



POINT REYES STATION

COMMUNITY PLAN

2001

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PREFACE

The Point Reyes Station Community Plan is a guide for future planning decisions in Point Reyes Station. It has been prepared based on the conditions, issues and values prevailing locally, as determined by the community. The Plan reflects the desire of the community to sustain the traditional character of Point Reyes Station as the commercial hub for rural West Marin and as a place of full-time residence for people preferring a predominantly rural life style. This community character is under increasing pressure from tourism and rapidly rising land prices.

The Point Reyes Station Community Plan was first adopted in 1976 and amended in 1986. Significant changes have occurred since then, some resulting in a revitalized, socially more diverse community providing a stronger economic base, others hastening the trend for the village to become a major tourist attraction in its own right. To name some of the changes since 1986:

The 248-acre Martinelli property at the northern end of the Planning Area is now part of the Golden Gate National Recreation Area. The “Dance Palace” community center was built and has become a cultural hub for West Marin. Bed and Breakfast establishments (B & B's) have proliferated as a new local business opportunity, attracting an additional stream of visitors and traffic. New stores, restaurants and professional offices have been added downtown, and the long vacant haybarn and historic livery stable have been replaced with two office and retail buildings, serving as new commercial landmarks. Much of the buildable land on the Mesa has been subdivided and built out. Walnut Place was built, providing 25 affordable rental units for seniors. Local medical clinics formed an alliance, first with practices in Bolinas and Stinson Beach, then with Kaiser Permanente Medical Center. The public library, once housed in a railroad car and later at Fourth Street, has moved into spacious new quarters in the Creamery Building. Agriculture in the surrounding area has started to diversify with the addition of small-scale organic farming and vineyards. The production of regional food products is on the rise and a seasonal farmers market for local producers has been started in downtown Point Reyes Station.

These and other changes call for a new look at the Community Plan. The current revision was initiated in early 1996 by local residents who formed the Point Reyes Station Community Plan Update Committee under the auspices of the Point Reyes Station Village Association. The Update Committee held monthly meetings to discuss community issues, culminating in the Community Workshop on November 16, 1996 in the Red Barn. The primary goals agreed upon in the Community Workshop are summarized under the heading “Community Goals” below.

Following the Community Workshop, the Update Committee continued its monthly meetings to assist in the preparation of the revised Community Plan. Valuable expertise, leadership and logistical support have been provided by representatives of the Marin County Community Development Agency - Planning Division. The Plan revision process includes the involvement of the entire community, obtaining local community input, collection and dissemination of information, and public participation in the discussion of issues. The process of completing the revised Community Plan and its eventual adoption by the Board of Supervisors includes the following steps:

1. Review of Preliminary Draft by the Community
2. Preparation of Revised Draft to reflect Community comments
3. Public hearings before the Planning Commission and the Board of Supervisors
4. Adoption of the Revised Community Plan.

I. INTRODUCTION

A. **PURPOSE AND LEGAL BASES OF THE COMMUNITY PLAN**

The California Government Code requires each local planning agency, such as the County of Marin, to adopt a comprehensive, long-term general plan for the physical development of the area over which it has jurisdiction. The local planning agency may elect to prepare community plans, based on public participation and specific local conditions and goals, for individual communities within the general plan boundaries. Future planning decisions can then be based on both the general plan and the community-specific plan.

The Marin Countywide Plan, adopted in 1973 and last amended in 1994, is the general plan adopted by Marin County. It divides Marin into three environmental corridors, the City-Centered Corridor, the Inland Rural Corridor, and the Coastal Recreation Corridor. For each corridor, special development standards are established. The Point Reyes Station Planning Area is located in the "Coastal Recreation Corridor." Countywide Plan policies for the Coastal Recreation Corridor emphasize open space, recreation and agricultural land uses along with the preservation of existing coastal communities. The Countywide Plan, together with the Point Reyes Station Community Plan, contains the policies that guide future planning decisions in Point Reyes Station. The Point Reyes Station Community Plan is consistent with the Countywide Plan.

The Point Reyes Station Community Plan of 1976 and the amended Point Reyes Station Community Plan of 1986 were adopted in accordance with the Countywide Plan. Each version was intended as an action oriented program, stating community goals, objectives, and policies relative to the current and foreseeable future planning and land use issues facing the community of Point Reyes Station in the next 5 - 10 years. The revised Community Plan of 1999 also is intended as a planning guide for the present and the near future, and should be periodically reviewed in light of changing conditions, goals and objectives. Amendments should be made judiciously, in full cognizance of the background of policies set in earlier versions of the Plan.

Marin County Development Code (Title 22). The Marin County Development Code consists of Title 22 of the Marin County Code, and contains the County's zoning and subdivision regulations. These provisions comprise most of the County's requirements for the development and use of private and public land, buildings and structures within the County. Additional requirements for building construction and other aspects of development and land use can be found in other Titles of the County Code.

The County of Marin uses this Development Code (Title 22) as the primary tool to carry out the goals, objectives, and policies of the Marin Countywide Plan and applicable community and specific plans. The Marin County Community Development Agency handles enforcement of the Marin County Code. The Agency will investigate and pursue resolution of enforcement matters brought to its attention through a confidential complaint process.

B. RELATION TO THE MARIN COUNTY LOCAL COASTAL PROGRAM

The California Coastal Act of 1976 established a statewide coastal management program for areas along the coast that fall into a defined "Coastal Zone." The Point Reyes Station Planning Area is located entirely within the Coastal Zone and is subject to the Coastal Act. The main goals of the Coastal Act are to protect and conserve coastal resources of the state and to maximize their use and enjoyment by the public. These goals are implemented by the Marin County Local Coastal Program Unit 2 which was approved in 1981. The Local Coastal Program, like the Countywide Plan, contains a set of goals, objectives and policies to guide development within the "Coastal Zone." The Local Coastal Program takes precedence over all local policies and zoning. The Point Reyes Station Community Plan, therefore, must be consistent with the Local Coastal Program in order to be valid. In addition, certain kinds of development projects in the community are subject to Coastal Permit approval.

Under the Local Coastal Program, all development projects in the Coastal Zone are divided into four categories: (1) projects exempt from Coastal Permit approval, (2) projects categorically excluded from Coastal Permit approval, (3) projects requiring Coastal Permit approval from the California Coastal Commission, and (4) projects requiring Coastal Permit approval from the County of Marin.

The category of projects requiring Coastal Permit approval from the County of Marin is further divided into two categories: (1) public hearing Coastal Permits, and (2) non-hearing or administrative Coastal Permits. It is the responsibility of the County of Marin to determine, based upon established development standards contained in the Marin County Code, whether Coastal Permit approval is required for a project and, if so, the type of approval required.

C. DEFINITION OF PLANNING AREA

The boundary of the Point Reyes Station Planning Area is shown on the Zoning Map, Appendix A. The boundary of the Point Reyes Station Historic Area is shown on the Historic Area Map, Appendix B.

D. COMMUNITY GOALS

The participants (well over 100 people) at the community workshop held on November 16, 1996 were most interested in the following issues:

- Preservation of the small town, working town character of Point Reyes Station.
- Management of tourism (balance of local concerns with visitor needs).
- Creation of additional affordable housing.
- Increasing community awareness and participation in planning and development matters.

The community meeting regarding the future of the Grandi Building, held on January 13, 1998, showed overwhelming community support for historic preservation of the Grandi Building, one of the landmarks of the historic downtown area.

Activities of the Tomales Bay Association, Environmental Action Committee, Waste Free 2000, Waste Watch, and the West Marin “Waste Brigade” attest to community-wide support for protection of the environment and for sustainable living.

Based on these current expressions of the community’s goals, as well as the goals and objectives embodied in the Community Plans of 1976 and 1986, the revised Community Plan of 1999 reflects the following, primary goals:

PRIMARY GOALS

1. PRESERVE THE VIABILITY OF POINT REYES STATION AS A SMALL RURAL, WORKING TOWN.*
2. PRESERVE THE TOWN’S HISTORIC AND OTHER SEASONED BUILDINGS AND ITS UNPRETENTIOUS, RURAL APPEARANCE.
3. CAREFULLY MANAGE THE IMPACTS OF TOURISM ON THE VISUAL CHARACTER OF THE HISTORIC DOWNTOWN DISTRICT.
4. MINIMIZE THE IMPACTS OF TOURISM ON THE EVERYDAY ACTIVITIES OF THE LOCAL POPULATION.
5. CREATE ADDITIONAL AFFORDABLE HOUSING FOR PEOPLE EMPLOYED LOCALLY.
6. PROTECT LAGUNITAS AND TOMASINI CREEKS AND OTHER ELEMENTS OF THE TOMALES BAY ECOSYSTEM.
7. PROMOTE ORGANIC AGRICULTURE AND SUSTAINABLE LIVING.
8. INCREASE COMMUNITY AWARENESS AND PARTICIPATION IN PLANNING AND DEVELOPMENT MATTERS.

*Not a predominantly retirement, vacation or tourist location

E. SUMMARY OF PROPOSED CHANGES FROM 1986 COMMUNITY PLAN

- Plan has been reworded in its entirety
- Reinforces and strengthens policies encouraging resident-serving businesses downtown and adds more specific development standards for commercial buildings and businesses
- Deletes outdated recommendation of town sewer
- Provides objectives and policies for residential development
- Clarifies that second units are limited to 750 square feet
- Introduces landscaping guide

F. COMMUNITY PARTICIPATION IN MARIN COUNTY'S DEVELOPMENT REVIEW PROCESS

The Point Reyes Station Village Association was established by a group of local residents in 1984 as a local forum for considering land use proposals and to provide feedback to the County. The Community Development Agency has a long-standing practice of referring applications for discretionary land use permits to the Village Association for review and comment on an advisory basis. This type of consultation between County staff and community advisory groups is a normal step in the County's development review process. While the recommendations of the Village Association and other advisory groups are considered carefully, along with input from other interested agencies, organizations, and individuals, they are not treated as substitutes or mandates for the County's decisions on permit applications within the Point Reyes Station Planning Area.

The County's development review process is intended to be open to all interested parties. In this regard, the Community Development Agency suggests that applicants work with County staff, the Village Association, and other affected agencies and residents to identify issues and concerns that may arise from a development project and attempt to resolve them through mutually agreeable solutions. This type of collaborative approach is not slanted toward the interests of a single group or individual, but rather is inclusive of a broad range of opinions and points of view.

Although consensus on a development project cannot always be reached, the County gives equal attention to the opinions and points of view expressed by everyone involved, and will ultimately endeavor to make land use decisions that accomplish a reasonable balance between private property rights and the public interest as articulated through the Point Reyes Station Community Plan and other land use policies and standards that apply to the Point Reyes Station Community.

G. DEFINITIONS

This Community Plan uses the following terms to organize the material in each Chapter:

Goal. A goal is a general expression of community values. It is not quantifiable or time-dependent. The Community Plan has goals that express the community's desires concerning: preservation of community character and architectural heritage; commercial land use; housing development; and conservation of natural resources.

Objective. An objective is a statement of a desired achievement that is to be carried out through the policies and corresponding programs.

Policy. A policy is a specific statement to guide decision-making. It indicates a commitment to action. The strength of commitment is expressed through the use of the words "shall" or "should." "Shall" indicates a strong commitment to action and an unequivocal directive. "Should" expresses a less rigid directive. The use of the word "should" may indicate a need to balance the policy with other complementary or countervailing policies or may indicate a situation which requires cooperative action on the part of several governmental or private agencies where the County is not fully in control of the outcome.

Program. A program is a specific action, procedure, or technique used to carry out a general plan policy. In the Community Plan, programs directly follow the policies that they implement.

H. ORGANIZATION, INTERPRETATION, AND IMPLEMENTATION

The Community Plan is divided into five Chapters. Chapters III, IV, and V are further subdivided into several subject areas, each containing an introductory text under the heading "Background" and a set of "Objectives, Policies and Programs." Regardless of these internal divisions and headings, which are for descriptive purposes only, the objectives, policies and programs set forth in this Community Plan are cumulative and the Plan should be reviewed in its entirety to determine the policies and programs applicable to a particular planning or development matter. In addition, the introductory text under the heading "Background" is intended to supplement and guide the interpretation of the objectives, policies and programs applicable to any particular issue.

Plan policies are implemented in a variety of ways. The Plan is an informational document that may be used by community members and project sponsors for information and guidance. The Plan may also be used by community members as a basis to comment on proposed projects. The Community Development Agency staff will use the Plan when analyzing development projects and findings must be made that the proposed project is consistent with the policies in the Plan.

II. HISTORY

A. PREHISTORY

The location of Point Reyes Station is a traditional home of the Coast Miwok Indians. They are among at least four groups known as Miwok (“people”) in California. The local tribe was reportedly composed of up to 15 independent groups of up to 200 people each. The Coast Miwok occupied a region comprising all of today’s Marin County and much of southern Sonoma County, an area in which archeologists and ethnographers have identified more than 600 village sites. Most of the settlements were located in drainages near a salt water bay, where much food could be found. Many local names, including Olema and Bolinas, are believed to be derived from Miwok dialect.

The Coast Miwok subsisted as hunters and gatherers in an environment teeming with game, birds, fish, shellfish, nuts, fruits and vegetables. The temperate weather allowed the inhabitants to occupy permanent villages such as *Olema-loke*.

