preservation. Because of a unique harbor seal hauling out area and its proximity and importance to the Audubon wildlife area in the shallows of Richardson Bay, preservation as wildlife habitat is a major consideration. Alternatives suggested by County Parks and Recreation staff included low intensity park use on the Point area with a wildlife refuge separated from the shoreline by the dredging of an existing navigational easement; intense park use of the Point area with wildlife refuge on the spit (separated); residential development of the Point area with possible density transfers available to the developers by maintaining the spit as a wildlife refuge.

Since a citizen survey of the Strawberry Parks and Recreation District residents indicated broad support for park and wildlife refuge use of these lands, the local district has been directed by County Parks and Recreation to study the feasibility of acquisition of these lands.

Limited residential development on the "Point" is reasonable provided that public access to the shoreline is maintained. Dredging of the navigational easement across the filled area is recommended to reduce the disruption of the channel caused by boat access to private piers and to secure the wild-life refuge nature of the Spit.

2. The Strawberry Parks and Recreation Plan indicates all water areas are to remain open. No further dredging or filling of Richardson Bay waters and tidal zones should be permitted for residential purposes. All future projects having boundaries on the bay should be required to clear the environmental impact report process.
3. The future expansion of facilities and development of the lands owned by the Golden Gate Baptist Theological Seminary are open to interpretation. The community and staff position on this point is that the Seminary be held to its original master plan which specified on-site development of approximately seven "village" areas with about 30 dwelling units in each village. Using this master plan as a guide, this would mean an expansion of some 90-100 dwelling units (for a total of 300± dwelling units). The Seminary would rather look at the ultimate student enrollment specified on that same master plan which is 1,000 students. Today with an enrollment of less than 300, there are about 130 individual dwelling units and 60 dormitory rooms housing a population of about 500 people. Using this as an indication of the number of dwellings and population required per student, we project that some 600 dwelling units could be required, housing over 1,700 residents for a campus enrollment of 1,000 students. An increase of over 400 dwelling units would not be advisable, and staff recommends that 3 new villages having a total yield of no more than 100 dwelling units be allowed as the maximum density on the Seminary properties. If the 5 acre (land area) parcel south of Seminary Drive in the Brickyard Park area is to be developed for commercial rental units, then a new Master Plan for the Seminary would be required. It is further recommended that those areas shown as desired for open space be excluded from further village expansion. (NOTE: Village site #5, which has been shown as "desired as open space" due to heavy tree cover and steep slopes, is scheduled for improvement on an existing usable site. As long as no major disruption of the tree cover occurs, this would be an acceptable location.

- LOS
4. Increased development of De Silva Island should only be allowed as clustered residential on the southeastern slopes. The remainder of this densely wooded hill should be left open as a significant visual element along U.S. 101 and to retain as much as possible, the wildlife habitats of the shoreline. Only 4-5 acres of the 15+ acres available should be devoted to clustered units. Depending on the unit types, the community and staff see a range of 60 to 70 dwelling units total possible for the site. Water and tidal areas under the same ownership should remain open as a condition of development.

 5. Two Strawberry Cove properties are currently zoned RMP-17 as a result of specific development proposals. Construction of these units has begun.

OTHER LAND USE/OPEN SPACE considerations for Traffic Zone 223 include: As far as it is possible, public access to the shoreline will be preserved and/or acquired. This access will be made part of a perimeter park and/or pedestrian easement from the Richardson Bay Bridge along De Silva Island and the edges of Belloc Lagoon, on the Strawberry Cove frontage around to Brickyard Park and extending around Strawberry Point to the filled areas previously described. The exclusion from development of all geologically hazardous hillside areas especially those which have shown sliding and/or other instability (e.g. the north-facing slopes of the hillside south of Ricardo Road, east of Meda Street) is recommended.

TRAFFIC ZONE 229 - This covers the unincorporated area known as Alto which is west of U.S. 101 and north of East Blithedale. Currently, this area is developed with a single family residential subdivision and some apartment buildings near the west bound off-ramp of U.S. 101. Infilling of existing undeveloped single family lots would accommodate about 8 more dwellings while build-out of the property currently zoned for multiples would yield about 29 apartment units. This area is essentially stabilized though it is possible that future economics of development in Marin will lead to higher density redevelopment of portions of this neighborhood. It is recommended that within the 1980 time frame no more than infilling of available multiple and single family lots take place. Before any substantial redevelopment could be considered in this area, very close scrutiny of available services would have to be made.

STRAWBERRY COMMUNITY PLAN

CITIZENS OPEN SPACE COMMITTEE POLICY RECOMMENDATIONS

It is the recommendation of the Open Space Committee to retain all those lands shown on the Open Space and Conservation Policy Map in permanent open space uses. As appropriate to the nature of the resources to be retained, these areas should be either regulated in the interest of the public health, safety, and welfare, or acquired for direct public use.

In the event it is not deemed feasible to acquire these areas, limited development may be permitted in those portions which: have slopes less than 40%; are free from significant geologic hazards, including those associated with bay fill, landslide deposits, slope debris and ravine fill, and Franciscan sheared melange formation; and significant vegetation and wildlife habitat. Ridge areas shall be preserved in open space, with buildings and other structures--including roads--sited on the lower portions in a manner which preserves the natural open space appearance of the ridge. Stringent design controls shall be exercised to ensure that land forms and significant vegetation are not substantially altered and that the natural appearance of the overall area is retained.

It is further recommended that the County of Marin, through the City-County Planning Council or other appropriate means, encourage the resolution of any conflicts and inconsistencies in the Open Space Elements and related zoning ordinances of the County of Marin, Town of Corte Madera, City of Mill Valley, and City of Tiburon. Zoning provisions as revised should include appropriate consideration of soils, geological, seismic, and topographical constraints, as well as natural resource, scenic, historic, and archeological values.

SPECIFIC POLICY FRAMEWORK

1.0 CONSERVE AND MAINTAIN THE QUALITY OF THE AREA'S NATURAL RESOURCES.

1.1 Preserve areas of significant marine and wildlife habitat value.

1.11 Prohibit all development requiring Bay fill or dredging.

1.12 Preserve all mudflats, salt marshes, and contiguous or adjacent heron and waterfowl nesting areas.

1.2 Safeguard areas and sites of historical, architectural, and archeological significance.

1.21 Preserve petroglyphs on Ring Mountain.

1.22 Develop a procedure to identify further areas or structures which have such significance to the local community.

1.23 Establish a program to maintain such significant resources worthy of preservation.

2.0 PRESERVE AND ENHANCE THE SCALE AND CHARACTER OF THE AREA.

2.1 Preserve the natural appearance of hills, ridgelines, and other prominent or significant landforms.

2.11 Prohibit all development of hillsides having slopes in excess of 40%.

2.12 Permit no development which would significantly interfere with views from ridges or hilltops to the Bay or lowlands.

2.13 Permit no development which would interrupt a continuous view of the visual crest of the surrounding hillsides from adjacent lowlands.

2.2 Minimize alteration of the Bay shoreline.

2.21 Permit no development which includes Bay fill or dredging.

2.22 Permit no development which includes significant shoreline configuration modification.

2.23 Permit no offshore development.

2.3 Preserve areas having significant established vegetation.

3.0 PROTECT AGAINST DANGERS TO LIFE AND PROPERTY.

3.1 Prohibit or regulate development on sites having history or threat of slope instability -- including those underlain by slope debris and ravine fill, landslide deposits, and Franciscan sheared melange formation.

3.2 Prohibit or regulate development on sites having history or threat of subsidence.

3.3 Prohibit or regulate development on sites having history or threat of seismic instability, including liquefaction and severe seismic shaking.

3.4 Require detailed and comprehensive investigation of geologic conditions for all development in areas subject to geologic hazards as identified on the Policy Map.

4.0 PROVIDE FOR AN APPROPRIATE LEVEL OF ACCESS TO, AND USE OF, IDENTIFIED OPEN SPACE AREAS.

4.1 Preserve in open space uses sites having high recreation value or potential.

4.2 Provide for use of recreational resources by area residents.

4.3 Provide for public access and levels of use of all open space areas commensurate with the ability of the resources to withstand use without degradation.

4.31 Provide no access to islands adjacent to the Salt Works Canal.

4.32 Provide a suitable barrier which is sufficient to limit public access to the northern portion of Strawberry Spit.

4.33 Prohibit all motorized vehicle access to and along the various presently undeveloped hillsides and ridges.

- 4.34 Promote access to the Bay shoreline.
- 4.35 Provide a ridgetop pedestrian trail system for all significant and appropriate ridges, hillsides, and associated spurs.

DEVELOPMENT ANALYSIS

STRAWBERRY COMMUNITY PLAN

DEVELOPMENT ANALYSIS

The following tables compare the Community Plan recommendations on future development with the 1980 countywide goals and the 1980 market projection. It is apparent that the 7% per year dwelling unit increase from 1970 to 1973 has disrupted the 1980 countywide goal. The community plan anticipates 397 dwelling units (14.5%) above the 1980 countywide plan goal of 2737 dwellings.

Another result of these comparisons is that overall development density will not substantially increase with the community plan. This is due to open space requirements within future projects, though new construction will be predominately multi-family.

The comparison of the community plan ultimate yield with that possible on existing zoning, shows the dramatic need for implementing the plan by rezoning.

Since two of the ways in which the market is affected by government action are removal of available sites by open space acquisition or reduction of overall density allowable, it is apparent that implementation of the Countywide Plan growth policies in the Strawberry Planning Area require early (1-2 years from now) acquisition of open space lands especially those of countywide importance, and reduction of allowable density through zoning. Since existing zoning has a potential far in excess of the Community Plan's ultimate goal, it would be wise to reduce the potential density of development by the adoption of a precise zoning map based on those goals. This would allow further consideration of the precise countywide policies while substantial control of growth would be in effect.

STRAWBERRY COMMUNITY PLAN DEVELOPMENT ANALYSIS

TRAFFIC ZONE TOTALS (INCLUDES ENTIRE PLANNING AREA)

LOCATION:

	DWELLING UNITS	DENSITY D.U./ACRE	POPULATION (FAMILY =)
1970 CENSUS DATA	2033		5542
JAN. 1970 - APRIL 1973 DWELLINGS STARTED	506		1348
APRIL 1973 DWELLINGS TOTAL ACRES = 557 AC.	2539	4.6*	6890
//			
1980 COUNTYWIDE PLAN GOAL	2737		6670
1980 COMMUNITY PLAN GOAL	3134	4.8* (657 AC.)	7629
1980 MARKET PROJECTION	3287		8569
//			
ULTIMATE YIELD WITH COMMUNITY PLAN	3824	4.8* (795.5 AC.)	9236
ULTIMATE YIELD WITH EXISTING ZONING	7730**		19137

* ON DEVELOPED ACREAGE

** WITHOUT SLOPE POLICY IN HILLSIDE AREAS.

STRAWBERRY COMMUNITY PLAN DEVELOPMENT ANALYSIS

TRAFFIC ZONE 207

LOCATION: EAGLE ROCK & HILLSIDE AREAS WEST OF THE OLD RAIL ROAD RIGHT OF WAY.

	DWELLING UNITS	DENSITY DU./ACRE	POPULATION (FAMILY =)
1970 CENSUS DATA	204		591 (2.90)
JAN. 1970 - APRIL 1973 DWELLINGS STARTED	84		244 (2.90)
APRIL 1973 DWELLINGS TOTAL ACRES = 74 ACRES	288	3.9	835 (2.90)
// // // // //			
1980 COUNTYWIDE PLAN GOAL	262		713 (2.72)
1980 COMMUNITY PLAN GOAL	329	4.2 (78 AC.)	895 (2.72)
1980 MARKET PROJECTION	340		925 (2.72)
// // // // //			
ULTIMATE YIELD WITH COMMUNITY PLAN	460 460*	4.2 (117 AC.)	1336 (2.72)
ULTIMATE YIELD WITH EXISTING ZONING	1104**		3003

* ASSUMES 50± UNITS ON "LA CRESTA" SITE. RE: RING MTN ADVISORY COMMITTEE RECOMMENDATION.

** NO SLOPE POLICY

STRAWBERRY COMMUNITY PLAN DEVELOPMENT ANALYSIS

TRAFFIC ZONE 209

LOCATION: "RING MTN."
AND REED RANCH AREA

	DWELLING UNITS	DENSITY D.U./ACRE	POPULATION (FAMILY=)
1970 CENSUS DATA	0		0
JAN. 1970 - APRIL 1973 DWELLINGS STARTED	0		0
APRIL 1973 DWELLINGS TOTAL ACRES = 350	0	0	0
// // // // //			
1980 COUNTYWIDE PLAN GOAL	136		317 (2.72)
1980 COMMUNITY PLAN GOAL	0	0	0
1980 MARKET PROJECTION	271		1034
// // // // //			
ULTIMATE YIELD WITH COMMUNITY PLAN	100* 82*	5.0 (20 AC.)	272
ULTIMATE YIELD WITH EXISTING ZONING	1530**		4162

* RECOMMENDATIONS OF "RING MTN." ADVISORY
COMMITTEE AS OF 10/31/73. APPROX. 20
ACRES DEVELOPED.

** NO SLOPE POLICY

STRAWBERRY COMMUNITY PLAN DEVELOPMENT ANALYSIS

TRAFFIC ZONE 210

LOCATION: "THE COVE" &
"PELICAN HILL" AREA EAST
OF BLACKFIELD, BELAIRE

	DWELLING UNITS	DENSITY D.U./ACRE	POPULATION (FAMILY =)
1970 CENSUS DATA	516		1474 (2.86)
JAN. 1970 - APRIL 1973 DWELLINGS STARTED	20		57
APRIL 1973 DWELLINGS TOTAL ACRES = 75 ACRES	536	7.2	1531
// // // // //			
1980 COUNTYWIDE PLAN GOAL	549		1422 (2.59)
1980 COMMUNITY PLAN GOAL	694	6.0 (116 AC)	1797 (2.59)
1980 MARKET PROJECTION	549		1493 (2.72)
// // // // //			
ULTIMATE YIELD WITH COMMUNITY PLAN	694	6.0 (116 AC.)	1797 (2.59)
ULTIMATE YIELD WITH EXISTING ZONING	816		2113

STRAWBERRY COMMUNITY PLAN DEVELOPMENT ANALYSIS

TRAFFIC ZONE 222

LOCATION: STRAWBERRY

FROM RICARDO ROAD NORTH TO TIBURON BOULEVARD	DWELLING UNITS	DENSITY D.U./ACRE	POPULATION (FAMILY =)
1970 CENSUS DATA	776		1992 (2.57)
JAN. 1970 - APRIL 1973 DWELLINGS STARTED	21		54 (2.57)
APRIL 1973 DWELLINGS TOTAL ACRES = 136 ACRES	797	5.9	2046 (2.57)
// // // // //			
1980 COUNTYWIDE PLAN GOAL	946		2152 (2.27)
1980 COMMUNITY PLAN GOAL	984	6.7 (147AC)	2233
1980 MARKET PROJECTION	946		2218 (2.34)
// // // // //			
ULTIMATE YIELD WITH COMMUNITY PLAN	### 1094*	6.7 (167AC)	2522 (2.27)
ULTIMATE YIELD WITH EXISTING ZONING	1748		3967 (2.27)

*ASSUMES ~~309~~ TOTAL UNITS FOR "SEAPORT"
287

STRAWBERRY COMMUNITY PLAN DEVELOPMENT ANALYSIS

TRAFFIC ZONE 223

LOCATION: STRAWBERRY
SOUTH OF RICARDO ROAD

	DWELLING UNITS	DENSITY D.U./ACRE	POPULATION (FAMILY =)
1970 CENSUS DATA	151		391 (2.59)
JAN. 1970 - APRIL 1973 DWELLINGS STARTED	369		956 (2.59)
APRIL 1973 DWELLINGS TOTAL ACRES = 200	520	2.6	1347 (2.59)
//			
1980 COUNTYWIDE PLAN GOAL	427		960 (2.26)
1980 COMMUNITY PLAN GOAL (245 AC.)	710	2.9	1604 (2.26)
1980 MARKET PROJECTION	764		1787 (2.34)
//			
ULTIMATE YIELD WITH COMMUNITY PLAN	927	3.1 (299 AC.)	2095 (2.26)
ULTIMATE YIELD WITH EXISTING ZONING	1942*		4389 (2.26)

NOTE: ALL FIGURES INCLUDE SEMINARY DWELLINGS
(APPROX. 180 WITH DORMITORIES) & AVERAGE

* INCLUDES SEMINARY HOUSING NEEDS
AT A 1000 STUDENT ENROLLMENT.