At least two parties of European explorers had contact with the Coast Miwok in the 16th century: Francis Drake in 1579 and Sebastian Rodriguez Cermeno in 1595. Two hundred years later Spanish Lieutenant Don Felipe de Goycoechea traveled through the Olema Valley in 1793 and noted “a wonderment of various settlements along the [Tomales] Bay shore”; he recommended the Olema-Point Reyes Station area as a fine location for a mission or establishment. This never occurred, but the founding of the *asistencia* and later mission at San Rafael in 1817 sped the loss of Miwok culture in the Point Reyes area. Upon secularization of the missions in 1833, survivors filtered back to their native lands only to be locked out by new Mexican landowners, some of whom employed the Indians in European-style pursuits. Today, many Coast Miwok descendents live in the Tomales Bay area and Sonoma County.

B. HISTORY OF POINT REYES STATION

Point Reyes Station is located in the southwestern corner of the vast Rancho Nicasio, granted by the Mexican governor in 1845 to Pablo de la Guerra and Juan Cooper. This corner of the grant then passed to Jasper O’Farrell, and again in 1851 to James Black, whose family continued to own land in the area for more than a century. In 1873 the rolling hills and level mesa of land at the head of Tomales Bay was a dairy ranch, rented from landowner Mary Black Burdell by Marin County Sheriff James Stocker.

The North Pacific Coast Railroad, on the urging of director James McMillan Shafter (who owned almost the entire Point Reyes Peninsula), constructed its tracks through the area in 1874; the train would run from Sausalito to the Russian River area where timber could be transported to market. Shafter’s dairy interests would benefit as well. He and his brother controlled the largest and most productive dairy ranch in the state, located on the Point Reyes Peninsula. At the time of construction, the tracks left the banks of Lagunitas Creek and curved through the lowlands of Stocker’s pasture, then headed northwest up the shoreline of Tomales Bay.

As historian Jack Mason wrote, “The town's birth can be pinpointed: January 7, 1875, the day the first train came through on its way to Tomales.” The first passengers departed the train at a platform

and found their way to Olema, two miles south and the only town in the vicinity. Soon the railroad built a depot, and Mrs. Burdell's husband Galen constructed a hotel and saloon.

Galen Burdell received 950 acres surrounding the depot from his wife as a present, and he controlled the growth of the town until his death in 1906. The new town had as its pattern the right-of-way controlled by the railroad. Town fathers built a school up the hill in 1879, and a post office was established in 1882. As the town grew, its name changed several times: Olema Station, Burdell's, Marin and Point Reyes. On August 10, 1891, the Federal government finalized the name of the post office: Point Reyes Station. The school moved to larger quarters closer to town in 1905, and the first town tract map was filed in 1908.

A. P. Whitney and Co. opened a mercantile on the main street in 1883, which was taken over by merchants Salvatore Grandi and Wilford Darneal in 1887. Grandi soon became the sole proprietor and his store remained the dominant commercial force in town for decades. He was challenged in 1898 when Pietro Scilacci, a Grandi Company clerk, opened a larger store down the street, naming it the Point Reyes Emporium. The rivalry lasted for almost 50 years: Scilacci won, as his Palace Market (as the Emporium was renamed in the 1930s) survives as the only substantial grocery store in town.

These stores served many needs, selling food, hardware, clothing, agricultural implements, feed, conveyances and other items. Numerous other businesses opened around the turn of the century, such as a bank, sample room, and blacksmith shop, but the railroad dominated the scene. Daily trains brought visitors, salesmen and workers, and hauled out dairy products, fish and lumber from the north.

A depot with a telegraph office handled passengers and freight, while a section house, turntable, water and oil tanks, and stock pens occupied the railroad property which stretched beyond both ends of town. New owners renamed the line the North Shore Railroad in 1902, and the company was reorganized as the Northwestern Pacific in 1907. Between 1906 and 1920 a number of improvements were undertaken, such as a new downtown depot and a large engine house on the north end.

The railroad ended service in 1933, shortly after two modern highways to West Marin were built, one a state highway (today's Highway 1) and the other named Sir Francis Drake Highway at the suggestion of local merchant Wilford Scilacci.

The growth of the dairy industry contributed directly to the growth of Point Reyes Station. In 1914, a consortium of local dairymen formed the Point Reyes Cooperative Creamery and erected a processing plant on Mesa Road which produced butter, cheese and other dairy byproducts. Also that year, the Foresters of America built a substantial meeting house, and a small Catholic church was built. The following year the Grandi family rebuilt its store which had been destroyed in the earthquake of 1906, this time as a looming, two-story edifice with hotel, ballroom, restaurant and numerous outbuildings on an entire town lot. The Cheda family opened an auto dealership and repair facility, now the oldest AAA contract station in the nation. The main street took on the look of a thriving western town served by railroad.

The Depression affected the economy of Point Reyes Station, as it did the rest of the country, and brought in an era of humbleness which lasted into the 1960s. A major event was the loss of the railroad in 1933, as the Northwestern Pacific cut back its routes. Businesses struggled through the hard times, even the seemingly invincible West Marin dairy industry. World War II practically

emptied the town of its young men, but brought hundreds of men engaged in military defense activities to the surrounding coast.

At the war's end, local merchant Waldo Giacomini bought the tiny 50-cow Fillippini dairy on the east edge of town and transformed it into one of the largest dairy ranches in the area, creating feed and grazing lands by reclaiming much of the head of Tomales Bay through a system of levees. By 1970, the milking herd numbered over 300, and today the modern dairy milks about 450 cows daily.

The Grandi Hotel and many of its associated businesses folded in the 1950s, but a small shopping center brought new business to the north end of town. By this time a local newspaper, *The Baywood Press*, covered local events; today it is the *Point Reyes Light*. Modest grocery stores, restaurants, bakeries and gift shops made an imprint during the 1960s, as the establishment of Point Reyes National Seashore brought a new breed of visitors beginning in 1963. At this time, West Marin boosters promoted state plans for new highways to the area, with large developments planned for many ranches in the vicinity. The creation of the Golden Gate National Recreation Area in 1972 and a new wave of environmental activism leading to restrictive county zoning held the large development plans at bay.

The 1970s brought an influx of young families and retirees, mostly from urban areas, and tourists attracted to Point Reyes National Seashore and other local parks. Most of the home building of the last two decades occurred on the Point Reyes Mesa and east of Highway 1, north of town. Coast Guard housing, Campolindo Estates, Los Reyes, and the Ecumenical housing project were planned subdivisions, while numerous new single-family homes were built along Mesa and Cypress Roads, McDonald Lane and Viento/Knob Hill. No new houses have been built downtown.

In the business district of Point Reyes Station, the 1970s saw the beginnings of the transformation towards a tourist economy. The Grandi building closed under county orders for need of code upgrades, causing the Post Office to move to the old train station and Building Supply to its new building. The Bank of America opened a new bank, slowed by an arson attack which destroyed the first new building and spurred a redesign more sensitive to the western character of the town. Toby's Feed Barn moved to the old Diamond Match building and attracted a wider clientele. Small shops appeared, including a book store and a natural foods store. A group of young arrivals opened a thriving community center they called The Dance Palace in the vacant old Palace Market building.

The 1980s brought new building on the back streets of town, including a new firehouse, storage facility, the Farm Bureau/MALT building, the sweat equity housing project, a senior housing facility called Walnut Place, and an apartment building uphill from the creamery. Remodeling and changing uses occurred with greater frequency, including dividing the Old Creamery Building into varied commercial spaces, remodeling the Palace Market, turning the Sandcastle (Forester's Hall) into a private residence, and moving the Station House Café. Bed & Breakfasts and galleries began a trend which continues to this day. Trees were planted on Main Street, and the 248-acre Martinelli Ranch just north of town was purchased as parkland by the Federal government, saving that land from a planned subdivision.

In the 1990s, the new Dance Palace and preschool, medical clinic and social services building brought a new look to the northern commercial area. Downtown, the Point Reyes Emporium and old Cheda buildings were rehabilitated, the old Toby's haybarn was remodeled into modern commercial and office spaces, and the old Scilacci livery stable was razed and rebuilt as commercial space in a style matching the original. Galleries, cafes and bakeries, Bed & Breakfasts and visitor bureaus continued to appear in and around town. With the closure of the Giacomini dairy and phaseout of ranching in

the surrounding park lands in upcoming years, Point Reyes Station will surely continue its progression towards a tourist and home-office economy, a transition that began with the coming of parklands and changing demographics of the 1960s and 1970s.

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III. COMMUNITY DEVELOPMENT AND LAND USE

A. DESCRIPTION OF PLANNING AREA AND PERMITTED LAND USES

1. Background

The purpose of this section of the Community Plan is to define the geographic boundary of the Planning Area, to describe the land uses that are permitted in the Planning Area, and to establish policies intended to preserve the rural character of the community.

The Point Reyes Station Planning Area encompasses approximately 1,500 acres. The Planning Area boundary was drawn in the 1970s to establish a stable boundary between the area in which the existing community of Point Reyes Station could expand and the surrounding federal parklands and lands zoned for agriculture. While the boundary has remained essentially unchanged, the area available for future development has been considerably reduced through the Golden Gate National Recreational Area's (GGNRA) acquisition of the 248-acre Martinelli property and other parcels. The revised Community Plan does not recommend any change in the boundary as currently drawn (see Appendix A).

The heart of the Point Reyes Station Planning Area is the historic downtown area, which is characterized by small lots and a variety of large and small, old and new commercial buildings, closely adjoined by vintage residences. The continued co-existence of residential uses next to commercial and public uses in the downtown area is a major goal of the Community Plan.

While the downtown area should remain the primary focus of future planning efforts, the revised Community Plan takes into account that the continuing growth of residential development in other sections of the Planning Area is changing both the physical landscape and the social character of the community. For this reason, the revised Community Plan adds policies and development standards to govern future residential development in all portions of the Planning Area.

To this day, the Planning Area includes two large, agriculturally used parcels, the Giacomini Ranch and the Martinelli Ranch. The GGNRA has acquired the Giacomini Ranch, currently a dairy operation with 450 cows, and is planning to restore it to tidal marshlands. The Martinelli Ranch was acquired by the GGNRA in 1987 but is leased back to the former owners as grazing land for livestock. The remaining acreage in the Planning Area has been zoned for mixed agricultural-residential, multiple residential, or village commercial-residential uses in densities that limit agriculture to small-scale or secondary activities.

Table 1 below shows the distribution of existing land use designations (July, 1998) within the Point Reyes Station Planning Area:

TABLE 1 - Distribution of Existing Land Use Zoning Districts *

Zoning		Acreage
C-OA	Open Space	130 Acres
C-APZ-60	60-Acre agricultural production	347 Acres
C-ARP-5	5-Acre agricultural-residential planned	59 Acres
C-ARP-3	3-Acre agricultural-residential planned	190 Acres
C-ARP-2	2-Acre agricultural-residential planned	48 Acres
C-ARP-1.93	1.93-Acre agricultural residential planned	4 Acres
C-ARP-1	1-Acre agricultural-residential planned	187 Acres
C-RA:B3	20,000 square feet residential lots	149 Acres
C-RA:B2	10,000 square feet residential lots	16 Acres
C-RMP-1	1-Acre residential multiple planned	34 Acres
C-RMP-6.5	6.5 units/acre residential multiple planned	6 Acres
C-RMP-8	8 units/acre residential multiple planned	.54 Acres
C-VCR:B2	10,000 square feet village, commercial-residential	39 Acres
C-VCR	7,500 square feet village, commercial-residential	.23 Acres
C-RMPC	Residential multiple planned commercial	290 Acres
Total Acreage		1,500

**Notes: This table shows the existing zoning districts, not actual land uses. The land zoned C-APZ-60 has been acquired by the GGNRA and is proposed for wetlands restoration. The C-RMPC district includes the 248-acre Martinelli Ranch now owned by the GGNRA, which is recommended to be rezoned to C-OA.*

2. Planning Area Description and Land Uses – Objectives, Policies and Programs

OBJECTIVE PA-1.0 TO ESTABLISH THE GEOGRAPHIC BOUNDARY OF THE POINT REYES STATION PLANNING AREA.

Policy PA-1.1 **Planning Area Map.** Future development of Point Reyes Station shall be contained in the Planning Area boundary as shown on Appendix A.

OBJECTIVE PA-2.0 TO ENHANCE THE DOWNTOWN AREA.

Policy PA-2.1 **Boundary of Downtown Area.** The term “Downtown Area” means the area that is shown on Appendix B as the “Historic Area.”

Policy PA-2.2 **Downtown Commercial Core.** Commercial development and uses, alongside light industrial, public and residential uses, shall remain centered in the Downtown Area, for the dual purpose of enhancing the town’s vitality as a commercial and civic center and to prevent commercial strip or sprawl development along Highway 1.

- Policy PA-2.3** **Maintain Zoning in the Downtown Area.** The County should maintain both the Village Commercial Residential zoning district (C-VCR) and the Residential Agricultural zoning district (C-RA:B2) in the downtown area.
- Policy PA-2.4** **Residential Character in Downtown Area.** Conversion of residential to commercial uses in the Downtown Area is discouraged. If conversion of a residence to commercial uses is allowed under the provisions of the applicable zoning code, the architectural style of the home should be preserved.
- OBJECTIVE PA-3.0 TO PRESERVE THE RURAL CHARACTER OF THE COMMUNITY.
- Policy PA-3.1** **Agriculture and Other Home Based Occupations.** Encourage small-scale agriculture and agriculture-related land uses, home occupations and cottage industries throughout the Planning Area.
- Policy PA-3.2** **Mixed Land Uses in Downtown Area.** Preserve and encourage the existing mixed land use pattern of residential, commercial, light industrial and public uses in the Downtown Area. Additional residential land use in this area is encouraged; conversion of residential to commercial use is discouraged.
- Policy PA-3.3** **Tourism.** A rapid increase in the amount of visitor-oriented business would disrupt the existing pattern of the community and is not encouraged. A reasonable balance shall be maintained between the needs of visitors and local residents. Any existing County programs for the promotion of tourism in West Marin shall be reviewed by the County Community Development Agency Director for consistency with the Local Coastal Program and the Community Plan and shall be modified, if necessary, to avoid overburdening of existing parking and sewage disposal facilities and disruption of the existing pattern of the community.
- Policy PA-3.4** **Film Making.** Use of the public streets and facilities of Point Reyes Station as a backdrop for commercial film making may be permitted only subject to reasonable safeguards against traffic disruption, intrusive noise and lights, and other encroachments on the every-day activities of local residents. Any existing County programs for the promotion of film making in Point Reyes Station shall be reviewed for consistency with the Community Plan and these programs shall be modified if determined to be inconsistent with the Plan. The County should consider the establishment of a permit procedure for film making which takes into consideration input from the local community.
- Policy PA-3.5** **Diversity in Lot Sizes and Building Densities.** Encourage diversity in lot sizes and building densities in the Planning Area as a whole and within each zoning district (subject to the district’s minimum lot size requirements).
- Policy PA-3.6** **Affordable Housing.** Encourage development of additional affordable housing for persons employed locally.

Policy PA-3.7 **Compatible Design.** New commercial or residential construction shall be compatible in scale (bulk and height), style and social character with the existing visual character of the community.

Policy PA-3.8 **Rural Improvement Standards.** Improvements such as roads, driveways, parking areas and residential and commercial lighting should be compatible with the rural environment. For example, the use of gravel instead of asphalt as cover for parking areas is encouraged. Outdoor lighting shall serve the safety of ingress and egress but shall not detract from the enjoyment of the natural nightscape.

Program PA-3.8a Adopt New Rural Standards. The County should adopt specific Countywide standards for low-density areas (such as Point Reyes Station) that would minimize the physical improvements required.

Policy PA-3.9 **Landscaping.** Landscaping proposals should be evaluated carefully in terms of the long-range effect on the natural and built environment of the immediate neighborhood, especially in the Downtown Area, and on the Planning Area as a whole. The requirement of wind breaks shall be discontinued and the effect of any proposed wind breaks (at maturity) on sunlight, coastal views, and traffic safety (visibility) taken into account. New wind breaks along Highway 1 should be prohibited to preserve coastal views. The Point Reyes Station Landscaping Guide (Appendix K) should be used for information and as a guide.

Policy PA-3.10 **Antennae.** The placement of radio or cellular antennae or other telecommunication facilities (including supporting poles or towers) in the Coastal Recreation Corridor should be governed by the Marin County Telecommunications Facilities Policy Plan and by project-specific standards for protection of visual resources of the coastal landscape, including its villages such as Point Reyes Station. Any proposed new facility or modification of an existing telecommunications facility shall require Design Review and shall be evaluated against the goals contained in the Countywide Plan for Local Coastal Program Unit 2, including preservation and enhancement of the community’s visual character for the enjoyment of the permanent population and for visitors to the area.

OBJECTIVE PA-4.0 TO ESTABLISH A WATERSHED BASED PLANNING EFFORT IN THE TOMALES BAY WATERSHED.

Policy PA-4.1 Watershed Based Planning. The County shall work with community members, the National Park Service, and other interested agencies and community groups to develop a watershed based planning document that addresses regional issues.

B. COMMERCIAL LAND USE

1. Background

Commercial District. Point Reyes Station enjoys a well-defined downtown commercial area, which is complimented by a number of vintage and architecturally pleasing structures. Many of the older buildings have been brought up to date, refurbished and expanded or, in the case of the old Livery Stable and Hay Barn, replaced by entirely new structures accommodating current needs. The number and diversity of retail and professional services currently being offered downtown attest to the health of the business district and growing demand by an increased, more diverse local population.

Zoning. The revised Community Plan supports the current zoning, which concentrates commercial activity and buildings in the Downtown Area. Only less intensive businesses such as home offices, cottage industries, B&B's and small agriculture-related commercial activities are permitted in other parts of the Planning Area. Since a number of commercially zoned parcels in the Downtown Area are undeveloped or under-utilized, there is no foreseeable need to expand the commercial district.

Preference for Local Serving Businesses. Park visitors and other tourists - an estimated 2.0 to 2.5 million per year - contribute much to the area's economy; however, the sheer number of visitors can overwhelm the small town, particularly on weekends. The community is concerned about the cumulative effect of tourism on the simple, rural quality of Point Reyes Station that is enjoyed by residents and visitors alike. This concern is separate from traffic, parking and sewage disposal issues. While problems in those areas increase as the number of visitors increases, they are capable of mitigation or solution; the loss of community character would be irreversible. Accordingly, the Community Plan expresses a clear preference for businesses that provide essential services to the coast visitor, such as restaurants, overnight accommodations and bike rentals. Businesses that would create special attractions for visitors or promote recreational shopping are discouraged.

Parking. Due to the historic configuration of lots and buildings in the Downtown Area, many of the older commercial buildings have no off-street parking facilities for customers and employees. The businesses conducted in these buildings rely on on-street parking spaces and unimproved lands within the Downtown Area for their parking needs. Under the County's Parking Ordinance (Title 24 of the Marin County Code), new commercial uses and structures are required to provide off-street parking commensurate with the type of use. The number of parking spaces required is determined by the Department of Public Works in accordance with numerical standards and other provisions set forth in the Ordinance. If particular circumstances justify an exception, Title 24 permits an increase or decrease in the required amount of parking through Design Review. Accordingly, in practice, the off-street parking requirements for new businesses have been determined on a case-by-case basis, taking into account the various site constraints, availability of on-street parking, and other factors. This

practice is typical for older communities such as Point Reyes Station where new commercial development takes place within the confines of a built-up area with an existing street layout.

As a result of the growth in visitor and local traffic over time, competition for the available on-street parking spaces has become much greater. To counteract the growing parking deficit, future developments may have to be held more strictly to the standards for off-street parking set forth in Title 24. Even without any new businesses, the creation of additional off-street parking will become necessary since the number of visitors and area residents increases steadily. How and where to provide this additional parking is a major planning task for the community in the near future.

Signs. The business signs in the commercial district make an important contribution to the overall visual effect of the Downtown Area. For this reason the community has been quite vigilant to correct any new signs that were judged to be seriously out of character. New signs in the commercial district require either Sign Review or, if connected with a larger project, Design Review as part of the permit process for the entire project. The review includes application of historic review standards employed to ensure that signs are compatible with the historic character of the Downtown Area. The applicable regulations are contained in the Marin County Sign Ordinance (Chapter 22.69 of the Marin County Code). Under the Ordinance, sandwich boards are prohibited and signs using interior lighting require approval by Sign Review.

Visitor Overnight Accommodations. The 1976 and 1986 versions of the Community Plan encouraged development of a small motel or hotel downtown, recommending Assessor Parcel 119-234-01 (Wilson) and 119-240-45 (Giacomini) as suitable sites. In view of the recent increase in the number of Bed and Breakfasts (B&B) and the availability of visitor overnight accommodations in Olema and Inverness, the revised Community Plan does not consider a motel or hotel in downtown Point Reyes Station currently to be a priority. A small hotel would be a recommended use of the Grandi Building (AP #119-234-01), however, if it were to be restored.

Protection of Downtown Residences. The protection of existing residences in the Downtown Area from the impacts of nearby commercial establishments continues to be a concern. Street parking in residential neighborhoods and late operating hours of businesses are particularly burdensome for the residences located along B Street.

For all the foregoing reasons, the revised Community Plan includes specific development standards for commercial developments. In addition, new developments in the Historic Area are subject to the objectives and policies contained in Chapter III.E., Historic Resource Protection.

2. Commercial Land Use – Objectives, Policies and Programs

OBJECTIVE CL-1.0 TO MAINTAIN THE DOWNTOWN AREA AS THE COMMERCIAL AND COMMUNITY CORE OF POINT REYES STATION, AND TO AVOID COMMERCIAL STRIP OR SPRAWL DEVELOPMENT.

Policy CL-1.1 **Concentrate Development.** Concentrate commercial development in the Downtown Area.

Policy CL-1.2 **Mixed Land Use in the Downtown Area.** Maintain the existing mixed land use pattern (rather than strictly commercial) within the Downtown Area, consisting of residential, commercial, light industrial and public uses, as this pattern is an integral part of the village's fabric.

Policy CL-1.3 **Maintain Existing C-VCR Zoning.** All land within the Planning Area that is zoned C-VCR, as shown on the Point Reyes Station Community Zoning Map (Appendix A), should remain zoned C-VCR with the existing building densities. The C-VCR zoning district permits commercial and residential development and uses.

Policy CL-1.4 **Recommendations for Development of Assessor's Parcel Number 119-240-55 (Giacomini).** The parcel of 12.69 acres, located south of Highway 1 and easterly of and adjoining the West Marin School, extending to the Point Reyes-Petaluma Road, is currently zoned C-RMPC, permitting commercial, residential and mixed commercial and residential development subject to County Master Plan approval. Because of the size, location and topography of this parcel, its future development requires careful planning to avoid adverse impacts on the established character of the community. The preferred use for this property is a planned multiple residential development.

Program CL-1.4a Commercial Uses. In accordance with Policy PA-2.2, if there is any commercial development of the Giacomini site, only businesses and uses that would not draw business away from the downtown commercial core should be allowed.

Program CL-1.4b Cluster Development. Structures on this site should be clustered at lower elevations away from Highway 1 and Point Reyes Petaluma Road.

Program CL-1.4c Discourage Wind Breaks. The planting of screen wind breaks along the two public roads shall be discouraged and the maintenance of open grassland on the upper portion of the parcels shall be encouraged to preserve coastal views.

Policy CL-1.5 **Commercial Land Uses in Non-Commercial Zoning Districts.** Commercial uses allowed in the C-APZ-60, C-ARP and C-R-A zoning districts shall be small-scale, agriculture-oriented uses that will not draw business away from the commercial activities within the downtown commercial core. No commercial uses allowed in these zones should function primarily as a destination use.

OBJECTIVE CL-2.0 TO PROVIDE COMMERCIAL USES IN THE DOWNTOWN AREA WHICH PRESERVE THE RURAL CHARACTER OF POINT REYES STATION AND SUSTAIN A LOCALLY BASED ECONOMY.

Policy CL-2.1 **Resident-Serving Uses.** Encourage commercial uses which principally serve the residents of Point Reyes Station and the surrounding region. Examples of resident serving uses include, but are not limited to, medical, dental and veterinary facilities, legal, accounting and other professional services, drug stores, grocery stores, bakeries, restaurants, barber and beauty shops, shoe repair, auto repair, and bookstores.

Policy CL-2.3 **Visitor-Serving Uses.** Encourage limited visitor serving uses, especially those that draw upon foods and other goods produced locally and use local services. These uses would include restaurants, small lodging facilities, and outdoor recreation-related uses such as bike and boat rentals, horse back riding, and trail guides. Visitor-oriented developments intended as destinations in their own right such as theme parks, discount outlets and shopping centers are strongly discouraged.

OBJECTIVE CL-3.0 TO PROVIDE LIMITED OVERNIGHT ACCOMMODATIONS FOR VISITORS.

Policy CL-3.1 **Bed & Breakfast.** Continue to provide small-scale overnight visitor accommodations throughout the Planning Area through Bed & Breakfast operations that meet the standards and requirements of the Marin County Code.

Policy CL-3.2 **Commercial Lodging Facilities.** Consider an affordably priced small hotel or inn in the Downtown Area. The preferred location for such a facility is the Grandi Building (AP #119-240-55) upon its restoration.

Policy CL-3.3 **Development Standards.** Proposals for development of overnight accommodations shall be evaluated against the criteria set forth in Policy CL-4.1 below.

Policy CL-3.4 **Affordability.** Encourage overnight accommodations that are small in scale, affordably priced, and suitable for families with children.

OBJECTIVE CL-4.0 TO PROVIDE POLICY GUIDELINES FOR NEW COMMERCIAL DEVELOPMENTS IN THE PLANNING AREA.

Policy CL-4.1 **Criteria for Commercial Development.** Commercial development proposals for new uses or structures shall be evaluated against the following criteria:

- a. Location. Commercial uses and buildings shall be located within the Downtown Area in order to protect the vitality of the town center, preserve coastal views from Highway 1 and prevent strip commercial development.
- b. Type of Commercial Use. Commercial uses and buildings serving the residents of Point Reyes Station and the surrounding region are preferred. Limited commercial uses serving visitors to the National Seashore, GGNRA and State Parks, and the other open space resources of the area, are encouraged. Commercial uses and buildings which would be visitor attractions in their own right, and which create their own demand for parking, transportation and other facilities, are strongly discouraged.
- c. Off-site Impacts. Commercial development should not significantly disrupt immediate neighbors or the community at large. Off-site impacts related to parking, noise, light, odor, smoke, etc. shall be minimized in conformance with all applicable Countywide Plan policies and County Code regulations.
- d. Water Service and Wastewater Disposal. Adequate water services (as determined by the North Marin Water District) and adequate wastewater disposal capacity (as determined by Marin County and State regulatory agencies) shall be available to serve all proposed developments.
- e. Vehicular Access. Adequate vehicular access as determined by the Marin County Department of Public Works must be available without unreasonable disturbance to existing traffic patterns. Development that requires urban traffic improvements (such as traffic lights, median strips) is strongly discouraged.
- f. Parking. All new structures and uses shall provide off-street parking facilities commensurate with the nature of the use, as determined by the Marin County Department of Public Works in accordance with the provisions of Title 24 of the Marin County Code. In making its determination, the Department of Public Works shall strictly adhere to the numerical standards and other provisions of Title 24 in order to avoid a reduction in the on-street parking spaces available for existing residences and businesses in the commercial district.
- g. Parking Area Design. Parking areas should be designed to harmonize with the rural environment and, where possible, left unpaved to reduce

the amount of impervious surfaces. Extensive areas of concrete or asphalt, white stripes, curbs, intrusive lights, etc. shall be avoided. Clustering of several smaller parking areas is preferred over creation of a large lot. To the extent possible, parking areas should be landscaped and screened with shrubs or trees.