STRAWBERRY COMMUNITY PLAN DEVELOPMENT ANALYSIS

TRAFFIC ZONE 229

LOCATION: ALTO (WEST
OF U.S. 101)

	DWELLING UNITS	DENSITY D.U./ACRE	POPULATION (FAMILY=)
1970 CENSUS DATA	212		650 (3.06)
JAN. 1970 - APRIL 1973 DWELLINGS STARTED	12		37 (3.06)
APRIL 1973 DWELLINGS TOTAL ACRES = <u>63</u>	224	3.6	687 (3.06)
//			
1980 COUNTYWIDE PLAN GOAL	243		707 (2.91)
1980 COMMUNITY PLAN GOAL	243*	3.9 (63AC)	707 (2.91)
1980 MARKET PROJECTION	243		707 (2.91)
//			
ULTIMATE YIELD WITH COMMUNITY PLAN	262	4.0 (65.5AC)	762 (2.91)
ULTIMATE YIELD WITH EXISTING ZONING	262		762 (2.91)

* ASSUMES INFILLING & MULTIPLES
AFTER 1980

ZONING IMPLEMENTATION

In their adoption of the Strawberry Community Plan (Resolution 74-269, August 27, 1974), the Marin County Board of Supervisors placed the following stipulations on Land Use/Open Space designations of the Plan:

- "COS" 1) Building site and density descriptions appearing in the text and on the maps referring to lands of Countywide Open Space significance are intended to be illustrative only. They are to be used in discussions of development proposals as they represent community sentiment and awareness of physical restraints. They are not intended to represent precise placement of future development. Rezoning on these lands has followed Marin County policy as applied in previous actions in proposed open space areas. (See Ord. 2091, May 14, 1974.)
- "LOS" 2) Building site and density descriptions appearing in the text and on the maps referring to all other lands within the Strawberry Community Planning Area are intended to be a basis for more precise zoning density but are also not intended to limit design options when future development proposals can be shown to satisfy the goals and policies of the Community Plan and the Countywide Plan.

In the text which follows, the proper stipulation is indicated by "COS" for "Countywide Plan Open Space Significance" and "LOS" for "Local Open Space Significance". Recommendations unaffected by these stipulations have no such indicators.

Zoning

The Marin County Zoning Ordinance does not yet include all the tools necessary to insure the public a regulated growth rate, substantial open space amenities, and a broad range of costs in housing. Though, by state law, all zoning must conform to adopted general plans, interpretation of the plan remains, and rightly so, in the political arena.

Except where severe hazard to public safety or health is concerned some form of development potential is inherent in privately owned land. Land use regulation (zoning) can determine the type, the extent and the manner in which development occurs. In order to secure open space amenities on private land, the planning agency can require special distribution of the density of development to one portion of the property. This "clustering" technique requires strictly controlled master plans. It is the major zoning tool available at present to secure open space amenities in developing areas. Marin County's Multiple Planned residential (RMP) and Single-family Planned Residential (RSP) zoning districts are most applicable at present for privately held parcels having high open space value on all or part of the land. Overall densities can be assigned to these districts (the number of dwelling units possible per acre). Such densities with the constraints described below constitute the major zoning recommendations of the Strawberry Community Plan.

It is also the recommendation of the Strawberry Community Plan that all existing, RMP, RSP, RP and PC zoning based on adopted master plans be amended to include the "expiration date" provisions of paragraph 22.45.060 of the Marin County Code, with the following exception: "that upon expiration of master plans, rezoning of property shall be in conformance with the Strawberry Community Plan" (not necessarily zoning to "its former zoning district").

The following zoning discussion is organized by "traffic zones" as explained in the Land Use discussions. Other implementation tools for open space acquisition exist beyond zoning and will be discussed later.

Traffic Zone 207* - This area lies south of the city limits of Corte Madera and north of Tiburon Boulevard. It is bounded on the west by U.S. 101 and on the east by Blackfield Drive. Zoning recommendations for this area are as follows:

- LOS a. That the RP/PC (1973) zoning district covering A.P. **34-061-09,10, 11 and 12 be changed to RMP-11.0 (a total of 90± dwellings possible on 8± acres). 36 units exist at present. 78 additional units are permissible based on a 1959 master plan ("Central Court"). Because of topographical limitations and natural drainage courses, the density should be reduced. The existing master plan should be subject to the "expiration date" provisions of the RMP district dating from adoption of the community plan.
- COS b. That the RSP-6 district covering a portion of A.P. 34-011-08 be changed to RSP-2.5 covering the entire 6.12 acre parcel (A.P. 34-011-08) nearly 30% slope across this site makes standard single-family development undesirable. A clustered single-family development could be reasonable for this acreage, but no more than 15 dwelling units should be attempted. A master plan for any development will be required (re: Ordinance 1997).
- COS c. That the Hillside and ridgeland area zoned A2: B2 and consisting of A.P. 34-011-44, 46, 50, 53, 61, 62, 65, 66, 67, 70, 73, 84, 85, 86, 89, 93, 94, 95, and 96. (A total of approximately 120 acres) be changed to RMP 0.23 (1 dwelling units maximum per 4.3 acres). Development of this land area should be limited to the lower hillside areas and kept from the highly visible ridgeline. Discussions of restraints inherent in these undeveloped parcels is most completely presented in the open space element of the community plan which includes the recommendations of the "Ring Mtn. Advisory Group". A recently withdrawn development proposal for most of these parcels showed clearly that ridgeline development is being considered by property owners whereas it is not acceptable to the citizens' groups. Options in addition to zoning for the retention of ridgeline open space are discussed elsewhere in the plan.

* This traffic zone was within the study area of the "Ring Mtn. Advisory Group";

** In all of the following discussions, Assessor's Parcel Number is abbreviated A.P.

- LOS
- d. That A.P. 34-011-40 could be developed with 4 or 5 single family dwellings. Zoning should be changed to A2-B-D specifying 5 single family lots maximum density.
 - e. That A.P. 34-011-74, 77, 87 and 88 be changed from A2:B2 and R1:B2 to RMP 3. permitting approximately 65 dwellings on 19⁺ acres.
 - f. That the M-1 (Industrial) zoning district covering A.P. 34-141-01, 02, 06, 07, 08 and 09 be changed to the A-P (Administrative/Professional) district to bring it in line with existing development. Any future development gaining access from Knoll Drive shall meet all parking requirements, shall be limited to 2 stories or 20 feet in height, and provide adequate and safe pedestrian easement.

Traffic Zone 209 - This area has been studied by the "Ring Mtn. Advisory
COS Group". Their recommendations on zoning for the hillside and ridgeland
in the unincorporated area indicate a potential of 82± dwellings on 352±
acres. If zoning is to be applied to all the parcels of this acreage,
the district would be an RMP 0.23. Acquisition of some parcels for open
space (OA zoning) would result in different density classifications. In
any case future development in this area should be processed under the
RMP district requirements.

Traffic Zone 210* - This area lies east of Blackfield Drive, south of the old Railroad right-of-way, and west of the city of Tiburon. Existing development includes "The Cove" apartments, "Pelican Hill", and the single family neighborhood east of Blackfield Drive. Zoning recommendations are as follows:

- a. That the RP/PC (1973) interim zone covering A.P. 55-051-06,07,08, and 18 and portions of 55-051-06 and 07 be changed to an RMP- zoning district with a density (approximately 7.0) reflecting the adopted master plan for these properties (Greenwood Bay Apartments).
- b. That the RMP 3.4 zoning district covering A.P. 34-231-27 be subject to the "expiration date" provisions of the RMP district dating from the adoption of this community plan. ("The Highlands" master plan.)

* This traffic zone was within the study area of the "Ring Mtn. Advisory Group"

Traffic Zone 221 - This zone includes all of the U.S. 101 freeway eastern frontage from Ricardo Road/Seminary Drive to Tiburon Boulevard in this area the zoning recommendation is as follows:

- LOS
- a. That the existing H-1 and C-2-H zoning districts covering the freeway frontage be made consistent with property lines in the area and that all of A.P. 43-151-17 (5.32 acres) and 43-322-02 and 01 be changed from C-2-H to H-1. This is recommended to expand the residential possibilities on these topographically limited sites while retaining their commercial potential. Architectural review of any frontage development is also recommended.

Traffic Zone 222 - This is the land and water area east of the U.S. 101 commercial frontage, south of Tiburon Boulevard and north of Ricardo Road. In this area zoning recommendations are as follows:

- LOS a. The RP/PC (1973 interim zone) covering portions of A.P. 43-151-22 ("Seaport Master Plan") be changed to RMP 11.4 (287 dwelling units on 25⁺ acres) and that the "expiration date" be applied. If this master plan or portions of it do expire under the ordinance, reduction of density on any new submittal is recommended based on acceptable growth rate projections of the Marin Countywide Plan. The RP/PC (1973) district should extend to the western property line of 43-151-22.
- LOS b. That the existing R-1 zoning district covering A.P. 43-151-21 (32.10 acres, 43-151-19 (4.81 acres), portions of 43-151-22 (3⁺ acres), 43-151-13, 43-151-24 and 43-151-23 (2.15 acres) be changed to RMP 2.0 (approximately 43 acres overall).

Note: In 222 a. and b. certain contradictions have appeared. If the seaport project is developed as approved on the upper hillsides and ridgeland then further developments of Watertank Hill could be acceptable at these same elevations though much reduced in overall density. The problem with development on the lower hillsides in this area is privacy for existing homes. If the pattern set by Seaport is acceptable then extension of it would also be acceptable and the open hillside area would be maintained as a buffer. Total yield on these parcels should not exceed 80-90 dwellings.

It is further noted that landslide history around much of this hillside area requires that any development proposal be subjected to the most thorough engineering inspection. Geological studies by the county should examine the extent of the safety hazard in this area.

- LOS c. That the A-2: B-2 and R-1: B-2 zoning districts covering A.P. 43-181-24 and 43-142-15 and 18 be changed to RSP-3.0. The tentative map of a 12 lot subdivision called "Strawberry Lagoon" has been submitted but not completed (an environmental impact report is required). In no case should fill be permitted or construction over water be allowed excepting private piers for watercraft with no live-on facilities. A master plan for these parcels should include a pedestrian easement (preferable along the water's edge) to link up with other pedestrian easements and Park and Recreation District lands in this area.

Traffic Zone 223 - This is the land and water area of Strawberry Point south of Ricardo Road. Major zoning recommendations are:

- a. That the RSP-4 zoning districts be changed to OA (open space zoning) due to unstablized fill conditions, the unique importance of these tide and fill lands for biotic habitat and open space amenity of countywide and local significance. (Re: Countywide Plan and Strawberry Recreation and Parks District Master Plan 1972.) Discussions have begun on the feasibility of acquiring these land and water parcels by the Strawberry Parks and Recreation District. Litigation on these parcels has delayed both development and acquisition decisions. The existing RSP-4 zoning is based on a single-family residential subdivision design showing 75 lots. This sketch plan should no longer be considered acceptable and in the event that OA zoning cannot be applied to these parcels a low density RMP 0.2 district should be substituted restricting development to the southern boundary of the property in the vicinity of the Harbor Point development. The original design showed access to the subdivision as an extension of "Island Drive" interrupting a 100' wide navigational easement of the northwest end of the filled area. This navigational easement also crosses the filled land at the southern boundary of the property. Any development would require the relocation of the navigational easement northward (maximum of 150') to allow a building site in the acceptable area. The remainder of the filled area should remain open. No residential construction over water or additional fill to be permitted. (See note below.)
- b. The RP/PC (interim 1973) zoning district covering A.P. 43-271-59, 55, 54, 53 and 56 (approximately 21 acres) become RMP 4.0. The existing master plan showing highrise multiple development is not acceptable. The new zone is intended to allow limited three story development (approximately 80 units could be built) as the final step in the development of this area. Any development should include pedestrian and bicycle easements and small public use areas along the water's edge. These easements should be continuations of other public access in the area. No residential construction over water or additional fill to be permitted.

Note: Though currently held by one corporation, the parcels described in 223 a. and b. have been treated separately in these recommendations. This is due to the presence of the navigational easement separating them and the difference in their fill stability. It would be desirable to transfer the density of the northern "spit" area to the southern "point" in any development proposal that included both.

LOS c. That the R1-B2 zoning district covering Assessor's page numbers 43-10, 43-12, 43-20 and parcels 43-271-44, 52, 58 and 57 be changed to R1-B-D designating single-family residential with density limited to one dwelling per existing lot (no density increases to be permitted). The Water Area covered by these parcels shall be made part of the density calculations with no construction allowed over the water or below mean high tide. To the extent possible all efforts should be made to secure a pedestrian easement on the waterfront to connect easements to be provided on A.P. 43-271-56 and 59 with Brickyard Park to the north. Where acceptable to all agencies, boat dock facilities requiring no dredging can be allowed for the private watercraft of lot owners (not to include houseboat or live-on facilities). No mooring or temporary anchorage will be allowed in these waters.

LOS d. That the R1 zoning district covering the Golden Gate Baptist Theological Seminary properties (134⁺ acres) should be changed to an RMP 2.1 district. This district would allow additions of approximately 90 dwelling units to the current total of 190, (including dormitory rooms which are becoming efficiency apartments). This is an approximate density and should be precisely determined by review and updating of the existing master plan for the Seminary Properties. Any substantial changes brought about by updating the existing master plan would be reviewed in the light of satisfying other elements of this community plan.

Note: Community response to this recommendation indicates concern that the RMP district for the Seminary could lead to disagreements on future development. With the cooperation of the Seminary an updated master plan combined with the RMP zoning would be the best solution. If the Seminary does not update the existing plan, then the current R-1 zone requiring use permits for all new facilities and design review for all multi-family units should be maintained with no more than 90-100 new dwelling units possible.