- h. Environmental Review. The environmental impact of any proposed development shall be evaluated pursuant to the California Environmental Quality Act (CEQA) and in accordance with the Natural Resources Protection policies and Historic Resources Protection policies in this Plan.
- i. Location of Large Developments. Larger developments, including overnight visitor accommodations with four or more guest rooms and restaurants serving 40 or more persons, permitted in C-VCR zoning districts by use permit, should be located away from the residential neighborhoods along B and C Streets, but may be suitable for the Wilson parcel, APN 119-234-01, and the Giacomini parcel, APN 119-240-45.
- j. Design. Architectural design, including scale and siting of buildings, materials, color, signs, lights, parking areas and landscaping should harmonize with the existing small town character of Point Reyes Station. The continuation of the simple, rural architectural style of the historic and other existing buildings within the Downtown Area is encouraged. Development out of scale, size or social character should not be allowed. New construction and significant modifications of buildings in the Point Reyes Station Historic Area are subject to the “Design Guidelines for Construction in Historic Areas and for Pre-1930s Structures” (discussed below, in Chapter III).
- k. Scale. Larger developments, including overnight visitor accommodations with four or more guest rooms and restaurants serving 40 or more patrons, should be permitted only when they are designed, in terms of scale, to be compatible with the existing mix of small, medium and large village structures.
- l. Visual Elements. Loud, glaring colors or materials and other visual elements out of keeping with the older structures in the Downtown Area should be prohibited. Trademark design buildings and architectural elements associated with many retail, food or beverage serving businesses shall not be permitted.
- m. Landscaping. Landscaping should meet the Point Reyes Station Landscaping Guide (Appendix K).
- n. Use Permits. The permitted hours of business operations should be stipulated in Use Permits, where appropriate. To support the policies in favor of mixed land uses in the Downtown Area, operation of any retail or other commercial facility should not create visual, noise or

other nuisances or dangers to persons living on adjoining properties or to other residents of the village.

- o. Lighting. Exterior lighting fixtures should be the minimum necessary for safety and utility purposes and shall be low wattage, hooded and cast downward.
- p. Trash and Recycables. Provide for public trash containers and containers for recyclable items consistent with a design that is reviewed by the Point Reyes Station Village Association and the Marin County Community Development Agency.
- q. Stormwater Management. All development proposals shall follow the stormwater best management practices recommended by the San Francisco Bay Area Stormwater Management Agencies Association.

Policy CL-4.2

Signs. Signs shall strictly comply with the County’s sign ordinance, the “Design Guidelines for Construction in Historic Areas and for Pre-1930s Structures,” and the criteria listed below:

- a. No sign shall be allowed to extend into the public right-of-way or endanger the public.
- b. No portable “A” frame sign (sandwich board) shall be allowed.
- c. No single sign shall exceed 50 square feet, although exceptions may be considered through the Design Review and/or Sign Review Process.
- d. No billboards (signs relating to products or services not provided on the premises where the sign is displayed) shall be allowed.
- e. Window signage shall not exceed five percent of the window area.
- f. The following signs shall not be allowed:
 - Electrical signs that move, blink, flash, or emit a varying intensity of light or color.
 - Internally lit signs and neon signs, except if approved through Sign Review.
 - Inflatable signs, including tethered balloon-like signs, designed primarily for the purpose of advertising.
 - Signs using changeable copy.

Policy CL-4.3

Grandi Building Recommendations. Future development of the Grandi building shall require submittal of planned uses for the entire parcel (APN 119-234-01), including the existing Cheda building and Sawyer building.

- a. The plans submitted should describe all existing and proposed land uses on the parcel to ensure that adequate on-site septic facilities, parking and circulation will be provided.

- b. Preferred uses for the Grandi Building include:
 - a mixed use residential/commercial project
 - live/work artist studios
 - a small-scale hotel
 - affordable rental housing units
 - community serving uses
- c. In the event the entire building cannot be preserved, efforts shall be made to retain the existing historical facade of the building.

Policy CL-4.4 **Red Barn Recommendations.** Any change in use of the Red Barn (now referred to as the “Depot”) shall require submittal of plans for the entire parcel (APN 119-198-05).

OBJECTIVE CL-5.0 TO INVITE PEDESTRIAN ACTIVITY IN THE DOWNTOWN AREA AND SEEK TO REDUCE CONFLICTS BETWEEN PEDESTRIANS AND VEHICLES.

Policy CL-5.1 **Pedestrian Walkways and Pathways.** Development of pedestrian walkways and pathways in those areas of downtown Point Reyes Station zoned VCR presently devoid of this improvement shall:

- a. Be required as a condition for any new building or use established within the Downtown Area.
- b. Be encouraged for existing structures and uses through cooperative, voluntary agreements.

Policy CL-5.2 **Location of Pathways.** Pedestrian walkways and pathways should be placed in a manner which permits the soundest utilization of public and/or private property and do not necessarily need to be placed at curb line.

Policy CL-5.3 **Construction Materials.** Pedestrian walkways should be constructed with permeable materials. The use of concrete or other impervious surfaces is discouraged. Crushed gravel pathways, wooden curbs and similar alternative design solutions shall be reviewed on a case-by-case basis. Design alternatives that do not meet County standards may be required to be maintained by the property owner, when located on private property.

OBJECTIVE CL-6.0 TO ENCOURAGE SMALL-SCALE, QUASI COMMERCIAL HOME BUSINESSES AS AN IMPORTANT PART OF POINT REYES STATION’S CULTURE AND ECONOMY.

Policy CL-6.1 **Encourage Home Businesses Meeting County Code Requirements.** The Marin County Code allows the following home businesses in all residential districts (C-RA, C-ARP, C-RMP, C-RMPC, C-VCR):

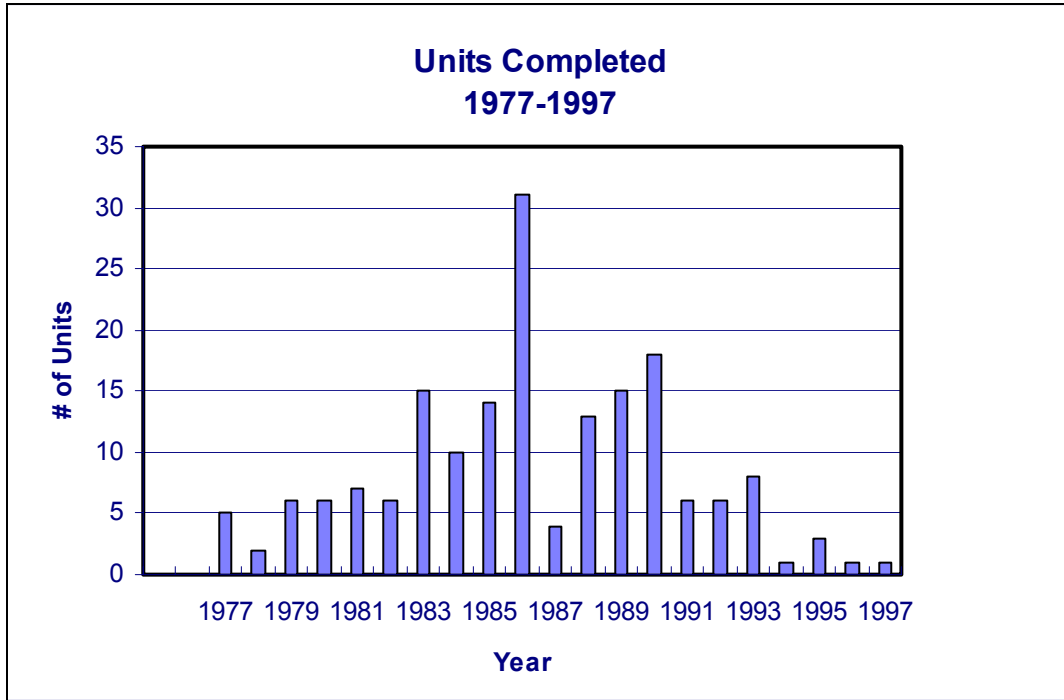
- a. Home Occupation, the least intensive commercial activity, is defined as a use customarily conducted entirely within a dwelling, without advertising display or employees. No Use Permit is required. The definition of home occupation, as set forth in Title 22 of the Marin County Code, is reproduced in Appendix J.
- b. Cottage Industry permits a broader range of activities, including employment of one person not residing on the premises, subject to approval of a Use Permit. The definition of cottage industry, as set forth in Title 22 of the Marin County Code, is reproduced in Appendix J.
- c. Bed and Breakfast operations must be “clearly secondary and incidental to the use of the property as a single-family residence.” They are permitted for up to three guest bedrooms without Use Permit approval, and for four or five guest bedrooms with Use Permit approval. Any greater number of guest bedrooms per single-family residence is not permitted. The definition of Bed & Breakfast, as set forth in Title 22 of the Marin County Code, is reproduced in Appendix J.

C. RESIDENTIAL LAND USE

1. Background

Population. In 1976, the number of dwelling units in Point Reyes Station (exclusive of Coast Guard Housing) was 147, with an average number of persons per dwelling unit of 2.9. By 1998, the number of dwelling units (exclusive of Coast Guard Housing) had grown to 362, an average annual growth of approximately 10 dwelling units. According to U. S. Census information, the average number of persons per dwelling unit dropped to 2.49 and the population now is estimated to be 900 persons. Not reflected in these numbers are 36 units of family housing and 18 units of unaccompanied personnel housing (i.e., dormitories) built by the U. S. Coast Guard in 1969 on a 22-acre site located at the southern end of town. Table 2 below is based on the number of units completed in each year since 1977 and shows the fluctuation from year to year.

**TABLE 2 - Building Permits for Residential Construction
(1987-1997)**



Footnote: The large number of units shown for 1986 is due to completion of the Walnut Place Senior Housing and the owner-builder project in that year.

Table 3 below summarizes the distribution of existing and potential residential units within the Planning Area as of July, 1998. The number of potential units is based on zoning category and acreage of underdeveloped or undeveloped parcels and represents a hypothetical maximum, based on the assumption that an adequate supply of water and sewage disposal capacity would be available and that there are no other site specific constraints (such as slope instability) which could reduce the ultimate buildout potential.

**TABLE 3 - Residential Unit Distribution
(July 1998)**

Zoning	Existing Units	Potential* Additional Units	Total* Units
C-APZ-60 - Agricultural Production (60-Acre minimum)	1	0	1
C-ARP-5 - Agricultural-Residential Planned (5-Acre minimum)	2	1	3
C-ARP-3 - Agricultural-Residential Planned (3-Acre minimum)	19	40	59
C-ARP-2 - Agricultural-Residential Planned (2-Acre minimum)	17	4	21
C-ARP-1.93 - Agricultural-Residential Planned (1.93-Acre minimum)	2	0	2
C-ARP-1 - Agricultural-Residential Planned (1-Acre minimum)	102	76	178
C-RA:B3 - Residential Agriculture (20,000 square feet minimum)	107	140	247
C-RA:B2 - Residential Agriculture (10,000 square feet minimum)	23	7	30
C-RMP-1 - Residential Multiple Planned (1 unit per acre)	12	1	13
C-RMP-6.5 - Residential Multiple Planned (6.5 units per acre)	34	1	35
C-RMP-8 - Residential Multiple Planned (8 units per acre)	4	0	4
C-VCR:B2 - Village, Commercial- Residential (10,000 square feet minimum)	33	43	76
C-VCR - Village, Commercial- Residential (7,500 square feet minimum)	0	1	1
C-RMPC - Residential Multiple Planned Commercial	6	12	18
TOTAL	362	326	688

* There is no estimate of when buildout is anticipated to occur.

Residential Developments. Unlike many West Marin villages which developed as seasonal places of residence - Stinson Beach, Bolinas, and Inverness to cite three - Point Reyes Station has historically been a place of full-time residence for individuals engaged in agricultural and commercial pursuits. The pattern of full-time residence holds true today, although there is a sprinkling of seasonal homes. What has changed is the greater variety of occupations represented in the community today; in addition to individuals engaged in agriculture and local commercial pursuits, there are artisans, writers, artists and other professionals, as well as a growing number of seniors who have chosen Point Reyes Station as their place of retirement. Several other changes have left their imprint on the community's neighborhoods: the creation of residential second units; the establishment of some eighteen Bed & Breakfasts throughout the Planning Area, offering a total of more than 45 beds; completion of Walnut Place, providing 25 affordable rental units for seniors; and the completion of the owner-builder development at the northwest corner of the Historic District, consisting of 10 single-family homes. The proposed 36-unit "Senior Partners" project in the southwest corner of the intersection between Highway 1 and the Point Reyes Petaluma Road will be another significant change if it proceeds as planned.