- LOS e. That the RMP 3.6 zoning district covering A.P. 43-251-12 be changed RMP 0.1 based on insufficient land area to support development. Since all water areas are to be kept as open space, and since no residential construction is to be permitted over water or increased fill, and since a major objective of the community plan is to insure public access to the water edge lands, the recommendation is to pursue a very low density zoning for this parcel. The existing master plan shows 72 dwellings, a 160 slip recreational marina and a restaurant-bar complex. Though enhancement of recreational facilities is, in general, a reasonable goal, the residential nature of this cove (202 new apartment units and 72 more units pending) would be seriously damaged by a major marina and commercial uses of this kind. At the time this master plan was processed staff recommended a master plan for all the cove properties but no such plan was made. Now that the area is being filled with multiple units, these shallow open water areas are best maintained as open space. (See action plan for recommendations on acquisition of this parcel.)
- LOS f. That A.P. 43-241-10 and A.P. 43-251-03 be changed from the A2-B2 to RMP 1.70 (41.5 acres X 1.7 dwellings per acre = 70 dwelling units maximum). Any acceptable master plan for this property would limit development to the southeastern slopes of the island and provide public access to all water frontage. No construction would be permitted over water or on additional fill. A.P. 43-251-03 (approximately 20 acres) is almost entirely under water or subject to tidal action and should be kept as open space in any development plan. The area known as Belloc's Lagoon is an important salt marsh habitat. It is surrounded by commercial and residential development and steep hillside lands and represents an important visual relief in the area. No development should be in the lagoon or on the remaining undeveloped shoreline.
- g. That the RMP-17 zoning districts covering A.P. 43-251-16, 17 and A.P. 43-251-14, 15 and 01 be subject to the expiration date provisions of paragraph 22. 45.060 of the Marin County Code. RMP zoning should be maintained on these parcels but density is open to question if the currently adopted master plan is not developed.

HOUSING

HOUSING

In the summary section of this plan the problems of housing for people with low and moderate income. The following table shows how the 1970 housing price distribution would apply to anticipated and permissible development.

	<u>Rental Units</u>	<u>Owner Occupied</u>
Low cost (income less than \$8000/yr.)	Under \$150/mo. 20%	Under \$20,000 approx. 2%
Moderate cost (income from \$8000-12,000/yr.)	Under \$200/mo. 25%	Under \$27,500 approx. 12%
Middle cost (income from \$12,000-15,000/yr.)	Under \$250/mo. 25%	Under \$35,000 approx. 32%
High cost (income above \$15,000/yr.)	Over \$250/mo. 30%	Over \$35,000 approx. 54%

The following table indicates the distribution of dwelling units by price from now until 1980 and after 1980.

THE STRAWBERRY COMMUNITY PLAN

The following demographic information is presented as additional technical background for the Community Plan. It is meant to be a general statement. More specific census analysis will be available for final text. The source is the 1970 Census.

Units in Building	Single Family	51%
	Multifamily	49%
Tenure	Renter Occupied	56%
	Owner Occupied	44%
Population Growth 1960-1970	North of Tiburon Blvd.	70.8% increase
	South of Tiburon Blvd.	30.0% increase
	Marin County as a Whole	42.7% increase

Age of Population (%)	<u>Less than 5</u>	<u>5 to 14</u>	<u>15 to 17</u>	<u>18 to 20</u>	<u>21 to 24</u>
	7.4%	14.8%	4.2%	3.5%	6.8%
	<u>25 to 34</u>	<u>35 to 44</u>	<u>45 to 64</u>	<u>65+</u>	
	20.9%	14.0%	23.2%	5.2%	

Income (1970 \$) Families and Unrelated Individuals

<u>Low</u>	<u>Medium</u>	<u>High</u>
18.2%	32.9%	48.9%

Persons Per Occupied Dwelling Unit

<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6+</u>
19.9%	39.6%	16.2%	12.9%	7.5%	3.9%

RECENT RESIDENTIAL CONSTRUCTION IN THE PLANNING AREA SHOWING RAPID SHIFT TO MULTIPLE CONSTRUCTION

	Multiple		Single Family		TOTAL
	No.	%	No.	%	
1970 (Census)	992	49%	1,041	51%	2,033 (100%)
70-73 (finished or under construction)	482	95%	24	5%	506 (100%)
1973 (total)	1,474	58%	1,065	42%	2,539 (100%)

Added January 14, 1974

HOUSING DISTRIBUTION BY PRICE CATEGORY IN FUTURE DEVELOPMENT

DEVELOPMENT	TOTAL UNITS	LOW-MODERATE PRICE RANGE LESS THAN \$200 (1970\$)		MIDDLE-HIGH PRICE RANGE ABOVE \$200 (1970\$)	
		BEFORE 1980	AFTER 1980	BEFORE 1980	AFTER 1980
"Seaport"	304		50	170	67
"Marin Cay"	49			49	
"The Highlands"	109			109	
Strawberry Cove	72			72	
Single Family Units By 1980	80			80	
Seminary Dwellings	100±	40 ⁺	30±	30 ⁺	
Single Family After 1980	30				30
De Silva Island (Assume owner occupied)	70 ⁺		10		60
Watertank Hill (Assume owner occupied)	85		12		73
Single Family	10				10
Strawberry Point (Assume owner occupied)	95		13		82
Rentals as part of commercial Development (along U.S.101)	30		14		16
Multiples in Alto Area	30		14		16
Central Court	54		24		30
North Knoll Road (Assume owner occupied)	15		2		13
(cont'd)					

HOUSING DISTRIBUTION BY PRICE CATEGORY IN FUTURE DEVELOPMENT

DEVELOPMENT	TOTAL UNITS	LOW-MODERATE PRICE RANGE LESS THAN \$200 (1970\$)		MIDDLE-HIGH PRICE RANGE ABOVE \$200 (1970\$)	
		BEFORE 1980	AFTER 1980	BEFORE 1980	AFTER 1980
North Knoll Road & Eagle Rock Road Single Family	12		5		7
Rancho Drive to Via Los Altos Area Owner Occupied	15		2		13
Rentals	60		27		33
"La Cresta" Project Area * Low Estimate (Owner occupied)	55		8		47
** High Estimate Owner Occupied	(40)		(6)		(34)
Rentals	(80)		(36)		(44)
Reed Ranch Area Owner Occupied	100		14		86
TOTALS	1375 (1495)	40	224 (261)	526	585 (667)

* Total of 55 units based on Ring Mountain Advisory Committee preliminary estimate of Oct. 31, 1973

** Total of 120 units based on a density of one unit per gross acre. This involves development of the upper slopes.

Table 3.21

HOUSING PROGRAMS NEEDED TO MAINTAIN THE 1970 PRICE DISTRIBUTION IN 1990

This list is limited to existing federal* and existing state** housing programs and new housing programs which could be implemented by the county without major legislative change.

The numbers on this page are intended to give possible acceptable figures. Greater numbers in any program should be accepted because it is likely that lower numbers will be achieved in other programs.

EXISTING HOUSING Programs to retain half of the existing low and medium priced units that would rise in price under the market (/year for whole county)	City Centered Corridor		MOUNTAIN AREA		LAS CALLENAS VALLEY		SAN RAFAEL BAY		UPPER LOSS VALLEY		LOWER LOSS VALLEY		RICHMOND BAY	
	Low Price	Med. Price	Low Price	Med. Price	Low Price	Med. Price	Low Price	Med. Price	Low Price	Med. Price	Low Price	Med. Price	Low Price	Med. Price
• Leased housing and similar programs (40/yr.)	800	0	136	0	32	0	279	0	66	0	93	0	153	0
•• Elderly tax relief (80/yr.)	600	600	135	76	32	38	279	141	66	0	97	171	169	374
Existing 2nd units, with price guaranteed (37/yr.)	450	300	76	28	18	14	157	53	38	0	55	64	107	140
Voluntary agreement to hold price or rent down in return for tax relief (100/yr.)	1000	1000	159	95	40	47	349	176	83	0	122	214	237	457
Rehabilitation without tax increase (72/yr.)	400	1050	66	100	16	50	140	185	33	0	49	225	95	491
Neighborhood preservation areas (40/yr.)	190	600	32	57	7	28	66	105	16	0	23	129	45	260
Other innovative programs (47/yr.)	0	870	0	83	0	42	0	153	0	0	0	125	0	407
TOTAL EXISTING HOUSING (413/yr.)	3540	4620	617	439	145	219	1270	814	302	0	444	969	862	2150
NEW HOUSING														
Programs to provide low and medium priced new housing units														
• Public housing for families (75/yr.)	1500	0	417	0	228	0	180	0	111	0	247	0	316	0
• Public housing for elderly (75/yr.)	1500	0	417	0	228	0	180	0	111	0	247	0	317	0
• HUD subsidy programs for families (236 etc.) with non-profit sponsors (90/yr.) 1)	360	1440	100	444	55	205	43	191	27	95	59	222	76	283
• HUD subsidy programs for elderly (236 etc.) with non-profit sponsors (90/yr.) 1)	240	960	67	296	36	136	29	127	18	63	40	148	50	180
Non-profit sponsor and/or developer without federal money but with local incentives such as density bonuses (80/yr.)	200	1000	56	303	30	142	24	133	15	66	33	154	42	197
Planning Commission - new units from development fund created by taxing new construction (100/yr.)	200	1200	56	555	29	225	24	239	15	115	33	277	42	355
Mobile homes / houseboats (25/yr.)	100	400	28	123	15	57	12	53	8	26	16	62	21	75
2nd units with price limits (75/yr.)	600	3000	167	277	91	128	72	319	45	53	93	139	126	173
Group and congregational housing - nonprofit retirement, cooperative, college and young children arrangements Synanon (35/yr.)	400	1100	167	339	91	155	72	145	45	73	95	170	126	217
Other innovative programs	4777	4335	1257	1301	707	757	633	685	305	235	795	777	998	946
TOTAL NEW HOUSING	10077	11735	2724	3622	1511	1836	1249	1696	700	720	1662	1748	2111	2402
TOTAL NEW AND EXISTING HOUSING PROGRAMS	13717	16355	3341	4121	1656	2055	2529	2510	1002	736	2112	2937	2972	4552

Footnote:

All numbers are for both owner and renter occupied dwelling units for the 20 year period 1970 - 1990.

1) Federal programs temporarily suspended.

Revised 8/6/73

ADDED TO S.C.P. JAN 14, 1974

TRANSPORTATION

STRAWBERRY COMMUNITY PLAN

TRANSPORTATION COMMITTEE POLICY STATEMENT

Future street use shows us that our present traffic problems can only become much worse with maximum future development. The Transportation Committee feels that future growth should be limited. It is the concern of other citizens' committees to suggest what and where development will occur, but we wish to offer the following general guidelines to circumvent transportation problems in the future.

1. Controlled growth should be allowed on Strawberry Point. This is a natural area for development since access to transportation corridors and commercial facilities is adequate.
2. Growth should be limited along the La Cresta and Deffebach developments. Dwellings should be located off the ridges and as close to the present road system as possible. New roads in these areas should be:
 - a. As few and as efficient as possible
 - b. Designed to coordinate with public transit facilities (Source: Balanced Transportation Plan)
 - c. Constructed with great concern for the erosional hazards of these sites (Source: County Road Standards, p. 58)
3. For the most part, the present road system should be kept as is, except for intersection revisions, since part of the character of the planning area is the result of its meandering, irregular road network. Future development should not change this pattern or overload the roads with automobiles.
4. Use of public transit and carpooling should be encouraged by:
 - a. Raising bridge toll for individual commuters and lowering it for carpools (as on Bay Bridge)
 - b. A community effort to organize carpools
 - c. Subsidize with increased bridge toll.

5. Bicycling and walking should be encouraged as alternatives to the automobile by improving paths and making access to all areas as safe and direct as possible.

PEDESTRIAN TRAVEL

1. At the present time pedestrian access is generally good within the planning area. Pedestrians can use residential streets to reach most destinations safely, avoiding heavily traveled Highway 131.

2. Problem Areas

2.1 Between East Strawberry Drive and Blackfield Drive pedestrians must walk along the shoulder of Hwy. 131 to reach the Cove Shopping Center.

Plans for the Marin Cay development provide a waterfront path for pedestrians, connecting Harbor Cove Way with Greenwood Beach Road. This will provide an alternate to the present route, however; Harbor Cove is quite steep and is also out of the way for people going to Western Strawberry. An easement along the northern edge of the Strawberry School property, connecting with the Harbor Cove path, would solve this problem.

2.2 Between Cecelia Way and Blackfield Drive pedestrians also use the Hwy. 131 shoulder to reach bus stops and the Cove Shopping Center. We suggest construction of a path alongside Hwy 131, or a pedestrian overcrossing connecting Cecelia Way and Greenwood Beach Rd.

2.3 The Hwy. 101-Hwy. 131 interchange area is difficult for pedestrians, especially school children, to cross. Sidewalks should be made continuous on both sides of Hwy. 131, and a pedestrian overcrossing at N. Knoll Road would make this area safer.

3. Future Improvements Recommended

3.1 Hiking Trails: Ridgecrest Trail System as described in "Tiburon Trails Plan - Phase II", Marin County Planning Dept, May 1970.

3.2 Addition of a pedestrian - equestrian path parallel to the Tiburon Bike path. Too many pedestrians and horses use the bike path now, causing congestion and bike accidents.

3.3 Any new residential developments should provide a system of sidewalks or paths for safe pedestrian travel.

3.4 Sidewalks should be made continuous along Belvedere Drive, Reed Blvd. by the Strawberry Shopping Center and the frontage road from Reed Blvd. to Hwy 131. These are heavily used roads and should be made safe for pedestrians, especially children.

BICYCLE TRANSPORTATION

1. At present, bikers can travel within the planning area fairly easily. Safe routes (avoiding Hwy 131) are not always the most direct, but at least there are safe routes. Major problem areas are the same as noted under "Pedestrian Travel".

!2. Future Improvements Recommended

!2.1 Widen the Tiburon Bike Path: it is now heavily used and congested on week-ends and will become even more so in the future.

!2.2 The bike route should be marked on Seminary Drive and E. Strawberry Dr. around Strawberry Point. This is one of the most scenic places in the planning area. It is a great place for bikers; attention should be called to it.

!2.3 All major bike paths and routes should be marked with permanent "BIKE ROUTE" signs.

!2.4 Secure bike racks of some kind should be installed at all shopping centers, schools, and other public places. We should encourage the use of bikes as an alternate means of transportation by making it easier to lock them securely.

!2.5 Bike racks at commuter bus stops might encourage biking rather than driving to the bus. The Tiburon Ferry is a good example of this.

!2.6 An 8 foot wide bike path will be constructed along the west side of Hwy. 101 from Lomita Dr. in Mill Valley to Sir Francis Drake in Corte Madera. Cost will be shared by Marin County and the California Division of Highways. Project approved 3-21-73, Engineer Ben Quan.

(Information Source: Mike Church)

This route will greatly improve bike access to Corte Madera and other areas, and cost will be minimum since it is included in the freeway construction.

!2.7 The above path should be extended along 101 to the south end of Richardson Bridge, to connect with the Sausalito Bike Path. The present route through Mill Valley is over 4 miles out of the way. Members of the community expressed strong feelings in favor of this at a planning meeting on May 15, 1973.