Diversity in Location and Architecture. The historical pattern of residential development starts at the original village and then moves east and north. Tomasini Canyon serves as a natural barrier, setting the almost level Mesa area apart from the Downtown Area. Highway 1, from its intersection with the Point Reyes-Petaluma Road traveling north, serves as a circulation and visual barrier, separating the residences in the hilly terrain east of the Highway from the rest of the town. Most of the older homes are closer to the village core, but there are enough older homes (from the post-World War II era and earlier) throughout the entire Planning Area to provide a pleasing, diversified look to the residential neighborhoods. Except for two small apartment buildings (4 units each) in the Downtown Area, residential development consists of individually designed, single-family residences, with adjacent sheds, wood storage areas, propane tanks and various equipment essential to the rural life style. There is great diversity in the age, size and architecture of homes and in the landscaping and other uses of the land, even within the same neighborhood. The trend to build bigger, costlier houses is undeniable, although small houses have recently been built.

The historic cottages and bungalows in the Downtown Area (from the period 1875-1930) are part of the historic architectural fabric of Point Reyes Station, contributing to the overall character of the community as one with roots in the past, but without undue reverence for aging buildings. To maintain reasonable harmony and compatibility with the "Old West" flavor still existent, development in the historic Downtown Area is subject to the Design Guidelines for construction in Historic Areas and for Pre-1930s Structures (see Chapter III.E, - Historic Resource Protection).

The older section of the Village expansion area, bounded by Highway 1, Mesa Road, Tomasini Canyon and Knob Hill and Viento Way, is physically and visually contiguous to the Downtown Area and fairly built up. Recent developments both uphill from the intersection of Highway 1 and the Point Reyes-Petaluma Road are visually prominent due to the higher land elevations and presence of ridge lines, and to their location at the edge of open space.

The oldest house on the Point Reyes Station Mesa, the Watson House, is a stately two-story structure dating from the late 1920s, complete with carriage house which today serves as a B&B. Also on the Mesa are a number of ranch-style houses constructed in the '50s and '60s, predating the time when the former large cow pastures were divided into so many one-acre lots. A few large parcels are left. Buildout of the Mesa Area began in earnest in the late 1980s and is ongoing, resulting in a patchwork of rural and suburban-style properties. Uses include raising of chickens and vegetables, artists' studios and other home occupations, next to parcels left in natural condition, i.e., grassland overgrown with coyote bush, brambles and poison oak. Some owners have preferred chain link fences and asphalt, others have created Victorian cottage environments, and yet others enjoy suburban amenities such as tennis courts. Much of the building clutter is hidden behind wind breaks of cypress or eucalyptus.

Development of the hills area dates from the '60s and '70s, including the 1974 Campolindo subdivision of 8 parcels east of Highway 1, and has continued at a slow but steady pace. Given the mostly larger parcels in that area, land uses have been diverse and much of the acreage is still in its original condition, windswept open grassland. Newer buildings in this area are visible from Highway 1 for many years until shrubs and trees planted in connection with new construction slowly take hold.

The Community Plan encourages all this diversity which sets the community apart from the "planned" look of subdivisions created all at once. As settlement becomes denser, however, there is a greater need to protect the environmental and visual resources of the Planning Area, and to protect neighbors' access to sunlight and views. For this reason, the revised Community Plan contains specific development standards for future residential projects. These development standards serve as local policy guidelines for the County Community Development Agency whenever a project (new construction, addition, land division) requires discretionary permit approval.

Permit Process. The type of permit required for single-family residential construction depends on the zoning district in which the property is located. In the C-RMP, C-ARP, and C-VCR zoning districts, Design Review approval, a discretionary permit approval, is required before the building permit can be granted. In the C-RA zoning districts construction of a residence requires only ministerial permit approval (i.e. building permit), unless the project deviates from the established height, size and/or setback standards (see Design Standards Table, Appendix F). The discretionary permit process involves site-specific planning, gives the owner greater flexibility in utilizing the site, increases the discretionary authority of the Community Development Agency, and makes it possible for neighbors and community to comment on a project. If only a ministerial permit is required, the Community Development Agency's authority is limited to ensuring that the project conforms to the strict height, size and setback standards. This process takes less time, results in fewer permit fees and avoids comments by neighbors and community. After weighing the advantages and disadvantages of each approach, the Community Plan Update Committee originally recommended rezoning C-RA zoned properties to a planned zoning district with Design Review, in order to make the permit process uniform throughout the Planning Area and to create the potential for neighborhoods and community to influence future development in the C-RA districts. A majority of the property owners in the C-RA districts opposed the change and the rezoning recommendation has been withdrawn.

Affordable Housing. As in past years, the Point Reyes Station community sees the need for additional affordable housing, both rental units and owned units, as a top priority. The community is in accord with the goal of the Countywide Plan to retain a balanced community with housing available for households of all sizes and income levels. Many residents have expressed the concern that unless affordable housing can be expanded, the rural character of the community, as a place of residence for persons engaged in agricultural, commercial and other locally based pursuits, cannot be maintained. No obvious solutions are at hand. To create additional affordable housing, the community may have to accept certain trade-offs, such as increased density and immediate, significant growth, both factors that may be necessary to achieve economies of scale in new, multi-unit residential development.

While any specific proposal for additional affordable housing must be evaluated on its own merits, the updated Community Plan states as a matter of policy that such projects are encouraged provided they:

- (1) are reasonable in scale compared to the size of the existing community;
- (2) meet the needs of persons employed locally rather than drawing new residents with jobs elsewhere;
- (3) do not overburden local services;
- (4) include at least 25% rentals; and
- (5) are designed to provide age and occupational diversity to the Point Reyes Station community.

As a suitable site for such a project, the updated Plan designates the Giacomini property located between Mesa Road and West Marin School and bordered on the south by the Coast Guard housing development. This property comprises approximately 20 acres on Assessor's Parcels 119-24-45, -46, -57 and -58. Parcel #119-240-45 and a portion of #119-240-46, comprising approximately nine acres, are zoned C-VCR:B2 and are located in the Historic District. Elimination of these parcels from future commercial development should be carefully considered; any development on these nine acres, whether commercial or residential, must meet the Design Guidelines for Construction in Historic Areas and For Pre-1930's Structures.

Residential Second Units. The community continues to support the creation of residential second units in accordance with the County's Second Unit Ordinance as a means to provide small, individually designed rental units interspersed in the residential neighborhoods. Conversion of second units to Bed and Breakfast accommodations is not encouraged. In the 1986 Community Plan, the community opted to permit residential second units in all residential zoning districts, subject to Coastal Permit and Use Permit approval by the County Planning Department. The authors of the 1986 Community Plan intended that such units be limited to 750 square feet in accordance with the County Second Unit Ordinance. The County later determined that due to incomplete language in the Point Reyes Station Community Plan, the 750 square foot limitation had not been incorporated into the Plan and that, therefore, second units had no size limit at all. This size limitation is important to maintain affordability and reduce neighborhood impacts. By expressly incorporating the County regulations, the Updated Community Plan of 1999 clarifies that second units shall be limited to 750 square feet.

Rental Units. Rental apartments in Point Reyes Station are scarce. There are two small apartment buildings of four units each in the Downtown Area. In addition, the Walnut Place complex offers 25 affordable units for low-income seniors. Rental opportunities in the form of single-family homes or second units exist throughout the Planning Area but are scarce and expensive.

Bed and Breakfast Homes (B&Bs); Rental of Homes. Many members of the community have expressed concern about the proliferation of B&Bs in otherwise private residential neighborhoods. Guest traffic, parking areas, signage and lighting, among other things, intrude on the rural aspect of residential neighborhoods. Intended as a low-key home business, some B&Bs are conducted on a larger scale with hired part-time managers and other employees. In the view of the Community Plan Update Committee, the existing regulations contained in the County Code, if adhered to, strike a fair balance between the interests of B&B owners and their neighbors. The key requirements in the existing law are as follows:

1. Only up to three guest bedrooms are allowed without a Use Permit.
2. Operating four or five guest bedrooms requires a Use Permit; more than five guest bedrooms are not permissible.
3. The B&B use must be “clearly secondary and incidental to the use of the property as a single-family residence.”

This last requirement expresses the original intent of authorizing B&Bs in the community: to allow local residents to supplement their incomes by inviting overnight guests into their homes. Operating a B&B at another location, with or without the help of a resident employee-manager, does not meet this requirement. At this time, the Update Committee does not propose adding a requirement that the B&B location be owner occupied, since a full-time, residential tenant should be allowed to operate a B&B under his or her own name and direction in the rented residence. If enforcement of the existing regulations should prove difficult, owner occupancy or an overall limit on the number of B&Bs in the community may have to be considered in the future. B&B use of second units, which are authorized for the purposes of creating rental housing, is not encouraged.

Short-term rentals (less than 30 days and where the majority of the year the house is devoted to short-term vacation rentals) have the potential to reduce the housing stock in the community and increase the visitor serving uses in the community.

The renting out (or otherwise charging for the use of) Bed and Breakfasts, housing units or other facilities in residential zoning districts for events such as weddings or business retreats constitutes commercial activity and is not allowed.

House Size. Many members of the community are concerned about the trend toward building larger homes that are out of scale and character with the existing community. This concern relates both to the visual impacts on the existing built and natural environments, and to the change in the social character of the community that is reflected in the larger, more expensive developments. The Community Plan shares this concern. The Plan does not mean to impose inflexible limitations, since they would defeat the goal of diversity in the area’s residential neighborhoods. Instead, the Community Plan provides for Design Review if the total floor area on a parcel, including garages and accessory buildings, exceeds 4,000 square feet. This policy should be revisited if the County amends its existing County-wide regulation of floor area.

2. Residential Land Use – Objectives, Policies and Programs

OBJECTIVE RL-1.0 TO PRESERVE THE PHYSICAL INTEGRITY OF THE VILLAGE AND MAXIMIZE AREAS DEVOTED TO AGRICULTURE, CONSERVATION OF THE NATURAL ENVIRONMENT AND OPEN SPACE.

Policy RL-1.1 **Location of Various Densities.** Concentrate moderate and high residential densities in defined areas in and around the built-up village core. Permit low density residential development in the area bounded by Tomasini Creek to the south, the former railroad right-of-way to the west, the former Martinelli Ranch to the north, and Highway 1 to the east. Permit very low density residential development in the northeastern portion of the Planning Area lying east of Highway 1.

Program RL-1.1a Geographic Boundaries. Maintain the geographic boundaries and permitted residential densities of the existing zoning districts, as shown on the Point Reyes Station Zoning Map.

Policy RL-1.2 **Open Space Easements.** The County should require that new development provide for private open space agreements to be recorded over portions of the property not intended for development in order to ensure the long-term preservation of natural and scenic resources and community character.

Policy RL-1.3 **Long-term Rentals.** Residential housing units should be maintained for the purpose of long term residential use.

Program RL-1.3a Regulate Short-Term Rental of Housing Units. The County should consider implementation of mechanisms that would discourage short-term rentals, such as the adoption of an ordinance that would regulate short-term rental of housing units.

OBJECTIVE RL-2.0 TO FOSTER AND PROMOTE OPPORTUNITIES FOR AFFORDABLE HOUSING (TO RENT OR OWN) WITHIN THE PLANNING AREA IN ORDER TO DIMINISH THE DEGREE OF IN-COMMUTING AND TO MAXIMIZE COMMUNITY DIVERSITY.

Policy RL-2.1 **Encourage Affordable Housing.** Encourage the development of affordable housing projects that:

- (1) are reasonable in scale compared to the size of the existing community;
- (2) meet the needs of persons employed locally rather than drawing new residents with jobs elsewhere;
- (3) do not overburden local public services;
- (4) include at least 25% rentals; and
- (5) are designed to provide age and occupational diversity to the Point Reyes Station community.

Program RL-2.1a Suitable Land. The County shall provide logistical support to interested parties studying the feasibility of any affordable housing proposal. The lands of Giacomini located between West Marin School and Mesa Road (Assessor's Parcels 119-24-45, -46, -57 and -58, approximately 20 acres) are considered suitable for such a project.

Program RL-2.1b Zoning Change. Any necessary change in a zoning district designation to permit affordable multi-unit residential development shall not result in an increase in the overall density over the existing zoning district.

Policy RL-2.2 **Manufactured and Pre-Fabricated Housing.** The use of manufactured and pre-fabricated building materials and components for construction is encouraged as a means to produce affordable housing as long as the rural character of the community is maintained..

Policy RL-2.3 **Rehabilitation of Existing Housing.** The Community Plan encourages the rehabilitation of existing housing (rather than demolition and new construction) in order to maintain opportunities for affordable housing.

OBJECTIVE RL-3.0 TO PROVIDE POLICY GUIDELINES FOR NEW RESIDENTIAL DEVELOPMENTS IN THE PLANNING AREA WHICH WILL PRESERVE ITS RURAL CHARACTER.

Policy RL-3.1 **Application of Guidelines.** The development criteria set forth below shall apply to any new structure, use, or other development requiring discretionary permit approval.

Policy RL-3.2

General Criteria for New Development. New residential development should meet the following general criteria:

- a. Minimize disturbance of the natural environment (including topography) of the site.
- b. Preserve existing views from public roads and surrounding properties towards major visual resources such as Tomales Bay, Inverness Ridge, Black Mountain and other open space lands surrounding the Planning Area.
- c. Protect the sun light, views and privacy of adjacent properties.
- d. Preserve the existing rural community character.

Policy RL-3.3

Specific Criteria for New Development. New residential development should meet the following specific criteria:

Program RL-3.3a Stormwater Management. All development proposals shall follow the stormwater best management practices recommended by the San Francisco Bay Area Stormwater Management Agencies Association.