!2.8 Serious bikers object to stops on the Tiburon Bike Path at San Rafael Ave., saying bikers should have the right of way over cars. However, people with children see the stops as a safety factor.

!2.9 The shoulders of Hwy. 131 should be widened and made smoother on both sides for bikers.

!2.10 As biking increases as a means of transportation, two-way routes will be needed on Hwy. 131 so that bikers can more safely use it.

PUBLIC TRANSIT

2. Present Service

2.1.1 Routes (shown on map)

- 2.1.11 Timetables indicate good service for Marin - San Francisco commuters and fairly good service for intracounty travel during the day. Buses travel most routes every half hour or so during non-commute hours.
- 2.1.12 There is a problem in traveling long distances within the county. Most buses stop at all points along the route, so it takes a long time on the bus to reach some destinations.

2.1.2 Parking

- 2.1.21 There are no designated parking areas for commuters who use transit to San Francisco. Presently, commuters' cars are parked on Division Highway and private property in the Richardson Bridge - Hwy. 101 interchange area, the Reed Blvd. - Strawberry Shopping Center area, and on South Knoll Road. Some of these cars block the vision of cars turning onto the Strawberry frontage road and Reed Blvd., causing a safety hazard.
- 2.1.22 The Highway Department plans to fence off the above Division of Highways property as soon as construction in the area is completed.

(Information Source: Jack Baker)

Golden Gate Transit does not plan to furnish commuter parking areas in the future. Therefore, commuters will probably continue to park in the remaining areas close to bus stops, or if parking becomes severely limited they may choose to drive rather than bus to work.

2. Future Service

- 2.2.1 Bus shelters will be constructed at Reed Blvd and Strawberry Frontage Rd., Cecelia Way and Tiburon Blvd., and Seminary Dr. and Strawberry Frontage Rd.

(Source: Homer Winter)

2.2.2 Problems in expanding service along new routes.

- 2.21 Present roads in the planning area were not constructed to withstand continuous bus traffic. On Reed Blvd. near the Strawberry Shopping Center, deterioration has already occurred.

(Source: Jack Baker)

Roads in La Cresta and Deffebach developments will probably be too steep and winding for bus access. Routes would also be too out of the way to be economically feasible.

2.2.3 Suggestions (as noted in Marin County Balanced Transportation Plan):

- 2.31 A system of mini-shuttle buses could be used to carry commuters from within walking distance of home to bus routes to the city. Mini buses could also be used for small routes within the county where large buses are not needed.

(Source: Balanced Transportation Program - Phase II)

Many residents objected to this suggestion, expressing views

that not enough people would use the shuttle and that the tax cost would be high.

People need to be informed that a transit system, if widely used, costs less in taxes than private automobile use. It is the feeling of this committee that people will have to readjust their views about public transit in the future if they want to prevent Marin County from becoming a mass of highways.

22.32 A shuttle system will be needed to connect with the new ferry terminals.

22.33 Commuters should be encouraged to bicycle to bus stops by providing secure bike racks at the bus stops.

AUTOMOBILE TRANSPORTATION

31. Problem areas: street and intersections where congestion now occurs or will occur in the future.

31.1 Traffic Zone 221

- 31.11 Traffic backs up daily from the traffic light at Hwy. 131 and Strawberry Shopping Center frontage road intersection, from 2 or 3 p.m. until commute hours, and also on week-ends. Also traffic backs up along the frontage road as people turn left out of Strawberry Shopping Center area onto Hwy. 131. Occasionally traffic backs up from the Hwy. 131 - Strawberry frontage road intersection onto the southbound - Tiburon exit loop and onto Hwy. 101. This is extremely dangerous.

(Source: Bob Harrison)

The California Division of Highways has no plans to improve the Hwy. 101 - Hwy. 131 interchange. However, Hwy. 101 will be widened from Mill Valley to Sir Francis Drake in the near future.

One interim solution proposed by the county would be to widen the frontage road to increase back up capacity behind the signal.

(Source: Bob Harrison)

Mr. Robert Harrison, Marin County Planning Department, proposes the following revision to alleviate these problems (see drawing):

- 31.12 The intersection of Reed Blvd. and the Strawberry frontage road is badly congested. A bus stop, stop sign, left turns onto and off of Reed Blvd., and fast traffic on the frontage road contribute to this problem. Visibility is also bad along Reed Blvd. due to street parking. Parked cars obscure the vision of cars turning from various parking lots onto Reed Blvd. Time zone parking was implemented at the request of local merchants but has been poorly enforced. The committee feels that no parking should be allowed in this area. Other congestion problems would be alleviated by the Harrison revision.

(Source: Jack Baker)

- 31.13 The Belvedere Drive - Reed Blvd. intersection will be more heavily used when a new office building is constructed on the southeast corner. The county will install traffic islands in the intersection to aid traffic flow.

(Source: Jack Baker)

31.2 Traffic Zones 222 and 223

- 1.21 Seminary Drive and Ricardo Road are busy during commute hours. The stop sign and left turn from Seminary onto Ricardo will cause problems as traffic increases in the future.

- 31.22 At present it is often difficult to turn left off of Ricardo Road onto Strawberry frontage road due to traffic on the frontage road. This also will be more of a problem in the future.
 - 31.23 The Seminary Drive exit off of 101 backs up onto Richardson Bridge during evening commute hours. Stop signs have now been removed from the exit and installed on the frontage road in both directions, but exiting cars must still slow down to turn left onto the frontage road. This area of the frontage road is also busy during evening commute hours due to McDonald's and the 7-11 store.
 - 31.24 East Strawberry Drive will become a busy street through a single family residential area if Strawberry Point is developed extensively. The street is narrow and divided in one area. Children now play in the street and walk along it to and from school. The nature of the street and safety of its residents would be drastically changed by heavy traffic.
 - 31.25 Stop signs on Ricardo Road at Reed Blvd., Richardsons Drive and Strawberry Drive keep these intersections from being dangerous now, but uphill stops cause some problems. If Ricardo becomes more heavily traveled, these stops could cause much congestion.
- 31.3 Traffic Zones 207, 209, 210, 211
- 31.31 The North Knoll Road - Hwy. 131 intersection area is now busy due to a bank, medical building, gas station and commuter parking. Use of this intersection as a major access to the La Cresta development would overload it and South Knoll Road.
 - 31.32 Eagle Rock Road is too winding and narrow to serve as a major access to La Cresta. No access road should be extended from North Knoll into La Cresta.
(Source: Jack Baker)
 - 31.33 The Alto frontage road could become another bottleneck if used as an access to La Cresta but is preferable to North Knoll or Eagle Rock.
 - 31.34 A major access from Corte Madera to La Cresta would be most desirable.
 - 31.35 When the signal is red at the Hwy. 131 - Bay Vista Drive intersection during evening commute hours, cars often turn left and use Rancho Drive as an access to Bel Air, causing much traffic on Rancho Drive. A suggestion was made to change the signal sequence to prevent this.
 - 31.36 The committee recommends that signals be changed after 11 or 12 p.m. at the intersections of Hwy. 131 - Blackfield Drive and Hwy. 131 - East Strawberry Drive. A blinking red light on East Strawberry and Blackfield would allow cars to cross Hwy. 131 without having to wait for a green light.
 - 31.37 The Blackfield Drive - Hwy. 131 intersection will become heavily congested with traffic from La Cresta and Deffebach developments. The left turn will be a problem at evening commute hours.
 - 31.38 Reed Ranch Road will become a major access to the Deffebach development and will be heavily used. A traffic signal may be needed at Reed Ranch - Hwy. 131 intersection.

1.39 Plans to relocate Hwy. 131 to cut off the loop at Trestle Glen. are being considered. Many people object to this because it will destroy a local monument (Blackie's Pasture) and because it will provide easier access (thus more people) to Tiburon.

2. Projected trip generation and local street use, if maximum development is allowed in the planning area. Maximum road use occurs during homeward peak commute hour and traffic flow at this time was calculated using the following information:

- a. The average family size for each traffic zone
- b. Residential trip generation guide (next page)
- c. 12% of total daily traffic occurs during the evening peak hour.
- d. About 75% of the total evening peak hour traffic is returning home (rather than leaving home)

(References: County Planning Dept., Balanced Transportation Plan)

2.1 Traffic Zone 223. Average family size=2.33

2.11 South end of Strawberry Spit

50 dwelling units (du)

12.5 acres

34 trips

density= 4 du/acre

7.5 trip ends/du

50

7.5

250

350

375.0 - TOTAL TRIPS FOR ENTIRE DAY

.12

750

375

45.0 - EVENING PEAK HOUR TRIPS

.75

225

315

33.75 - HOMEBOUND TRIPS IN EVENING PEAK HOUR

2.12 Southeast side of Strawberry Point--Harbor Point #3

250 du

17.5 acres

113 trips

density= 14.3 du/acre

5 trip ends/du

2.13 Harbor Point #2 (under construction)

144 du

5.5 acres

65 trips

26 du/acre

5 trip ends/du

2.14 Eichler Development

84 du

41 acres

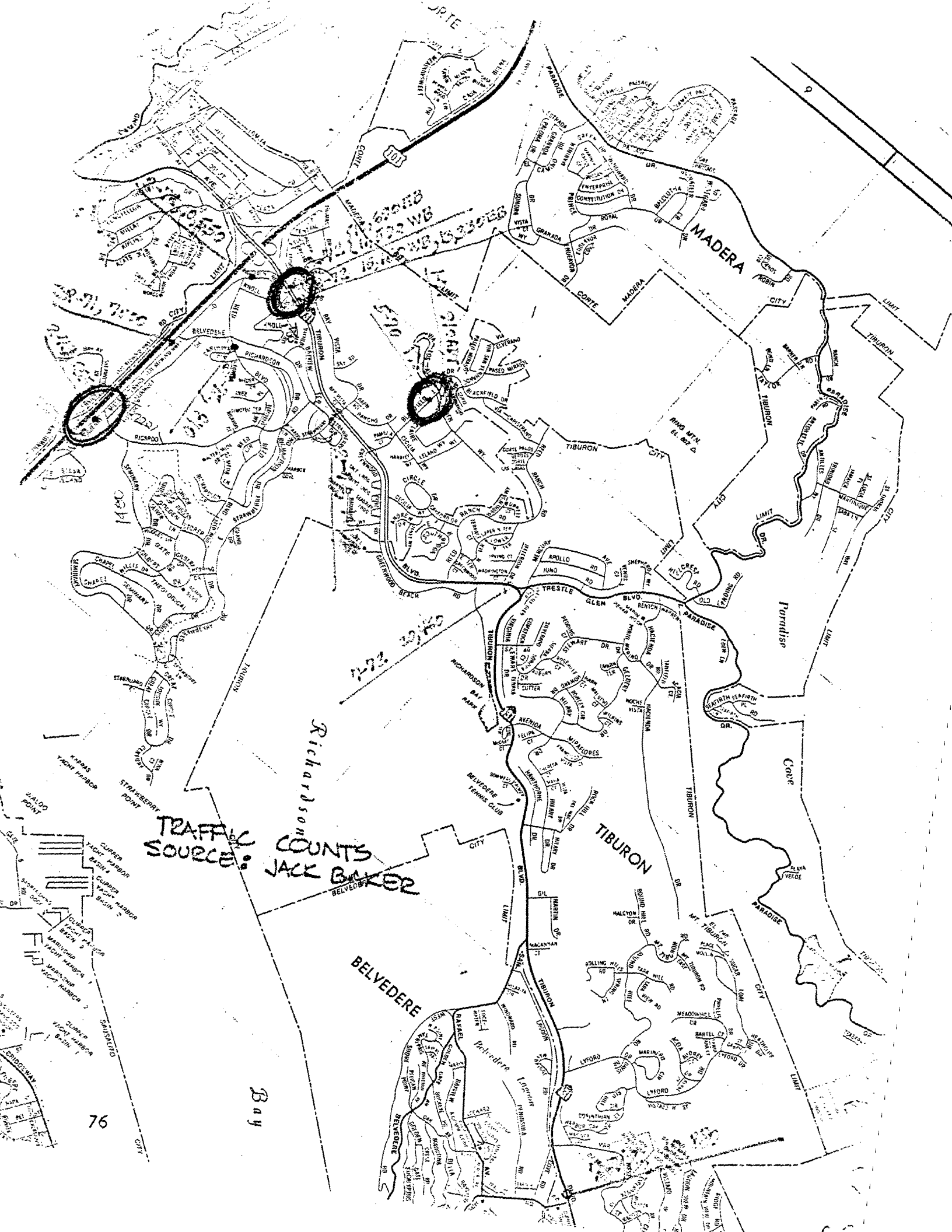
68 trips

2 du/acre

9 trip ends/du

32.15	Brickyard Cove	
	68 du	
	6 acres	34 trips
	11.3 du/acre	
	5.5 trip ends/du	
32.16	West of Brickyard Cove	
	48 du	
	6 acres	26 trips
	8 du/acre	
	6 trip ends/du	
32.17	South East of Strawberry Shores	
	36 du	
	1.5 acres	16 trips
	24 du/acre	
	5 trip ends/du	
32.18	Broman (adjacent to Strawberry Shores-- now blocked from development)	
	36 du	
	1.74 acres	16 trips
	21 du/acre	
	5 trip ends/du	
32.19	Strawberry Shores	
	202 du	
	10.5 acres	91 trips
	20 du/acre	
	5 trip ends/du	
32.110	DeSilva Island	
	80 du	
	15 acres	50 trips
	5.3 du/acre	
	7 trip ends/du	
32.2	Zone 222. Average family size=2.33	
32.21	Seaport	
	317 du	
	22.7 acres	143 trips
	14 du/acre	
	5 trip ends/du	
32.22	Watertank Hill	
	100 du	
	25 acres	68 trips
	4 du/acre	
	7.5 trip ends/du	
32.23	Broman property near Strawberry School	
	10-12 du	
	2.5 acres	7 trips
	4 du/acre	
	7.5 trip ends/du	
32.3	Zone 221. Average family size=2.33	
	With the existing zoning, it is possible to add	
	154 dwelling units mixed with commercial develop-	
	ment on presently undeveloped land. Assume 10 acres	

		154 du	
		10 acres	69 trips
		15 du/acre	
		5 trip ends/du	
2.4	Zone 207. Average family size=2.72		
	La Cresta		
	458 du		
	115 acres		350 trips
	4 du/acre		
	8.5 trip ends/du		
2.5	Zone 209. Average family size=2.72		
	Deffebach		
	1400 du		
	350 acres		1071 trips
	4 du/acre		
	8.5 trip ends/du		
2.6	Zone 210. Average family size=2.72		
	2.61 Highlands		
	103 du		
	29 acres		79 trips
	3.5 du/acre		
	8.5 trip ends/du		
	2.62 Casa Tiburon		
	8 du		
	1.6 acres		6 trips
	5 du/acre		
	8 trip ends/du		
	2.63 Marin Cay		
	52 du		
	4.1 acres		28 trips
	12.7 du/acre		
	6 trip ends/du		



TRAFFIC SOURCE:

COUNTS
JACK BAKER

BELVEDERE

TIBURON

Paradise

COSE

Bay

3. Future Traffic Problems (assuming maximum development as described in previous section).

3.1 As explained by Bob Harrison, Marin Planning Department, road capacity is measured during the peak traffic flow (5 - 6 p.m.) as the number of cars passing a point in one lane during a period of one hour.

Three different levels of service are possible on any one road:

Level C - good traffic flow

Level D - fair traffic flow; some congestion

Level E - poor traffic flow; stop and go

For example, on Hwy. 131 (Tiburon Blvd.) where traffic signals are set for 60 - 70% of green light time, road capacity is:

Level C flow - 700 cars per hour per lane

Level D flow - 1000 " " " " "

Level E flow - 1200 " " " " "

Hwy. 131 currently peaks at level C service or better (fewer cars).

3.2 Projected street use by Traffic Zone

3.21 Zone 223

We assume that Seminary Drive, Ricardo Rd., and the Strawberry frontage road will be used as major access routes to Hwy. 101. Current traffic on Seminary Drive is about 1400 cars/day or about 130 returning home during peak hour.

Current traffic on the Strawberry frontage road is about 7000 cars/day or 600 during peak hour.

Peak hour traffic from zone 223 (DeSilva Island excluded) if maximum development occurs would be:

130 cars	600 cars	(present unidirectional peak flow)
+ 463 cars	+453 cars	(additional, with new development)
<u>593 cars</u>	<u>1053 cars</u>	(Total)

Seminary Dr. Strawberry

It is difficult for the lay person to analyze the capacity of these roads, since there are no traffic signals set for particular amounts of green time! However, there are stop signs: Seminary at Ricardo, Ricardo at Strawberry frontage road, Strawberry frontage road at Seminary Dr. freeway offramp. (These stop signs, and two left turns, would affect morning traffic flow more than evening.) It appears that the projected peak hour traffic on these two roads could still flow reasonably well. But what happens when 1000 cars have to move into the slow lane to take the Seminary Drive Exit, then slow down to turn left onto Strawberry frontage road, then (some) slow down to turn right onto Ricardo Road and then onto Seminary Dr.? Meanwhile cars are turning left and right into and out of McDonalds and Seven - 11. It could be messy. Cars could back up onto Hwy 101.

3.22 Zone 222

We assume that Ricardo Rd. and Strawberry frontage road will be used as the main commuter routes to Hwy. 101 (since both major new developments in this zone would be close to these two streets).

Current traffic on Ricardo Rd. is about 1000 cars/day or about 90 returning home during peak hour. Maximum future development in zone 222 would add 218 cars during peak hour, thus traffic would triple.

Now, if we combine the traffic from zones 222 and 223, Strawberry frontage road traffic during peak hour would be:

600 cars	(present traffic)
453 "	(zone 223)
<u>218</u> "	(zone 222)
1271 "	(total more than double the present traffic and getting even more congested)

3.23 Zone 221

Adding 69 more cars from this zone to the traffic on Strawberry frontage road brings the grand total to nearly 1500 cars in one lane during peak hour. The frontage road and freeway exit system as they are now could not handle this many cars, in all probability.

3.24 Zone 207

Peak hour traffic on Hwy. 131 is now about 1100 cars (2 lanes) returning home. The La Cresta development would add about 350 cars or about 25% more commute hour traffic; but, the total of 1450 cars would still be within level C service (700 cars per hour per lane).

Current daily traffic on Blackfield Drive is about 2000 cars/day or about 180 returning home at peak hour. If we assume that half of the residents of La Cresta use Via Los Altos on their way home (or 175), then the evening traffic on Blackfield Drive would double.

3.25 Zone 209

Adding peak hour traffic from the Deffebach development to Hwy. 131 yields:

1100 cars	(present)
350 "	(from La Cresta)
<u>1071</u> "	(Deffebach)
2500 "	(on two lanes or stop and go traffic)

If only a quarter of the homeward bound commuters used Blackfield Dr. to get to the Deffebach development, traffic on Blackfield would be more than 3 times what it is now (present on Blackfield = 170 + La Cresta = 175 + Deffebach = 250 cars).

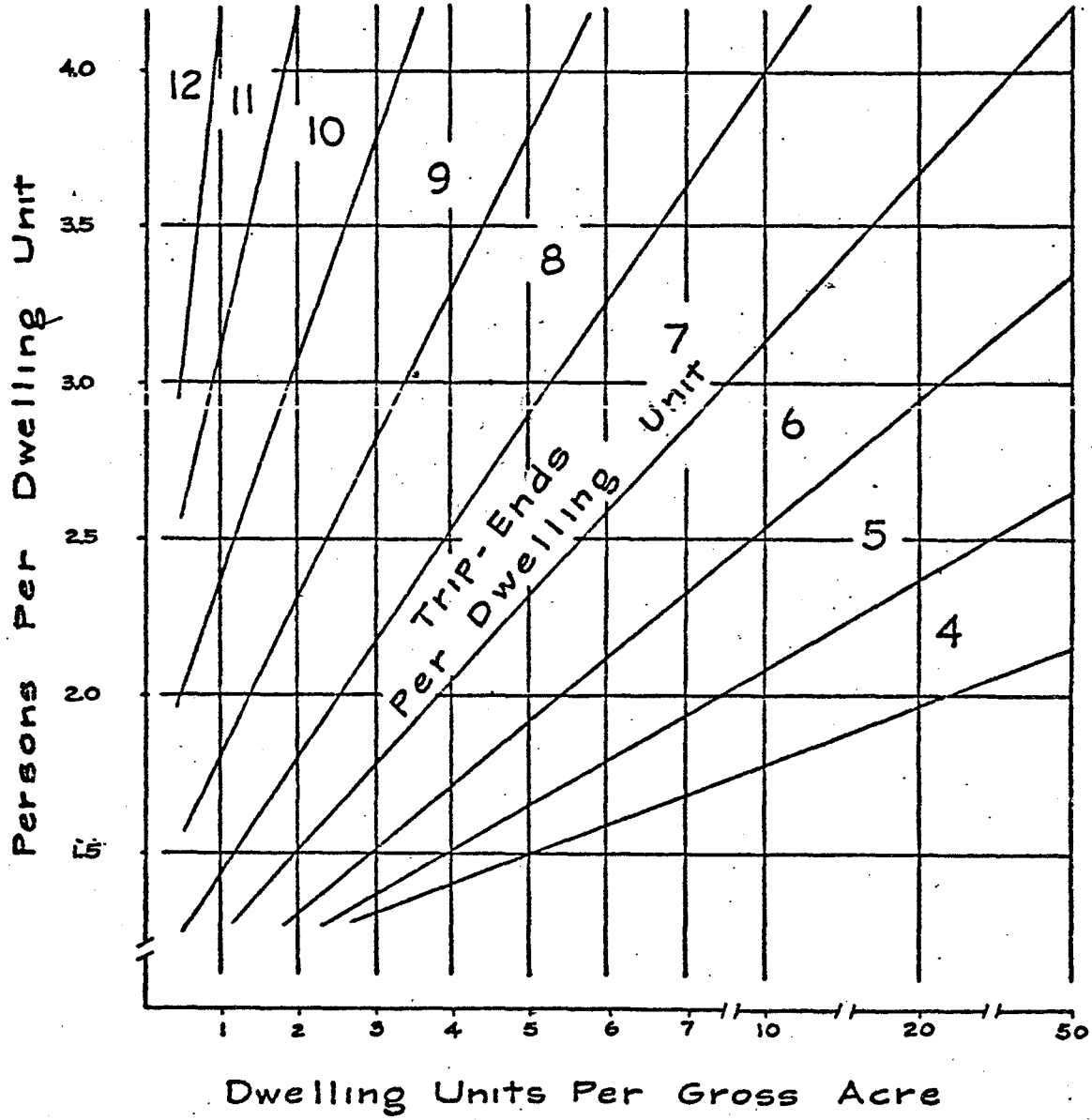
Most of the Deffebach commuters will probably use Reed Ranch Road to reach home. This road is nice and wide, but it meanders through already developed residential areas before reaching the Deffebach property. It is by no means a direct route to this larger development.

INFORMATION SOURCES

1. Marin County Balanced Transportation Program - Phase II, 1972.
2. Standard Specifications, Marin County, Department of Public Works, May 1972.
(city and county road standards)
3. Sixth and Seventh Progress Reports on Trip End Generation Research Counts, State of California, Division of Highways, December 1970, 1971.
4. Tiburon Trails Plan - Phase II, Marin County Planning Dept. May 1970.
5. Mr. Jack Baker, Transit District, Department of Public Works, Marin County.
6. Mr. Homer Winter, Golden Gate Transit.
7. Mr. Mike Church, Urban Planning, Calif. Division of Highways.
8. Mr. Bob Harrison, Marin County Planning Dept.

In addition, the committee wishes to thank Mr. Steve Chaum and Mr. Ellis Gans of the Marin County Planning Department for their contribution of time and their concern for the future of the Strawberry Area.

MARIN COUNTY BALANCED
 TRANSPORTATION PROGRAM
 PHASE II



RESIDENTIAL TRIP
 GENERATION GUIDE

MARIN COUNTY
BALANCED TRANSPORTATION PROGRAM

M E M O R A N D U M

TO: Jim Robertson, County Traffic Engineer

FROM: Bob Harrison

DATE: May 30, 1972

SUBJECT: Tiburon Blvd./Route 101 Interchange Modifications

The Tiburon Boulevard interchange has been a traffic problem for some time. The intersection of the Tiburon Blvd. frontage road with the state highway Tiburon Blvd. is at the heart of the overall problem.

A major traffic movement which causes much of the conflict at the signalized intersection is the connection of the shopping center with residences on the Mill Valley side of the freeway. This problem will be increasing very soon when the 200 unit Shelter Ridge development is occupied. The new development can view the shopping center and will be tied to it very closely.

Recent observation indicates that at the p.m. peak hour the flow of traffic eastbound on the freeway overcrossing is backed up behind the signal about 1500 feet. For short periods, the back-up is sufficient to cause the southbound freeway off loop to be blocked all the way back onto the freeway itself. The northbound off-ramp to Tiburon Blvd. also occasionally backs up to the freeway.

The signalized intersection now has a high accident record. With the imminent opening of a large new development at Shelter Ridge, the safety problems of this intersection and the entire interchange area will no doubt become significantly worse.

The attached figures show a proposed re-design of the interchange area which would prohibit all left turn movements at the existing signalized intersection and thus eliminate the need for a signal. "Un-signalizing" this intersection would allow the interchange area to free itself of eastbound traffic fast enough to prevent the long delays now being encountered.

Traffic from the shopping center to Mill Valley would use the existing north-bound loop which would be disconnected from direct linkage to the freeway. A new ramp at the south end of the shopping center would provide for all north-bound off movements and the existing frontage would become a one-way traffic distribution street in front of the center. Three lanes could be used, all northbound, with the left for Mill Valley traffic, the center for Tiburon Blvd. traffic and the right to provide access and egress to and from the shopping center.

The cost of the proposed modifications would probably be less than the project now described in the County's C.I.P. for 73-74 and might do a better job solving the problem.

Phase II of the project would eliminate the on-loops and provide for a local traffic left turn on the overcrossing. This is not needed to solve the basic problem of the signalized intersection.

Deleting a traffic signal may not go over very well with traffic experts as a way to make traffic move more effeciently but I'd like to try it on the State. I'd appreciate your comments.