Program RL-3.3b Building Heights. The height limit for residential structures in the Planning Area shall be regulated as follows: In areas other than ridge line lots, no part of a primary building shall exceed 25 feet above natural grade and no part of an accessory building shall exceed 15 feet above natural grade. New development near ridgelines shall be sited and designed so that rooflines are below the visual plane of ridges when viewed from Point Reyes-Petaluma Road, Highway 1 or surrounding properties. Where a ridge lot is too flat to allow placement of new construction below the visual plane of the ridge, a maximum height limit of one story, up to a maximum of 18 feet above natural grade, shall be imposed.

Program RL-3.3c Building Size. The maximum floor area to be allowed on any lot located in the planning area shall be 4,000 square feet. For the purpose of this Community Plan, “floor area” shall mean the sum of the gross horizontal areas of all floors of the building or buildings measured from the exterior faces of exterior walls excluding only unenclosed horizontal surfaces, such as balconies, courts, decks, porches, and terraces.

To clarify the intent of the preceding two sentences, this Community Plan defines “floor area” to include the total floor area of any detached structures and the total floor area of any garage.

It is not the intention of this program to make any existing building, which complied with the building regulations at the time of its construction, non-conforming with respect to floor area limitations.

- Program RL-3.3d Building Size Exceptions. Exceptions to maximum permitted floor area may be permitted through the Design Review process upon a determination by the Community Development Agency Director, in consultation with the Point Reyes Station community, that the proposed development:
- a. Maintains adequate setbacks from property lines and surrounding development;
 - b. Is located on a parcel which is large enough (generally greater than one acre) to accommodate the additional floor area while maintaining consistency with the surrounding built environment with respect to height, mass and bulk;
 - c. Is adequately screened by existing and proposed vegetation;
 - d. Is adequately screened by the topography of the property or of surrounding properties; and
 - e. Would not significantly limit or reduce sun and light exposure to adjacent properties.
- Program RL-3.3e Landscaping. Landscape and irrigation plans shall be required for all new developments or major modifications to existing buildings. Where applicable, the preservation of natural habitats and installation of additional plants native to the Point Reyes Station area is encouraged. Proposed trees and shrubs, when mature, should not deprive adjoining properties of views or sunlight. Weedy and/or invasive plants such as Eucalyptus, Acacia, Monterey Pine and Pampas Grass are discouraged. The choice of plants should be guided by the Point Reyes Station Landscaping Guide, Appendix K.
- Program RL-3.3f Manufactured (Composite) Building Materials. Use of manufactured building materials and recycled materials in lieu of old growth redwood or other non-renewable types of lumber and materials is encouraged.
- Program RL-3.3g Variety of Lot Configuration and Size. Subdivision and Lot Line Adjustment designs should provide for a variety of parcel configurations and/or sizes by placement of property lines which reflect a balance of preserving natural amenities and creating functional building sites. Proposals for subdivisions and Lot Line Adjustments shall include graphic and written information describing the location, extent and visibility of future improvements on new or adjusted development sites.
- Program RL-3.3h Story Poles. Story poles may be required through the Design Review process to help illustrate potential impacts of the height, building mass, and location of proposed buildings.
- Program RL-3.3i Minimize Visibility. The visibility of new development shall be minimized by using existing natural site characteristics for screening, such as trees, topographic features, and rock outcroppings.

Program RL-3.3j Exterior Building Elements:

- a. The exterior building elements of new development should be designed to be compatible with the architecture of the main building and the surrounding built and natural environments.
- b. Unsightly mechanical equipment such as solar water heating collectors, antennae and satellite dishes should be placed so as to minimize visibility from surrounding properties and roadways.
- c. Fences should be limited to 6 feet in height, unless the applicant can demonstrate that additional height will be visually unobtrusive and will not affect views from surrounding parcels. A wide variety of fence designs and structures, including hedges, chain link, and woven wire fencing may be appropriate depending on the use of the property. To ensure wildlife passage, minimal fencing and gating is encouraged.

Program RL-3.3k Density. When large-flow or alternative waste disposal systems are proposed for the creation of new parcels, the density allowed should be based on the more time tested conventional septic disposal systems regardless of what system is eventually used to serve the development.

Policy RL-3.4 **Preserve Visibility of Night Sky.** Preserve the ability to view the night sky and stars through minimizing the use of exterior lighting.

Program RL-3.4a Exterior Lighting. Exterior lighting shall be limited to the minimum necessary for safety and security and shall be located to avoid or minimize its visibility from surrounding properties and roadways. Light fixtures shall be mounted at low elevations (eight feet or less) and fully shielded to direct lighting downward. Lighting along walkways should be mounted on low elevation bollards or posts. Flood lighting shall be discouraged. Exterior lighting fixtures should compliment the architectural style of structures.

Program RL-3.4b Avoid Lighting for Recreational Use. Night lighting for recreational use of tennis courts, sport courts, and other similar outdoor recreational activity areas shall be prohibited to avoid glare and noise intrusion from the nighttime use of such areas.

Program RL-3.4c Lighting Plans. Development plans shall include information on the location, type, intensity, and design of all exterior lighting.

Policy RL-3.5 **Residential Second Units.** Residential second units in all residential zones should be permitted subject to the approval of a Coastal Permit and Use Permit. Use Permit approval for the construction of a new residential unit or the legalization of an existing non-conforming second unit shall be granted in accordance with the provisions of the County's Second Unit Ordinance, Chapter 22.98 of the Marin County Code. For excerpts from the County Ordinance, see Appendix I.

Program RL-3.5a Residential Second Unit Incentives. The County should investigate the possibility of waiving planning fees for residential second units if there is a restriction placed on the unit that it cannot be used in the future as a Bed and Breakfast facility.

Policy RL-3.6 **Bed and Breakfasts.** Bed and Breakfast operations shall be “clearly secondary and incidental to the use of the property as a single-family residence.” Up to three guest bedrooms are allowed without Use Permit approval. Four or five guest bedrooms may be permitted with Use Permit approval. Any greater number of guest bedrooms per single-family residence is not permitted. For the definition of B&B, see Appendix J.

D. NATURAL RESOURCE PROTECTION

1. Background

Introduction. The purpose of this section of the Community Plan is to focus on significant features of the natural environment of the Point Reyes Station Planning Area, in order to identify its principal natural resources and to set forth the community’s objectives, policies and programs relating to these resources.

Ecosystem of Tomales Bay. Located at the headwaters of Tomales Bay, the Point Reyes Station Planning Area is included in the larger Tomales Bay ecosystem. Two major drainage systems, Lagunitas Creek and Tomasini Creek, traverse the Planning Area before reaching the Bay. The unique natural resource value of Tomales Bay has been recognized by its inclusion in the Gulf of Farallones National Marine Sanctuary, its coverage under the federal Shellfish Protection Act, creation of the 482-acre ecological preserve, federal acquisition of the 248-acre Martinelli headlands, and last, but not least, the proposed restoration of the 560-acre Giacomini grazing lands to tidal marshes. Maintaining the water quality, wildlife and scenic resources of Tomales Bay through prudent agricultural, commercial, residential, and recreational land use practices is a foremost goal of the community.

Scenic Values. The natural beauty of the Point Reyes Station area is characterized by sweeping vistas of the Bay, the Inverness Ridge, Olema Valley, and Black Mountain. Preservation of the scenic values of the coastal landscape for recreation is one of the objectives of the Local Coastal Program. Unless carefully designed, new development in Point Reyes Station can affect these scenic values in several ways: by blocking views of scenic open space from public roads and other public viewing points, by creating “eyesores” such as hilltop development or suburban-type subdivisions that do not blend with the existing rural surroundings, and by altering the landscape through such activities as water diversion, vegetation removal, and grading activities. The Community Plan therefore requires that scenic and aesthetic values be given substantial weight in evaluating any proposals for development.

Geography. The geography of the Planning Area is a diverse mixture consisting of the reclaimed marshlands now devoted to dairy ranching, the low lying, flat site of the original village, a mesa beginning at the upper contours of the former marshlands, and hillsides ranging from gently sloping to steeply inclined. Elevations range from near sea level to above 200 feet. The Planning Area is located on the fringe of the San Andreas seismic fault, which extends down Tomales Bay and the Olema Valley. Four streams traverse the Planning Area: Bear Valley Creek and Olema Creek drain

into Lagunitas Creek. Lagunitas Creek, which originates near Mount Tamalpais, forms the southeastern boundary of the Planning Area and then crosses the Planning Area just north of Levee Road. Tomasini Creek and the associated Tomasini Canyon originate several miles east of Highway 1 and meander southwesterly to the former marshland.

Many of these geographical features are environmentally sensitive and will require careful treatments as the community continues to develop. Tomasini Canyon is a prized community asset, offering scenic open space, geographic variety and sanctuary for plant and animal life. Preservation of this unusual feature in its natural state is an important community goal. Another environmentally sensitive feature of the community is the bluff in the Mesa neighborhood, which rises above the old narrow-gauge railroad right-of-way. To take advantage of the panoramic views of Tomales Bay available along the top of the bluff, many homes have been sited close to its edge. Further development atop of the bluff should be approved only after the individual site has been carefully analyzed and it is determined that the proposed development will not jeopardize the stability and aesthetic values of the bluff.

Vegetation. Without human intervention, the Point Reyes Station mesa and hillsides would consist of windswept grasslands interspersed with areas of coastal scrub. Larger shrubs and trees occur naturally only in stream areas and seasonal drainage channels between hills. The prevailing native tree is the remarkably adaptable California bay tree (*Umbellularia californica*). On windy hillsides it appears in the form of a wind sculpted shrub; in moist, wind-protected places such as Tomasini Canyon east of Highway 1 bay trees grow to 50-100 foot heights. On drier ground at the edge of the normal flood plains of the streams and seasonal drainages, stands of live oaks can be found. The lower reaches of Lagunitas Creek and Tomasini Creek, and associated habitat along the slope of the mesa, are characterized by willow thickets, reaching 40-50 feet in height. This corridor of riparian vegetation provides a natural transition from upland to tidal marshland and therefore is an important wildlife habitat.

The natural pattern of the Planning Area's landscape has been altered through introduction of eucalyptus, cypress, Monterey pine and redwood trees, often planted in long rows as windbreaks. The windbreaks in turn make it possible to grow fruit trees and a variety of ornamental trees and shrubs, as well as vegetable and flower gardens, throughout the Planning Area. The potential of small-scale agricultural uses in the Planning Area is considered an important natural resource, and agricultural pursuits are encouraged. Today's nurseries offer a practically unlimited choice of native and exotic, natural and hybridized plants, selected from the flora of five continents. In order to protect the local ecosystems, the choice of plant materials in agriculture and in commercial and residential developments should be carefully considered. Water conserving (drought-tolerant) native plants should be favored over other exotic species.

French broom, Scotch broom, Pampas Grass, and other exotic plants have become invasive throughout the region. These species spread quickly, preventing native species to flourish. These species may also be highly flammable and increase the risk of wildland fires. Consequently, the Park Service and other agencies regularly mount campaigns to eradicate invasive exotic plants in order to protect native species and wildlife. Private owners are encouraged to assist in the effort to eliminate invasive foreign species on their properties.

Wildlife. Surrounded by federally protected open space, the Planning Area is rich in wildlife. Deer, raccoons, skunks, rabbits, foxes, badgers, and a great variety of small mammals such as gophers, squirrels and mice abound, together with snakes, songbirds, raptors and vultures. Coho salmon and steelhead trout were once abundant in all of the Planning Area's streams. During the past 50 years, as

a result of construction logging, agricultural practices, road construction, dams, and other developments, the distribution and abundance of coho salmon and steelhead have declined dramatically. Much of the decline is attributed to reduced water quality as a result of these activities. In 1996 and 1997, populations of coho and steelhead along the central California coast (which includes Western Marin County) were listed as threatened under the Federal Endangered Species Act. Olema Creek and Lagunitas Creek now sustain relatively small coho salmon populations comprising approximately 10% of the coho population in all of California. Lagunitas Creek presently supports roughly 500 adult steelhead, a decline from historical numbers.

Stormwater Management. The impervious surfaces associated with development prevent water from infiltrating into the soil. Even the smallest rainstorms generate runoff, which collects pollutants and sediments. This rapid, concentrated water flow can affect the hydrologic cycle in four ways: increased volume of flow which could mean increased flood potential, channel destabilization, increased concentration of pollutants, and reduced groundwater levels. These impacts can be avoided by designing developments with stormwater systems that preserve and restore the natural hydrologic cycle. The Bay Area Stormwater Management Agencies Association has prepared a manual outlining various techniques that can assist owners, designers, developers, and planning agencies in creating communities that achieve water quality goals.

2. Natural Resource Protection – Objectives, Policies and Programs

OBJECTIVE NR-1.0 TO RESTORE THE FORMER TIDAL MARSHES AT THE HEADWATERS OF TOMALES BAY.

Policy NR-1.1 **Restoration of Giacomini Ranch.** The Community Plan supports the proposed restoration of the Giacomini Ranch to natural conditions.

Program NR-1.1a Review Impacts. The County shall review development projects in the Planning Area to ensure protection of the restored wetland area and shall coordinate with the National Park Service and other relevant public agencies to mitigate any potential impacts resulting from construction activity.

OBJECTIVE NR-2.0 TO PRESERVE THE PHYSICAL AND VISUAL INTEGRITY OF THE BLUFF AREA LOCATED ABOVE THE OLD RAILROAD RIGHT OF WAY.