RLH:hl

TISURON BLVD / RTE 101

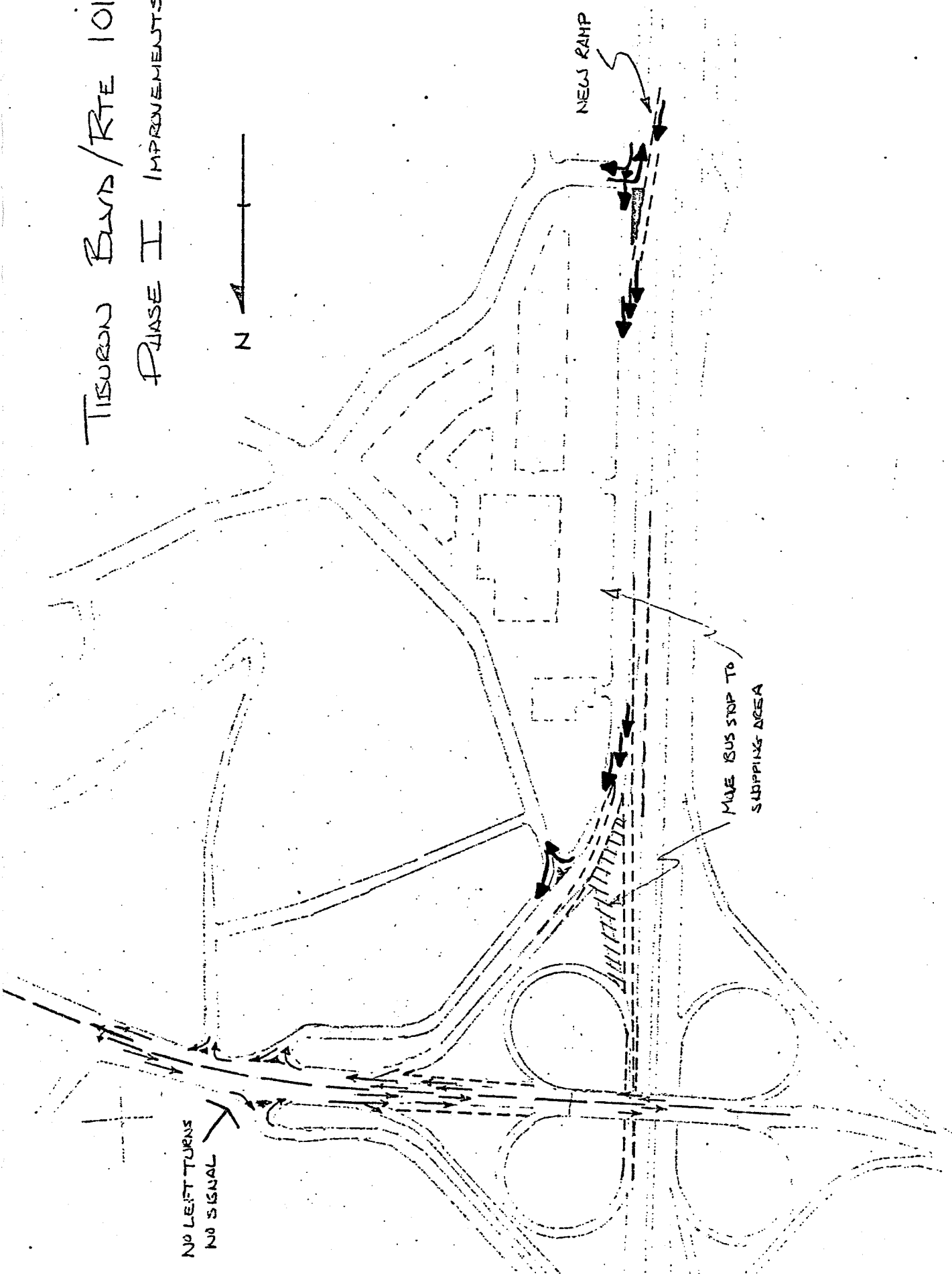
PHASE I IMPROVEMENTS



NO LEFT TURNS
NO SIGNAL

NEW RAMP

MOVE BUS STOP TO
SHIPPING AREA



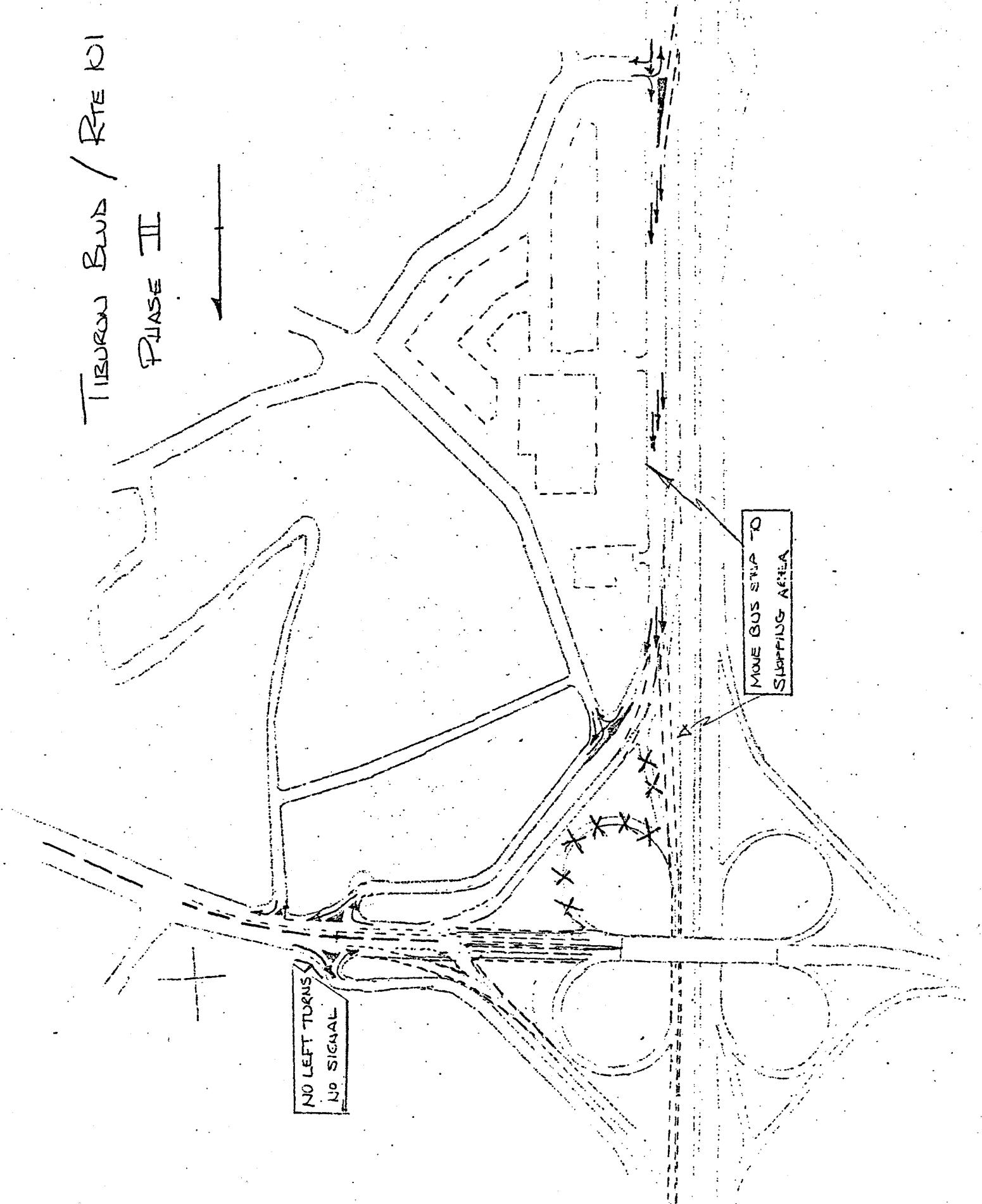
TIBURON BLVD / RTE 101

PHASE II



NO LEFT TURNS
NO SIGNAL

MOVE BUS STOP TO
STOPPING AREA



INTER-OFFICE MEMORANDUM

DEPARTMENT OF PUBLIC WORKS

June 15, 1972

10 25 1972

TO: Bob Harrison, Planning Department
FROM: George Davison *GCD*
RE: Tiburon Boulevard Route 101 Interchange Modifications

Your memorandum of May 30, 1972 brings up an interesting alternative to our previously proposed Tiburon Boulevard Frontage Road Project. The scope of work originally proposed involves an expenditure of nearly \$250,000 and will not, in my opinion, provide much real relief for the problem. I have felt that if we did anything in that area we should try to get a project which would cost considerably less than that proposed and more in line with a spot improvement project which is what it really is.

As you may be aware the Alto Interchange was constructed without provision for collector ramps to tie the loops together. That was one of the projects I worked on at the Division of Highways and the headquarters office would not permit the addition of collector ramps, since they felt that future traffic would never warrant such refinements in Marin County. The results of this lack of foresight can clearly be seen today. What your Phase I essentially proposes is to turn the existing frontage road into a collector distributor road, much as Heatherton Street in San Rafael parallel to the viaduct. From the traffic service standpoint it appears to be a very good solution to the problem, however the frontage road in the area of the shopping center would be converted from a two-way commercial street to a one-way freeway ramp, and there could be some local objection to that.

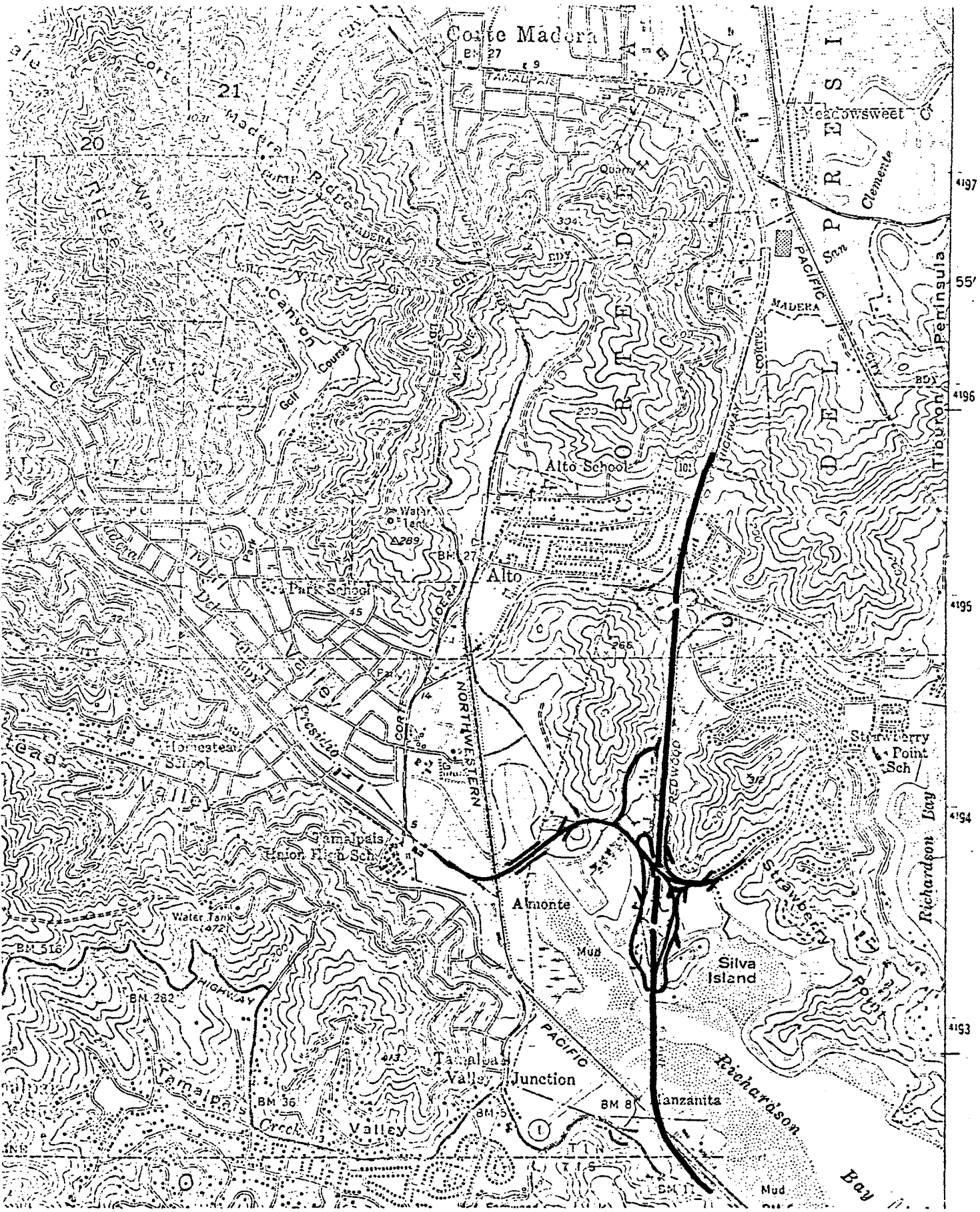
I agree that the signal could be removed at the intersection east of the interchange, however, I feel that the left turn movements should continue to be permitted, since otherwise traffic circulation in the area will be severely impeded. By continuing to permit the left turns I don't believe you will be creating any traffic problems since the number of left turning vehicles will probably be small. However in this way westbound traffic will be able to turn left onto the present frontage road and use Reed Boulevard to reach the shopping center, rather than having to turn off farther easterly and use Belvedere Drive which is a residential street.

While your plan is basically a simple one I would question whether it can be done for \$100,000 or less, which is a category of financing which the local Division of Highways District Office can authorize on its own. Relocating the signs alone would amount to considerable cost. However, if the State were willing to consider this project I would recommend that the County make a substantial contribution in order to get better traffic service for the dollars expended.

My recommendation would certainly be to pursue this with the Division of Highways' Traffic and Planning Departments and see if they won't give this idea some strong consideration. The Division is beginning to have problems in the area, as you point out, and they will probably get worse before they get better. I think ultimately the Division is going to have to consider something as you propose or else be forced into the position of having to add collector roads at a very high cost.

GCD:vm

cc: Jim Robertson
Marty Prescott
Larry Loder



Possible future connection of Ricardo Rd with E. Sycamore & Miller Ave. in Mill Valley

SCHOOLS

STRAWBERRY COMMUNITY PLAN

SCHOOLS

There are two grade school districts within the planning boundaries of the Strawberry area: Mill Valley School District and the Reed Union School District. Both provide education from kindergarten through the eighth grade.

Both are part of the larger Tamalpais High School District, though Mill Valley feeds students to Tamalpais High School, and Reed feeds into Redwood High School.

Information about specific boundaries, tax rates, enrollment, assessed valuation and cost to educate each student are attached. Generally, the tax rates and cost to educate each pupil are similar in the Mill Valley and Reed districts, as well as in the adjacent Larkspur-Corte Madera district (statistics also attached for sake of comparison), though Mill Valley has about three times the students of each of the other two districts.

Enrollment at each of the grade school districts has been declining gradually over the past five years. High School enrollment has increased by about 100 during the past 10 years.

Carroll Killingsworth, business manager of the Mill Valley School District, attributes the decline in enrollment to a trend to smaller family size. His reasoning is that though the enrollment is declining, the number of families in the district is increasing.

A contributing factor could be that families with young children are unable to buy homes in the area because of the escalating cost of housing, and because of the trend in building apartments which exclude children.

The Mill Valley School District is currently operating at capacity enrollment, he says. The classroom size about five years ago was 29 to 30 which is considered crowded. Current classroom size is about 25, which the district considers "optimum".

Killingsworth says the district can "hold out" for two to three more years with existing facilities because the declining enrollment seems to balance out the factor of increasing number of families.

However, if increased housing developments, and he specifically mentioned Madera del Presidio and La Cresta, should cause a shift in the balance, then there would be a need for additional school space.

He said portables could be used as a short term solution. Other long term solutions would be to build a wing onto existing schools or to build a new school. The district does not at present own any vacant school site.

The district's one school within the Strawberry area planning boundary is Strawberry Point School. Many students who live in the area north of Tiburon Boulevard are bused to school because of the danger of crossing that state highway. There was a fatality several years ago at the intersection of Tiburon Boulevard and East Strawberry Drive.

Strawberry Point School enrollment is presently at capacity, though there is room this year for two or three more students in first and second grade classes.

Both Madera del Presidio and La Cresta are within the boundaries of the Mill Valley School District. La Cresta is just reaching the hearing stage on master plans, but the school district has consistently opposed approval of Madera del Presidio because of the inadequacy of planning for schools.

Granada School is near the development and has some extra space on paper, but it is in the Reed Union School District which will not accept the students (except on a short term basis for which it would expect to be paid the more than \$1,000 per pupil cost of education), and the district is not agreeable to redrawing school boundaries.

The Reed school district does at present have room for increased enrollment (see page 2 of attachments). However, the district business manager cautions that the extra space available is a "paper" excess because the extra room is used for many purposes. There is no space going unused.

CONCLUSIONS

1. The Mill Valley School District is operating at capacity enrollment, though because of the slight downward trend in enrollment it can "hold out" with existing facilities for two to three years. Its problem areas, however, are within or near our planning boundaries, since it has only one school in Strawberry which is now operating at capacity. Both Madera del Presidio and La Cresta are of major concern because there is no school in that area. A school site should be provided in that area for possible purchase by the district. Or an "in lieu" fee should be charged the developer for alternate solutions, such as adding a wing onto the existing Strawberry Point School. The Reed district has more room for growth than Mill Valley.

2. It is possible that declining enrollment in schools can be attributed to a trend to smaller family size. However, it could also be that the building of expensive homes and small apartments which exclude children is financially squeezing families with young children out of the area. Therefore, any new development should include some moderate income housing and, if the plans are for apartments, multiple units which are varied in size so there are some three and four bedroom units which can accommodate families with children.

3. Solution to school enrollment problems must be established prior to approval of development master plans. The Madera del Presidio project, which is within Corte Madera's planning jurisdiction but in the Mill Valley School District, is a prime example of this problem.