Policy NR-2.1 **Buffer Zone.** A buffer zone of undeveloped space should be maintained between the former railroad right-of-way and the edge of the mesa bluff, to prevent erosion of the bluff edge and to maintain the ecological integrity of the bluff and the visual separation of the mesa landform from the flat marshlands below. The buffer zone should extend at least 100 feet from the eastern edge of the former railroad right-of-way.

Program NR-2.1a Restrict Development in Buffer Zone. The County shall implement the buffer policy through the development review process by imposing building envelopes, setbacks and similar restrictions on new development. If the development proposal involves the creation of a new parcel, any needed modifications should be made to assure that no new development occurs within the bluff buffer zone.

Program NR-2.1b Avoid Disturbance of Buffer Zone. Owners are encouraged to observe the buffer zone by avoiding building or other alterations in the buffer zone other than removal of invasive exotic species and restoration of native plants.

OBJECTIVE NR-3.0 TO PRESERVE THE STREAMS AND STREAMSIDE ENVIRONMENTS IN THE PLANNING AREA AS CLOSE AS POSSIBLE TO THEIR NATURAL CONDITIONS.

Policy NR-3.1 **Endorse County Policies.** The Community Plan endorses the stream and streamside conservation policies of Local Coastal Program (Unit 2) and the Countywide Plan.

Policy NR 3.2 **Streamside Conservation Areas.** Stream buffers to protect streams and streamside environments from the impacts of adjacent uses shall be established for each stream in the Planning Area. Stream buffers shall include the area covered by riparian vegetation on both sides of the stream and the area 50 feet landward from the edge of the riparian vegetation. In no case shall the stream buffer be less than 100 feet in width on either side of the stream, as measured from the top of the stream banks. In accordance

with Local Coastal Program (Unit 2), no construction shall be permitted within the buffer area except in those cases where the parcel is located entirely within the buffer area or for water supply utility purposes. In these cases, mitigation measures shall be implemented to protect water quality, riparian vegetation and stream flows. Development may also be permitted within the buffer area when factual evidence indicates that the proposed development is the least damaging alternative.

Program NR-3.2a **Policy Implementation.** The County shall implement existing policies for stream conservation buffer areas through the review and approval of development applications and applications for public works projects. If a proposal involves the creation of a new parcel, any needed modifications should be made to assure that no new development occurs within the stream buffer area.

Policy NR-3.3 **Riparian Vegetation.** Streamside areas should be managed to remove invasive exotic species as well as plant species not typically associated with riparian areas. Native riparian vegetation should be retained, and where indicated, enhancement and replanting of native riparian vegetation should be undertaken. Common plants associated with riparian areas in the Planning Area include willow, Pacific dogwood, bay and buckeye. (For botanical names and further information see Point Reyes Station Landscaping Guide, Appendix K).

OBJECTIVE NR-4.0 TO PROVIDE ADDITIONAL POLICIES RELATING TO PROTECTION OF TOMASINI CREEK AND TOMASINI CANYON.

Policy NR-4.1 **Restrict Development Below the 40 foot Elevation Interval.** No development should occur below the 40-foot elevation interval along the course of Tomasini Canyon between Mesa Road and State Highway 1. Exceptions will be made for parcels that fall entirely below that interval or where factual evidence indicates that development on other portions of the parcel would result in greater environmental damage.

Policy NR-4.2 **Voluntary Dedication of Open Space.** Owners of parcels in the Canyon should be encouraged to voluntarily dedicate open space and/or scenic easements to the County of Marin, or another appropriate public agency. Flood control and maintenance easements should be required as a condition of development approval.

Policy NR-4.3 **Wildlife Passage.** All development in the Canyon area should be designed to preserve adequate passage for wildlife to and from the creekbed and to other sources of shelter and food.

Policy NR-4.4 **Resume Natural Channel.** As part of the wetlands restoration of the Giacomini ranch, allow Tomasini Creek to resume its natural slough channel west of Mesa Road and to return to natural conditions, including recolonization by naturally occurring species such as steelhead trout.

OBJECTIVE NR-5.0 TO PROVIDE ADDITIONAL POLICIES RELATING TO PROTECTION OF LAGUNITAS CREEK.

Policy NR-5.1 **Water Quality.** The water quality of Lagunitas Creek and of the North Marin Water District wells shall be protected from any adverse impact of development, such as contamination with septic effluent, fertilizer, insecticides or herbicides.

Program NR-5.1a Review Water Quality Impacts. All applications for development in the vicinity of the Creek or on parcels with surface or groundwater drainage into the Creek shall be carefully reviewed by the County in coordination with North Marin Water District and other appropriate public agencies to determine whether the development would have negative impacts on the water quality of the wells.

Policy NR-5.2 **Erosion and Sediment Control.** The erosion of soils and release of sediment into Lagunitas Creek from any upland development should be minimized by incorporating surface runoff pollution control measures into development projects.

Policy NR-5.3 **Coho Salmon and Steelhead Trout.** All efforts shall be made to enhance and support the coho salmon and steelhead trout population of Lagunitas Creek.

Program NR-5.3a Impacts to the Creek and Aquatic Life. All applications for development in the vicinity of the Creek or on parcels with surface or groundwater drainage into the Creek shall be carefully reviewed by the County in coordination with the National Park Service and other appropriate public agencies in order to determine whether the development would have negative impacts on the Creek, creekside habitat or aquatic life or the proposed wetland restoration of the Giacomini Ranch. Any proposed mitigation measures shall be developed by the County in coordination with these other agencies in furtherance of the wetland restoration and the recolonizing of the Creek by coho salmon and steelhead trout.

OBJECTIVE NR-6.0 TO PRESERVE AND ENHANCE THE DIVERSITY OF NATIVE PLANT AND ANIMAL SPECIES.

Policy NR-6.1 **Removal of Invasive Exotic Species.** The removal of invasive exotic species is encouraged and should be required through conditions of project approval. Species such as pampas grass, Scotch broom and French broom are a particular concern. When development is proposed on lands adjacent to National Park lands, the County shall require the removal of all invasive exotic vegetation prior to development.

Policy NR-6.2 **Use of Native Plant Landscaping.** The use of native plants typically associated with the Planning Area is encouraged to preserve its rural character and support wildlife needs. Preparation and approval of landscaping plans should incorporate species identified in the Point Reyes Station Landscaping Guide, Appendix K.

Policy NR-6.3 **Special Status Species and Significant Natural Areas.** Development shall be restricted or modified in areas, which contain special status species and/or significant natural areas, wetlands, riparian habitats and freshwater habitats to ensure the continued health and survival of these species and areas.

Policy NR-6.4 **Nest Sites.** The presence of nest sites shall be investigated before removal of any native or introduced large trees, and mitigation measures shall be employed to prevent disturbance of nesting birds.

Policy NR-6.5 **Wildlife Passage.** All development should be designed to preserve adequate passage for wildlife to and from creekbeds and other sources of shelter and food. To this end, minimizing perimeter fences and gates is encouraged.

Policy NR-6.6 **Herbicides.** No herbicides should be used to control vegetation along County maintained roads.

OBJECTIVE NR-7.0 TO PROTECT SCENIC VIEWS OF THE COASTAL LANDSCAPE

Policy NR-7.1 **Preserve Views of Surrounding Landscape.** Views of the Inverness Ridge, Tomales Bay, Black Mountain and other open space lands from public roads and other public viewing points in the Planning Area shall be preserved for the enjoyment of the coastal visitor and local residents.

Program NR-7.1a **Minimize Loss of View.** The County should review development projects for their impacts on open views from Highway 1 and other public roads in the Planning Area, and should minimize loss or blocking of views through appropriate siting and design of structures and landscaping. Additional tall wind breaks along public roads should be avoided.

Policy NR-7.2 **Protect Scenic Views of Hillside Areas.** To the extent possible, the rural, undeveloped appearance of the hillside areas in the Planning Area shall be preserved through appropriate siting, clustering of buildings, screening and other methods that minimize the visual impact of hillside development.

Program NR-7.2a Ridgelines. There shall be no construction permitted on top or within three hundred feet horizontally, or within one hundred feet vertically of the ridgelines, whichever is more restrictive, if other suitable locations are available on the site. If structures must be placed within this restricted area because of site size or similar constraints, they shall be on locations that are least visible from nearby highways and developed areas and shall adhere to height restrictions (one story up to 18 feet maximum) for ridgeline areas.

Program NR-7.2b Visual Analysis. When development is proposed for lots with a slope greater than 25%, a visual analysis should be submitted which illustrates that the development has been sited in the least visible portion of the site and has been designed to minimize visual impacts. The visual analysis should include access roads, parking areas, water tanks and accessory structures.

Program NR-7.2c Minimize Grading and Filling. Grading and filling of hillside lots shall be kept to the minimum amount necessary to accommodate the proposed project and shall minimize alteration of the natural contours of the land.

OBJECTIVE NR-8.0 TO PROTECT AND ENHANCE AGRICULTURAL OPPORTUNITIES IN THE PLANNING AREA.

Policy NR-8.1 Encourage Small Farms. Small acreage farms and gardens, and landscaping with fruit trees, nut trees and other edible plants are encouraged both for the production of food and fiber, and for the maintenance of the rural character of the Planning Area.

Policy NR-8.2 Sustainable Agricultural Practices. The use of sustainable agricultural practices is encouraged. These practices include organic production, elimination of pesticides and other toxic materials, water and soil conservation, and protection of natural resources.

Program NR-8.2a Edible Gardens. In approving building site plans and landscaping plans, the County should permit: (1) the setting aside of space for edible gardens; and (2) use of fruit trees, nut trees and other edible plants for the purpose of soil stabilization and screening.

E. HISTORIC RESOURCE PROTECTION

1. Background

The Point Reyes Station community prizes its visible connection to the past – the historic and vintage commercial buildings and residences in the downtown area. Today’s “downtown” is in the same place where it has been since the 1870s, centered on A Street. Even more remarkably, many of the old buildings still stand and are in use. This practical kind of historic preservation, without museum quality or excessive catering to the tastes of visitors, gives Point Reyes Station its special quality.

The Point Reyes Station Archaeological and Historic Resource Survey prepared by the North Marin County Water District in 1976 (hereafter referred to as the “Historic Survey”) identifies 51 historic

buildings in the downtown area. The Historic Survey evaluates the Town's architectural heritage as follows: "None of the structures in Point Reyes Station are on the National Register of Historic Places. The architectural quality of the community is in the historic integrity of the buildings as a whole and not in the architectural significance of any single building. The loss of any one of the buildings discussed could have a significant impact since there are only a few examples of the various eras, and because Point Reyes Station's architectural history (1875-1930) unfolds within the confines of a small area."

The Historic Survey identifies the following as the most important buildings which serve as focal points in the community: the Western, the Grandi, the old Station House Restaurant (now housing the Taqueria and the Station House Gift Shop), the original Bank of America, Foresters' Hall, and the Sacred Heart Catholic Church (now part of the Dance Palace Community Center). Special attention is invited to the two Scilaci buildings if restored back to their 1890 era. The first one, referred to as the Emporium, remains encumbered with an extensive addition to its front facade; the second, the former Livery Stable, has been replaced with a new office and retail building.

Equally important to the town's character are the unique residential neighborhoods in the B and C Streets area. The key residential buildings identified in the Historic Survey are the Cavannagh house, the Brunthaver house and the Stick-style cottage (numbers 29, 31, and 33, respectively, in the Historic Survey's inventory key).

The architectural heritage of Marin's coastal communities is one of the resources protected under the Local Coastal Program for Unit 2. The protective rules focus on individual pre-1930 structures, regardless where located, and on new construction projects in designated historic areas. For this purpose, the Local Coastal Program 2 established historic area boundaries for groups of historic structures located in the communities of Tomales, Marshall, Point Reyes Station, Olema and Inverness. According to Local Coastal Program 2, p.E-1, "Criteria used in defining historic areas were visual access and coherent grouping as well as architectural and historic composition. Groups of non-conforming structures that disrupt the historic quality of an area were excluded." This determination is the basis for the Point Reyes Station Historic Area Map, Appendix B, to this Plan. The Historic Area boundaries include approximately 9 acres of undeveloped land between Mesa Road and West Marin School (APN 119-240-45, a portion of #119-240-46 and 58). This acreage was included because it is contiguous and upslope to the historic downtown, and any development on it will have a major visual impact on the historic downtown.

In addition to establishing the Point Reyes Station Historic Area, Local Coastal Program Unit 2 adopted the "Design Guidelines for Construction in Historic Areas and for Pre-1930s Structures", together with the related "Historic Review Checklist." Both are reproduced in full as Appendix C to this Plan. The Design Guidelines and Checklist come into play when a project (including new signs) is reviewed for Coastal Permit and/or Design Review approval. This is usually the case for additions or alterations to pre-1930 structures and for new construction in the Historic Area. Additions and alterations to post-1929 structures located in the Historic Area may be subject to Coastal Permit and/or Design Review depending on the zoning district and project involved.

The Community Plan endorses the historic preservation policies expressed in the Design Guidelines referred to above. The historic design review program aims to provide guided freedom for future growth in Point Reyes Station's Historic Area. Efforts to achieve architectural continuity should not be so restrictive that they force mere imitation. Careful, historically informed design is necessary, however, to achieve harmony between old and new. The challenge is to create contemporary

buildings whose scale, proportions and texture compliment, rather than imitate, the predetermined images of the historic setting.

2. Historic Resource Protection – Objectives, Policies and Programs

OBJECTIVE HR-1.0. TO PROTECT THE ARCHITECTURAL HERITAGE AND COMMUNITY CHARACTER OF DOWNTOWN POINT REYES STATION.