MILL VALLEY SCHOOL DISTRICT
CLASS ENROLLMENT 1972-73

this is one classroom combining several grades DATE 2-23-1973

	K	1	2	3	4	5	6	7	8	TOTAL
EDNA MAGUIRE	26 25 26 26 26	27 14 + 15	27 6 - 20	23	25 11 - 15	25 24				361
HOMESTEAD	22	28 16 - 11	21 9 - 19	27	28 14 - 12	26 12 - 17				262
MARIN TERRACE	20 20	25 11 - 11	24 7 - 14	25 14 - 5	23 5 - 9 - 1	31				241
OLD MILL		30 26 5 - 18	14 13 - 13	12 22 8 - 17 8 - 10 - 8 13 - 15	13 11 - 16 11 - 18	14 16 18 26				365
PARK	27 26 27	25 25 25	23 24 15 - 12	28 15 - 12	24 11 - 32	26 26				386 COMBINATION CLASS
STRAWBERRY POINT	27	22 21	23 13 - 13	26 3 - 7 - 17	25	30				227
TAMALPAIS VALLEY	24 22	26 24 6 - 8 - 8 - 3 4 - 3 - 9 - 8	26 26	25 25	26 22	20 22				337
MIDDLE SCHOOL							373	383	368	1124
EDUC. HANDICAPPED			6	4	8	6	2	7	3	36
E M R										8
HOME TEACHER										0
TOTALS	344	356	374	369	357	402	376	390	371	3347

ADA: 3323.88
3.89 Summer School 91
3327.77

Reed Union School District

* Auxiliary area - existing area minus classroom area

	# Students	Classrooms required for 25 students	* Building Area Recommended by State Standards	Area of Existing Building	Auxiliary area - existing area minus classroom area
<u>Bel Aire School (K-5)</u>					
Kindergarten - 3 classes	435	435 div 25 = 17	435 x 55 = 23,925 sq. ft.	33,824 sq. ft.	9,900 sq. ft.
First Grade - 3 classes					
Second Grade - 3 classes					
Third Grade - 3 classes					
Fourth Grade - 3 classes					
Fifth Grade - 2 classes					
Educationally handicapped - 2 classes					
Total classes: 19					
<u>Belvedere School (K-5)</u>	90	90 div 25 = 3.6	90 x 55 = 4,950 sq. ft.	7,398 sq. ft.	2,448 sq. ft. (State Aid allows this size school 7,200 sq. ft.)
Kindergarten - 1 class					
First and Second grades - 2 classes					
Total classes: 3					
<u>Del Mar School (6-8)</u>	423	423 div 25 = 17	28,905 sq. ft.	43,347 sq. ft.	14,442 sq. ft.
6-7-8 combination classes - 17			141 (6th graders) (141 x 55 = 7,755 sq. ft.)		
Art and P. E. - 3 classes			282 (7 & 8th graders) (282 x 75 = 21,150 sq. ft.)		
Speech - 1 class					
Educationally handicapped - 1 class					
Total classes: 22					
<u>Granada School (K-5)</u>	306	306 div 25 = 12.24	306 x 55 = 16,830 sq. ft.	32,023 sq. ft.	15,193 sq. ft.
Kindergarten (Alpha) - 2 classes					
First and second grades -(Gamma) 4 classes					
Second and third grades -(Beta) 3 classes					
Fourth and fifth grades -(Omega) 4 classes					
Educationally handicapped - 1 class					
Total classes: 14					
<u>Reed School (3-5)</u>	231	231 div 25 = 9.24	231 x 55 = 12,705 sq. ft.	28,150 sq. ft.	15,445 sq. ft.
3-4-5 grade classes - 7					
Educationally handicapped - 1 class					
Total classes: 8					
<u>Reedland-Woods School (6-8)</u>	332	332 div 25 = 13.24	22,440 sq. ft.	38,074 sq. ft.	15,634 sq. ft.
6-7-8 grades - 13-1/2 classes			123 (6th graders) (123 x 55 = 6,765 sq. ft.)		
Total classes: 13-1/2			209 (7-8 graders) (209 x 75 = 15,675 sq. ft.)		
<u>Tiburon School (K-2)</u> <i>(This school to be closed)</i>	75	75 div 25 = 3	75 x 55 = 4,125 sq. ft.	5,493 sq. ft.	1,398 sq. ft. (State allows small schools this size 5,700 sq. ft.)
Kindergarten - 1 class					
First and second grades - 2 classes					
Total classes: 3					

sq./STUDENT

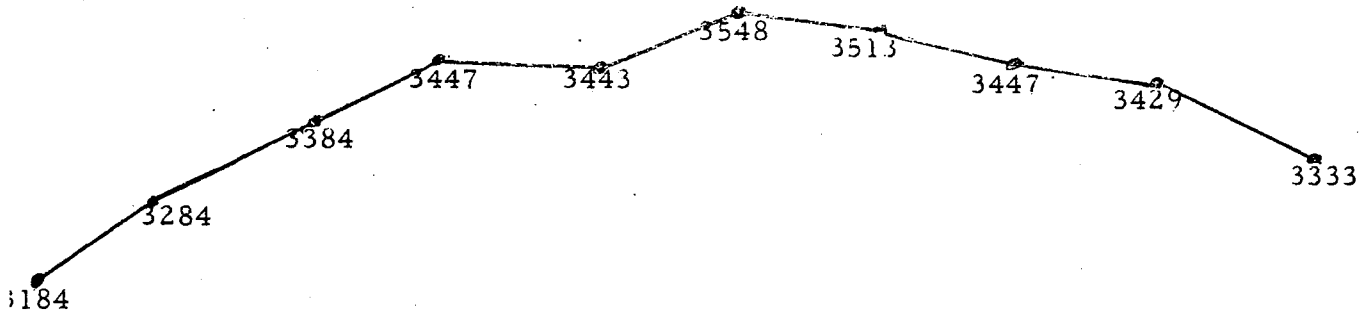
*Explanatory notes: California State Bureau of Schoolhouse Planning recommendations:
 55 sq. ft. per pupil K - 6 55 sq. ft. x 25 pupils = 1,375 sq. ft.
 75 sq. ft. per pupil 7-8 graders 75 sq. ft. x 25 pupils = 1,875 sq. ft.

* *This column shows to be included*

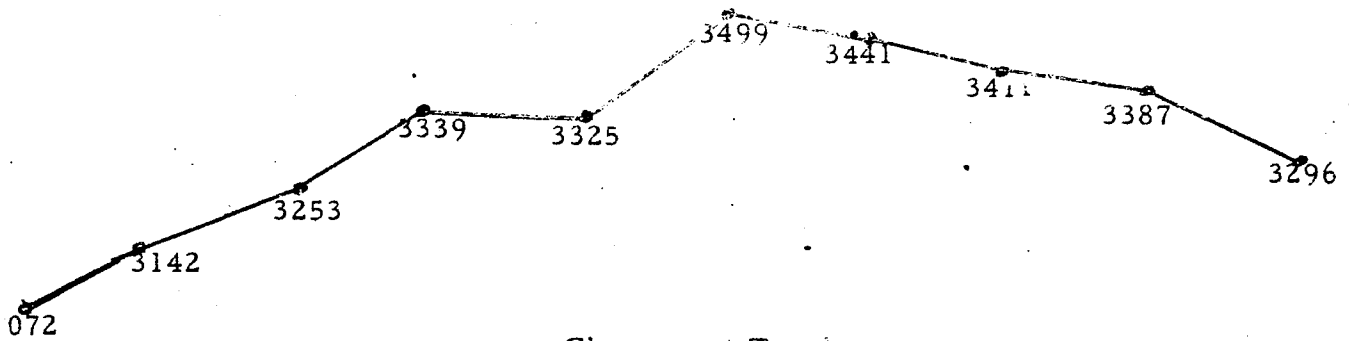
ENROLLMENT, AVERAGE DAILY ATTENDANCE CLASSROOM TEACHERS
AND AVERAGE CLASS SIZE

62-63 63-64 64-65 65-66 66-67 67-68 68-69 69-70 70-71 71-72

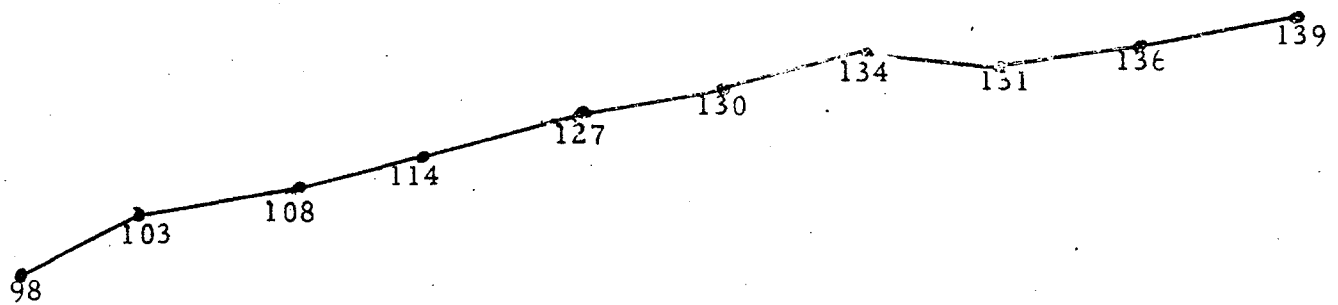
Enrollment



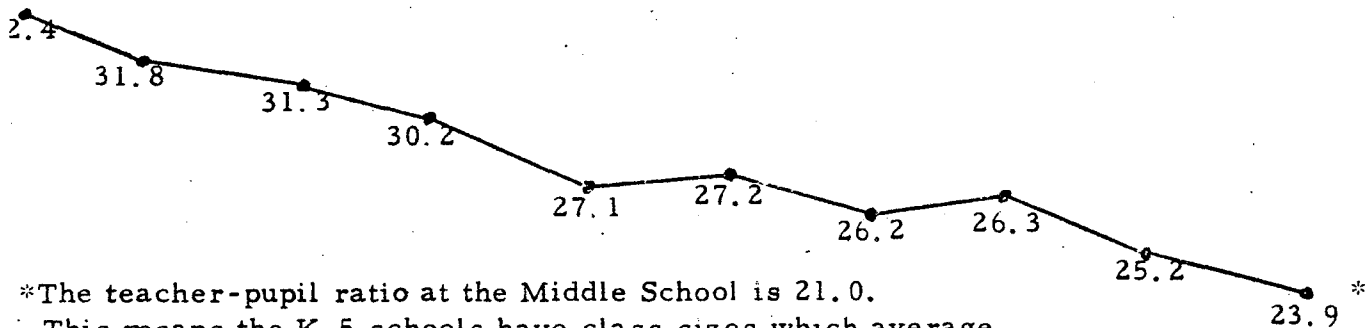
Average Daily Attendance



Classroom Teachers



Average Class Size



*The teacher-pupil ratio at the Middle School is 21.0.
This means the K-5 schools have class sizes which average
about 25.

REED SCHOOL DISTRICT
ENROLLMENT 1962-63 to 1972-73(end of first month)

School Year	K	1	2	3	4	5	6	7	8	Total	%change
1962-63	187	183	172	162	152	158	152	126	113	1405	+12
1963-64	175	156	164	143	166	168	175	147	141	1435	+ 2
1964-65	162	162	186	165	164	160	175	176	158	1522	+ 6
1965-66	218	178	191	199	172	177	176	186	182	1679	+10
1966-67	229	216	192	218	221	195	193	189	202	1855	+10
1967-68	218	230	225	212	235	248	225	230	210	2034	+ 9
1968-69	199	198	229	239	230	231	254	234	230	2044	0
1969-70	207	199	198	248	243	224	240	252	217	2028 2033	- 1
1970-71	156	228	196	199	261	228	218	238	247	2028 1971	-3 56
1971-72	178	186	191	192	193	252	228	221	242	1972 1883	-5 88
1972-73	163	168	190	193	215	195	266	259	222	1871	-1 88

Chart is submitted as data for comparative study of enrollment by grade level over a period of eleven (11) years.

CORTE MADERA-LARKSPUR ENROLLMENT AND AVERAGE DAILY ATTENDANCE

A. D. A. -----	1960	1,561.94	1967	1,722.79
	1961	1,628.80	1968	1,728.97
	1962	1,755.64	1969	1,711.07
	1963	1,846.89	1970	1,662.30
	1964	1,764.86	1971	1,663.03
	1965	1,732.39	1972	1,602.88
	1966	1,673.61	1973	1,537.07

<u>ENROLLMENT</u>	LARKSPUR-CORTE MADERA	303
	NEIL CUMMINS	558
	HENRY C. HALL	337
	SAN CLEMENTE	312
	-----	-----
	T O T A L	1,510

jb

4/19/73

TAX RATES

Mill Valley	1971-72	1972-73
	6.715	6.920
Reed	6.870	6.920
Larkspur-Corte Madera	6.885	7.015

COST TO EDUCATE ONE

STUDENT PER YEAR

	1971-72
Mill Valley	\$1,069.48
Reed	\$1,062.19
Larkspur-CM	\$1,021.11
(Sausalito)	\$2,055.94

ASSESSED VALUATION

Mill Valley	\$87.8 million
Reed	\$62.7 million
Larkspur	\$45 million
Sausalito	\$43 million

TOTAL ADA

Mill Valley	3,342
Reed	1,863
Larkspur	1,603
Sausalito	482

OFFICE OF
 VIRGIL S. HOLLIS, MARIN COUNTY SUPERINTENDENT OF SCHOOLS
 Corte Madera, California



REVISED - October 3, 1972

STATISTICAL BULLETIN #4

1972-73

August 16, 1972

ASSESSED VALUATIONS 1971-72 PER ADA
CURRENT EXPENSE OF EDUCATION PER ADA

DISTRICT	Total Assessed Valuation 1971-72	Total ADA 1971-72	Assessed Valuation per ADA 1971-72	Current Expense of Education 1971-72*	Education per ADA
<u>ELEMENTARY</u>					
Bolinas-Stinson	13,461,701	197	68,334	223,007	1,132.01
Dixie	64,796,944	4,578	14,154	4,261,338	930.83
Fairfax	20,181,399	1,066	18,932	1,002,005	939.97
Kentfield	47,886,515	1,309	36,583	1,409,506	1,076.78
Laguna Joint	1,514,539	17	89,090	14,878	875.18
Lagunitas	8,129,061	468	17,370	435,564	930.69
Larkspur	45,089,281	1,603	28,128	1,636,841	1,021.11
Lincoln	1,540,975	15	102,732	12,707	847.13
Mill Valley	87,899,285	3,342	26,301	3,574,206	1,069.48
Nicasio	3,112,538	49	63,521	46,507	949.12
Reed	62,703,893	1,863	33,657	1,978,851	1,062.19
Ross	14,618,823	473	30,907	500,707	1,058.58
San Anselmo	42,414,388	1,938	21,886	1,914,747	988.00
San Rafael Elem.	140,565,760	4,658	30,177	4,995,247	1,072.40
Sausalito	43,003,862	482	89,220	990,961	2,055.94
Union Joint	854,040	13	65,695	12,801	984.69
Elementary Average	597,773,004	22,071	27,084	23,009,873	1,042.54
<u>HIGH SCHOOLS</u>					
San Rafael High	205,362,704	4,382	46,865	5,186,937	1,183.69
Tamalpais High	388,500,746	6,034	64,385	9,055,556	1,500.76
High School Average	593,863,450	10,416	57,015	14,242,493	1,367.37
<u>UNIFIED</u>					
Novato Unified	98,046,773	11,736		9,531,372	812.15
Novato Elem.		(8,316)	11,790		
Novato High		(3,420)	28,669		
Shoreline Unified	27,530,644	893		1,134,598	1,270.54
Shoreline Elem.		(649)	42,420		
Shoreline High		(244)	112,830		
Unified Average	125,577,417	12,629	9,944	10,665,970	844.56
<u>COMMUNITY COLLEGE</u>					
Marin Community College	712,522,902	5,755	123,809	5,639,042	979.85
TOTAL COUNTY AVERAGE	723,350,421	50,871	14,219	53,557,378	1,052.81

REVISION - High School and Marin Community College Districts only.
 No exclusions have been made in Average Daily Attendance (Col.2) or in
 Current Expense of Education (Col.4) for Adult Education Classes.

*Budget classifications 100 through 800, inclusive, which are Administration,
 Instruction, Health Services, Pupil Transportation, Operation of Plant,
 Maintenance of Plant and Fixed Charges.

B-b:10/72:2C

Pe

1972-73

STATISTICAL BULLETIN #6

September 1, 1972

SCHOOL DISTRICT TAX RATES - 1972-73 SUMMARY

Districts	ELEMENTARY					HIGH SCHOOL			Junior College General Fund	1972-73 Total Tax Rate	1971-72 Total Tax Rate
	General Fund	Bond Int. & Red.Fed.	Areawide Tax	EMR Area-wide Tax	Speech Therapy	General Fund	Bond Int. & Red.Fd.	Occupational Center			
Bolinas-Stinson	.960		1.090	.025	.015	2.135	.115		1.065	5.405	5.370
Dixie	3.315	.345	1.070			2.145	.150		1.065	8.090	8.125
Fairfax	2.555	.195	1.090		.015	2.135	.115		1.065	7.170	7.310
Kentfield	1.640	.215	1.090		.015	2.135	.115		1.065	6.275	6.370
Laguna Joint	.710		1.330	.025		2.860	.240		.610	5.775	5.640
Lagunitas	2.800	.275	1.090	.025	.015	2.135	.115		1.065	7.520	7.710
Larkspur	2.450	.160	1.090			2.135	.115		1.065	7.015	6.885
Lincoln	1.005		1.330	.025		2.860	.230		.610	6.060	5.075
Mill Valley	2.230	.285	1.090			2.135	.115		1.065	6.920	6.715
Nicasio	.760		1.090	.025	.015	2.135	.115		1.065	5.205	5.235
Reed	2.155	.360	1.090			2.135	.115		1.065	6.920	6.870
Ross	2.385	.125	1.090	.025	.015	2.135	.115		1.065	6.955	6.605
San Anselmo	2.305	.225	1.090			2.135	.115		1.065	6.935	6.700
San Rafael Elem.	2.080	.260	1.070			2.145	.150		1.065	6.770	6.620
Sausalito	1.860		1.090	.025	.015	2.135	.115		1.065	6.305	6.250
Union Joint	.950		1.330	.025		2.860	.230		.610	6.005	5.305
Shoreline Unified	3.799	.280		.025	.015				1.065	5.184	5.695
Novato Unified	5.120	.575						.040	1.065	6,800	6.625
INFORMATION ONLY											
San Rafael High						2.145	.150	.040	1.065	3.400	3.335
Tamalpais High						2.135	.115	.040	1.065	3.355	3.285
Petaluma Jt. High:											
1. Laguna Jt.						2.860	.240		.610	3.710	2.780
2. Lincoln & Un.Jt.						2.860	.230		.610	3.700	2.780
Marin Comm.College									1.065	1.065	1.005
Santa Rosa Comm.Coll.									.610	.610	.590

COUNTYWIDE TAXES:

1. Children's Institutions & Equalization Offset Tax .04000
2. Education of Physically Handicapped Minors .03235
3. Education of Trainable Mentally Retarded Minors .02715
4. Development Center for Handicapped Minors .01095
5. Single Budget - County Superintendent of Schools .06305
6. Children's Centers .01315
7. Education - Juvenile Hall .01335
8. Special Tax Sonoma Co.C.S.S.F.Single Budget (Laguna Jt. Union Jt. only) .23000

SCHOOL DISTRICT TAX RATES - 1972-73 SUMMARY

District	Unrestr. General Purpose Tax Rate	R E S T R I C T E D (O V E R R I D E) T A X R A T E S								
		District Contribution			Health & Welfare Benefits	Sanitary District Assessment	Community Services	Adult Education	Meals for Needy Pupils	Educ. of M.R.
		Certif. Retire.	Class. Retire.	OASDI FICA						
Bolinas-Stinson	.700	.022	.029	.025	.042		.014			
Dixie	2.564	.100	.054	.036	.187		.050			
Fairfax	1.859	.100	.046	.033	.145		.050			
Kentfield	1.289	.063	.025	.018	.073		.048		.013	
Laguna Jt.	.710									
Lagunitas	2.271	.100	.043	.032	.115		.050		.027	
Larkspur	1.645	.091	.022	.017	.180		.050		.010	
Lincoln	.405	.024								
Mill Valley	1.190	.091	.036	.024	.171		.045			
Nicasio	.325	.043			.009		.030			
Reed Union	1.377	.068	.027	.015	.100		.050			
Ross	2.138	.062	.018	.012	.089		.050		.008	
San Anselmo	1.190	.073	.041	.033	.483		.047		.003	
San Rafael	1.493	.072	.035	.025	.166	.001	.050			
Sausalito	1.619	.036	.038	.028	.055			.002		
Union Joint	.570	.020								
Novato Unified	3.510	.112	.085	.063	.499		.064	.023		
Shoreline Unified	3.225	.086	.043	.035	.198		.100		.017	
San Rafael High	1.785	.049	.029	.017	.141		.050	.012	.006	
Tamalpais High	1.874	.044	.025	.017	.102		.025			
Petaluma High	1.550	.040	.040	.030	.300		.050	.080	.010	
Marin Comm.College	.615	.009	.013	.009	.033		.050	.026	.004	
Santa Rosa Comm.Coll.	.350	.010	.010	.010	.040		.050	.040		

100

SCHOOL DISTRICT TAX RATES - 1972-73 SUMMARY

District	RESTRICTED (OVERRIDE) TAX RATES									Total General Fund Tax Rate
	Educ. Handicapped Minors	Junior High Tuition	Excess Cost Ed. Pupils Gr. 7 & 8	Earth-quake Safety	Unemploy-ment Insurance	Corrective Measures Fire Marshall	State School Bldg. Fund Repayment	Oppor-tunity School	Con-struction Project	
Bolinas-Stinson		.114			.014					.960
Dixie			.187		.023		.114			3.315
Fairfax	.019		.166		.018		.119			2.555
Kentfield			.103		.008					1.640
Laguna Joint										.710
Lagunitas					.030		.132			2.800
Larkspur	.009		.133		.009		.284			2.450
Lincoln		.576								1.005
Mill Valley	.030		.630		.008	.005				2.230
Nicasio			.353							.760
Reed Union	.020		.233		.011		.254			2.155
Ross					.008					2.385
San Anselmo	.126		.239		.030		.040			2.305
San Rafael	.035		.187		.011	.005				2.080
Sausalito	.036		.028		.018					1.860
Union Joint		.360								.950
Novato Unified	.010		.230		.028		.466	.035		5.125
Shoreline Unified	.070				.025					3.799
San Rafael High	.002				.009	.005		.040		2.145
Tamalpais High					.004			.044		2.135
Petaluma High			.490		.020		.200	.050		2.860
Marin Comm. College					.001				.305	1.065
Santa Rosa Comm. Coll.				.100						.610

TAMALPAIS UNION HIGH SCHOOL DISTRICT
Larkspur, California

1972-73	Est. Enrollment -	6050	+100
1971-72	Actual ADA	6034	
1970-71	"	6038	
1969-70	"	6023	
1968-69	"	6064	
1967-68	"	5962	
1966-67	"	5821	
1965-66	"	5677	
1964-65	"	5500	
1963-64	"	5356	
1962-63	"	5038	

Tamalpais High School elementary feeder school districts:

Mill Valley
Sausalito
Bolinas-Stinson

Drake High School elementary feeder school districts:

San Anselmo
Fairfax
Lagunitas
Nicasio

Redwood High School elementary feeder school districts:

Reed
Ross
Kentfield
Larkspur-Corte Madera

PUBLIC FACILITIES

STRAWBERRY COMMUNITY PLAN

PUBLIC FACILITIES

Our committee has looked at four service facilities in the Strawberry Planning District. Pacific Gas & Electric Company, with regard to both gas and electric, has ample "pipeline" capacity for both the present and future population, short of a major expansion. They also have plans for how and where future expansion will be provided.

The water and sanitary districts, however, do not have ample capacity or definitive plans for expansion. Therefore, it is these facilities on which I shall address this report. Noting the map, we see that the district is served by three water storage tanks, Alto, with 3,000,000 gallons, Strawberry, 1,500,000 gallons, and Tiburon, Predominantly, the area is directly serviced by the Strawberry tank, and the Alto tank is the main service distribution point for this southern Marin area. Alto receives water from southern Marin's only water supply, the Tamalpais watershed. This watershed consists of five lakes on Mount Tamalpais, which receive water solely from rainfall. The total holding capacity of the system is 50,000 acre feet. The district presently accepts an engineering estimate of 26,000 acre feet per year as a usage rate. The current usage rate, however is running at slightly more than 30,000 acre feet per year, or a 15% overrun.

Although the system has been operated at 'over capacity' in the past, catch-up capacity has been implemented in time to avoid any real problems. The system is presently operating over capacity, with no plan for expansion ready for adoption by the public. It is hoped that an expansion plan will be ready to submit to the public in the upcoming November election.

The county water board has recently passed a restraining ordinance to halt any further connections to this water supply, which incorporates a stiff variance procedure. They expect to present a permanent proposal regarding future hookups, but it is felt that these will be few until future capacity is assured by both a program and public financing.

The feeling is that 13,000 acre feet per year, or a 50% increase, will need to be added to the system in order to meet the county plan by 1980. There are two possibilities for expansion; the first is that the northern Marin water project (ultimately tied in with the Russian River project). Forms of this proposal were voted down by the county in 1971 and 1972.

The second avenue for expansion is the Walker Creek watershed proposal in northern Marin. At best, neither of these projects would go on stream until the middle or late 70's, and the board's thinking seems to be for immediate curtailment of increased

services until an expansion project is defined, voted in, and implemented.

The sanitary districts, as seen on the map to be mostly comprised of the Richardson Bay Sanitary District, are similar to the water district in that they are operating at or near maximum capacity, with no definitive plans for expansion.

Note that most of the sewage flow in both the Ricardo and Salt Works watersheds flows or is pumped to the Ricardo Road pumping station, then on to the Sausalito Sewage Treatment Plant, for treatment and ultimate disposal into the bay. The Richardson Bay Sanitary District has a contractual agreement to pump a maximum of 1,500,000 gallons per day, (dry weather), to the Sausalito plant for disposal. The RBSD is presently at this capacity, and frequently is forced to by-pass in rainy weather. The Sanitary District also owns its own sewage treatment plant called the Trestle Glen Plant, located in Tiburon. Although this plant operates at only about one-third capacity, it cannot comply with the discharge criteria of the state water quality board, and is not likely to be allowed future capacity.

Although the system might be expanded by such means as holding tanks, discharging to Sausalito during off-peak hours, or by increased usage of the Trestle Glen plant, the RBSD is not free to do this at the present time. All plans are essentially at a standstill, waiting the definition and implementation of a county-wide sewage treatment plan, calling for collection and flow northward to new treatment facilities.

While this study, proposal, and ultimate voter approval or disapproval is being awaited, most district expansion plans are necessarily tabled. If the county sewage treatment plan is adopted, expansion would follow this plan.

In addressing the issue of planned population expansion, or non-expansion, our committee is of the opinion that no plan can be offered to direct either the Water District or the Sanitary District, and, therefore, no estimate can be made with regard to expansion.

We feel that, at a maximum, the population could be expanded in compliance with the county plan, and that, presently, no expansion appears to be imminently feasible. At best, future capacity seems to be slated for the middle to late seventies, with limited growth allowed in the interim.

MEMBERS OF PUBLIC FACILITIES COMMITTEE:

John M. Long, Chairman
Doug de La Fontaine, President, Richardson Bay
Sanitary District
John Radovich, Member, Richardson Bay Sanitary
District.

MARIN COUNTY BOARD OF SUPERVISORS

RESOLUTION NO. 85-149

A RESOLUTION OF THE MARIN COUNTY BOARD OF SUPERVISORS
AMENDING THE STRAWBERRY COMMUNITY PLAN

WHEREAS, the Marin County Board of Supervisors adopted the Strawberry Community Plan ("Plan") on August 27, 1974, and

WHEREAS, Policy 3, page 24 of the Plan reads:

"Small commercial uses have developed on previously residential parcels along the U.S. 101 frontage road in the East Alto Area. To the extent that these commercial uses serve the Alto and Eagle Rock neighborhoods, they are desirable uses. Recently, however, application has been made for a major commercial facility (furniture store) which would have a major impact on traffic and enlarge the scale of development substantially. Further expansion of other than neighborhood commercial uses should be prohibited."

WHEREAS, the applicant for the Amterra Court Master Plan has applied for an amendment to the Plan to amend the above quoted policy language, and

WHEREAS, on March 25, 1985 the Planning Commission held a duly noticed public hearing on said amendment and recommended its approval, and

WHEREAS, on April 23, 1985 the Marin County Board of Supervisors held a duly noticed public hearing on said amendment, and

WHEREAS, based upon the findings of the Initial Study of Environmental Impact, the staff report and the public testimony received this date, the Board of Supervisors finds and declares:

1. Since the adoption of the Strawberry Community Plan, the character of the parcels fronting on Redwood Highway Frontage Road in East Alto has changed. Many of the parcels have undergone redevelopment from residential to commercial or from low intensity commercial to higher intensity commercial use.
2. The location of Assessor's Parcel #34-062-02 (10 Thomas Drive), in close proximity to U.S. 101, subjects the parcel to above-standard noise levels for single family residential use.
3. Office use of Assessor's Parcel #34-062-02 and 08 is preferable to retail commercial use.

NOW, THEREFORE, BE IT RESOLVED that the Marin County Board of Supervisors hereby amends the Strawberry Community Plan as follows:

1. Amend the Land Use Map of the Strawberry Community Plan to designate Assessor's Parcel #34-062-02 and 08 as "Professional."

2. Amend Policy 3, page 24 of the Strawberry Community Plan to read as follows:

"Small commercial uses have developed on previously residential parcels along the Redwood Highway Frontage Road in the East Alto Area. To the extent that these commercial uses serve the Alto and Eagle Rock neighborhoods, they are desirable uses. Professional office uses are appropriate on parcels bordering the Redwood Highway Frontage Road provided they are found acceptable through the Master Plan process. The critical factors to be evaluated in reviewing office or commercial uses are: traffic generation, noise, visual appearance and quality of housing stock provided."

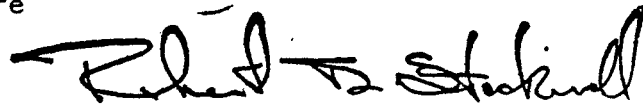
It is the desire of the community to maintain a balance and harmony in housing types and affordability in Strawberry. Any proposal that includes the elimination of existing housing units should include a relocation or replacement program if feasible. The removal of an existing residential use should include the replacement of that unit or units in like kind. All reasonable attempts should be made to replace or relocate comparable housing, which may include creating a duplex, a second unit in existing residences or development of other multi-family attached units as allowed by zoning.

PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of Marin, State of California, on the 23rd day of April, 1985, by the following vote to-wit:

AYES: Supervisors: Al Aramburu, Gary Giacomini, Harold C. Brown, Robert B. Stockwell

NOES: Supervisors: -

ABSENT: Supervisors: Bob Roumiguère



CHAIRMAN OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF MARIN

ATTEST:



Van Gillespie
Clerk of the Board