Policy HR-1.1 **Historic Resource Survey.** All development within the Point Reyes Station Planning Area shall be cognizant of the Point Reyes Station Archaeological and Historic Resource Survey prepared by the North Marin County Water District in 1976.

Policy HR-1.2 **Preserve and Restore.** Those buildings that have been identified as significant historic resources of the community should be preserved and, if possible, restored to their original appearance.

Program HR-1.2a Buildings Identified as Historically Significant. The preservation of each of the buildings (originally 51 in number) identified in the Historic and Architectural Inventory Key of the 1976 Historic Resource Survey is encouraged. Particular emphasis shall be placed on the preservation and/or restoration of the following commercial buildings and residences (each followed by the number given to it in the Architectural Inventory Key): Western (41), Grandi (42), old Station House Restaurant (26), old Bank Building (37), Foresters’ Hall (3), Sacred Heart Catholic Church (9), Scilaci’s Emporium (25), Cavannagh house (29), Brunthaver house (31), and the Stick style cottage (33).

Policy HR-1.3 New Construction. All new construction located within the Point Reyes Station Historic Area (Appendix. B) shall be consistent in scale, design, materials and texture with the surrounding community character.

Policy HR-1.4 Alterations and Additions to Pre-1930 Structure. Any alteration or addition to a structure built before 1930 requires Coastal Permit approval pursuant to Title 22 of the Marin County Code, (Regulations for “C” Districts) provided such alteration or addition requires a building permit. Maintenance or repair to restore a structure to its original architectural character shall not require a Coastal Permit. Alterations or additions to a pre-1930 structure shall retain the scale and original architectural features of the structure, especially for the front facade.

Policy HR-1.5 Demolition of Pre-1930 Structures. Demolition of a residential, commercial or other principal structure built before 1930 requires Coastal Permit approval pursuant to Title 22 of the Marin County Code. (Regulations for “C” Districts.) Demolition of a pre-1930 secondary or agricultural structure may be exempted from Coastal Permit approval if it is found that such structure is not a significant historic resource. Approval for demolition of a pre-1930 structure may be delayed for a period not to exceed six months. During this period, the property owner or local historic group or society may

attempt to find a purchaser or alternate location for the structure. This six-month period may be waived by the Community Development Agency Director or appropriate hearing body if it is found that such structure is not a significant historic resource.

Policy HR-1.6

Historic Resource Preservation Design Criteria. All Coastal Permit and/or Design Review applications for projects within the Point Reyes Station Historic Area, or for projects involving pre-1930 structures, shall be reviewed in accordance with the “Design Guidelines for Construction in Historic Areas and for Pre-1930s Structures” and the “Historic Review Checklist” in Appendix C. These historic preservation criteria should: 1) guide new development to be compatible with architecturally significant resources, without imposing a false imitative style contrary to contemporary building technology or practices; and 2) protect existing historic resources from destruction or aesthetically undesirable alterations.

IV. CIRCULATION AND TRANSPORTATION

1. Background

Roadway System. Point Reyes Station is the traffic hub of West Marin, the place where State Highway 1 (also called the Shoreline Highway) intersects with Sir Francis Drake Boulevard (at Levee Road) and, one-half mile farther north, with the Point Reyes-Petaluma Road. Each of the three roads is two-lane (i.e., one lane in each direction), with shoulders, and is projected to remain so under State and County transportation policies. The design capacity of each of the roadways is about 34,000 vehicles per day, with the actual annual Average Daily Traffic ("ADT") now amounting to approximately 20% of that capacity. According to State Department of Transportation records, peak month ADT counts in 1996 on Highway 1 between the Sir Francis Drake Boulevard intersection and the Point Reyes-Petaluma Road intersection were 6,700. Peak month ADT counts in 1996 on Highway 1 north of the Point Reyes-Petaluma Road intersection were 1,800. According to records of the County Public Works Traffic Division, in 1996 the annual average on Highway 1 through Point Reyes Station was 6,100 vehicles a day and 610 vehicles in the peak hour.

As mandated by the Coastal Act, policies of the Local Coastal Program and Countywide Plan limit transportation improvements to projects that enhance safety but do not increase the capacity of the road network. Under these policies, Highway 1 shall remain a two-lane roadway with soft shoulders and only those minimal improvements, which would not detract from its rural scenic characteristics.

Highway 1 traverses the Point Reyes Station Planning Area on a north-south axis and is its principal traffic artery. In the historic Downtown Area, Highway 1 occupies consecutively stretches of First Street, A Street, and Fourth Street. The stretch on A Street usually is referred to as "Main Street."

Streets in the Downtown Area other than Highway 1 are maintained by the County, as are Lorraine Avenue, Manana Way, Viento Way, Knob Hill Road, Mesa Road, and Cypress Road. All are paved two-lane roads with shoulders. The other local roads in the Planning Area are the responsibility of private owners. These existing County-maintained or privately maintained roads, as well as any new roadways, which might be developed, should reflect the rural nature of the area and remain as bi-directional lanes with shoulders.

Streetside Improvement Standards. Urban standard curb, gutter and sidewalk improvements are incompatible with rural road improvement standards and should be used only sparingly where necessary for public health and safety reasons. Much of Main Street, sections of First and Fourth Street, and several other locations have sidewalks and curbs. Since the Downtown Area lacks a comprehensive drainage system, curb and gutter installations may not function efficiently, but were required under County Public Works regulations. The community desires to minimize such improvements in order to preserve the rural character of the town. A comprehensive drainage study for the downtown area which would clarify the need and value of drainage improvements has not been undertaken to date because of lack of funding. The Community Plan contains interim standards intended to guide the County's decisions on streetside improvements in the Downtown area.

Traffic Patterns. Visitor traffic, which occurs throughout the week but is heaviest on weekends, consists of through-traffic to the trails and beaches of the National Seashore and state parks, as well as increasing numbers of sightseeing visitors and tourists exploring the West Marin coast by car or tour bus. Recreational bicycling is an important factor on weekends, as is the occasional motorcycle

club coming through. Much of this traffic accesses the Planning area via the Point Reyes-Petaluma Road, using Highway 1 as a connector to Sir Francis Drake Boulevard heading west.

Local traffic includes in-commuting by non-resident workers employed in West Marin, and out-commuting by residents from the communities of Point Reyes Station, Inverness Park, Inverness and Marshall. Due to the cumulative growth of West Marin, the volume of this commuter traffic has increased steadily greatly over the past ten years. A significant portion of this traffic passes through the Point Reyes Station Downtown Area on the way to or from the Point Reyes-Petaluma Road. It should be noted that many drivers to or from Fairfax and points east use the Point Reyes-Petaluma Road in conjunction with the Nicasio Valley Road as an alternative to Sir Francis Drake Boulevard through Olema and Samuel Taylor State Park.

Truly local traffic consists of West Marin residents who work in the Downtown area or use the shops, medical facilities and other retail services available here. Since mail is not delivered in West Marin, daily trips to the post office are a necessity. The volume of this mail pick-up traffic can be estimated from the number of mailboxes maintained at the Point Reyes Station Post Office - currently 1,087 in number.

Circulation Issues in the Downtown Area. At present, through traffic on Highway 1 in the Downtown Area seems to operate at acceptable levels. In part, this may be due to increased use of B Street. Mesa Road between First and Fourth Streets does not appear to function as a "bypass" for A Street, probably due to some or all of the following conditions: i) Mesa Road is narrow and hemmed in by vehicles parked curbside; ii) the intersections with Highway 1 at First Street and Fourth Street involve a "stop" and wait; iii) commercial delivery vehicles at the back entry of the Palace Market and other businesses slow down traffic; and iv) vehicles exiting the parking lots of the Bank, the Palace Market and Building Supply must be accommodated.

The 1976 and 1986 versions of the Community Plan recommended that "as commercial in-filling occurs within the downtown area, and uses develop along Mesa Road which parallels Main Street, consideration should be given to the use of the one-way street pattern on both Main Street and Mesa Road to disperse the growing volumes of resident and recreational travel." To date, no commercial development has occurred on the east side of Mesa Road, and the west side is used for commercial deliveries and parking lot exits by businesses fronting on Main Street. Under these conditions, converting to a one-way pattern is deemed impractical and undesirable for the foreseeable future and the previously mentioned recommendation has been deleted from the updated Community Plan.

Several current circulation issues should be addressed:

- i. The north side of the intersection of Mesa Road with Highway 1 is frequently congested, due to parking and double parking in front of the businesses occupying the Creamery building. Improvement at this corner is particularly desirable in order to facilitate vehicular and pedestrian access to the recently relocated library. The Community Plan suggests an evaluation of the following: (a) A no-parking zone at the intersection of 15 to 20 feet. (b) An additional speed limit sign indicating the 25 mph speed limit to slow traffic coming down Highway 1, to be placed at the beginning of the downslope.
- ii. The speed limit on Highway 1 immediately north and south of the intersection with Sir Francis Drake Boulevard (the levee road) currently is 35 mph. The 25-mph zone starts immediately north of the green bridge. In order to facilitate the operation of this intersection, it may be advisable to extend the 25-mph zone southward to a point beyond the intersection.
- iii. As a result of the Livery Stable and Haybarn development, circulation and parking patterns around the entire block bordered by A Street, Third Street, B Street, and Fourth Street have changed. Visibility at the Third Street corner is poor, and the direction and access of parking along B Street and Fourth Street is somewhat confusing. A comprehensive evaluation of the design of all parking spaces on Third Street, B Street and the south side of Fourth Street is recommended.

Trails. The Countywide Plan calls for improving equestrian, hiking and bicycling access throughout the County. The Marin Countywide Trails Plan (Appendix L) designates a proposed hiking and bicycling path along Highway 1 through the Point Reyes Station Planning Area. At present this proposal has not been implemented. A limited pedestrian walkway along Highway 1 between the Point Reyes-Petaluma Road intersection and downtown has been installed and is much in use by students at West Marin School.

The narrow roads and lack of separated pedestrian/bicycle paths make it difficult for cyclists and pedestrians to use these modes of transportation. Improving facilities to accommodate pedestrians and bicyclists will result in more pedestrian/bicycle oriented environment and would reduce the number of local trips made by automobile. Point Reyes Station is a fairly compact community and would be greatly enhanced by the provision of safe routes for both bicycles and pedestrians.

Public Transportation. Due to lack of sufficient number of riders who could adhere to a regular schedule of service, public transit to Point Reyes Station has not been economically feasible. The nearest bus stop on the Golden Gate Transit line is located in Fairfax.

2. Circulation and Transportation – Objectives, Policies and Programs

OBJECTIVE T-1.0 TO MAINTAIN THE RURAL, SCENIC CHARACTER OF ALL ROADS IN THE PLANNING AREA, INCLUDING HIGHWAY 1.

Policy T-1.1 **Maintain Rural Character of Roadways.** Roadway improvements should be limited to projects that enhance safety only and do not increase the capacity of the road network. Specifically, all roads in the Planning Area, including State Highway 1, should retain their rural, scenic character with a two-lane width or less and without curbs, gutters, sidewalks, traffic lights, and street lights. The only area to be considered for sidewalks and similar roadway improvements shall be the Downtown Area. Other permitted roadway projects should be limited to:

- slope stabilization
- drainage control
- safety improvements
- expansion of shoulder paving to accommodate bicyclists and pedestrians
- creation of vista and slower traffic turn-outs
- improvements to accommodate public transit.

Program T-1.1a Improvement Standards. Existing County maintained roads and existing private roads should be maintained at current improvement standards, i.e., two-lane roadways or narrower with soft shoulders. For private roads, paving shall be optional unless necessary to meet safety standards.

Program T-1.1b Rural Quality. New roads constructed in conjunction with new residential development should be designed and constructed in keeping with the rural quality of existing roads, i.e., two-lane roadways with soft shoulders.

Program T-1.1c Streetside Improvements. Streetside improvements in conjunction with new development in the Downtown Area shall be governed by the policies set forth under Objective T-3.0 below.

OBJECTIVE T-2.0 TO PROVIDE FOR STORM WATER DRAINAGE AND IMPROVED YEAR-ROUND ACCESS IN THE COMMERCIAL CORE OF POINT REYES STATION.

Policy T-2.1 Drainage Study. A comprehensive drainage study of the Downtown Area shall be prepared under the supervision of the Marin County Department of Public Works. This study should consider:

- a. The area's overall drainage conditions, specifically identifying all existing and potential flood hazards.
- b. The establishment of an area-wide drainage plan, providing recommendations for improvements that would remove or reduce potential threats to public health, safety, and property.

- c. Drainage and streetside improvements that are consistent with the town's rural character.

When funding for the study becomes available, a committee comprised of local citizens shall be established to work with the County on the design and implementation of drainage and streetside improvement standards that are consistent with the town's rural character.

OBJECTIVE T-3.0 TO ESTABLISH INTERIM DEVELOPMENT STANDARDS FOR STREETSIDE IMPROVEMENTS IN CONJUNCTION WITH DEVELOPMENT PROJECTS IN THE DOWNTOWN AREA.

Policy T-3.1 **Discourage Urban Improvements.** Urban standard curb, gutter and sidewalk improvements will be discouraged in the Downtown Area, except along Main Street.

Policy T-3.2 **Pedestrian Access.** For new development in the Downtown Area (other than on Main Street) requiring discretionary action by the County, the extent of pedestrian access improvements and drainage improvements necessary shall be determined on a case-by-case basis with regard to the following: pedestrian safety, drainage, year-round accessibility, maintenance responsibility, landscaping, and compatibility with contiguous development. All such improvements shall be consistent with the town's rural character and shall be minimized to the extent possible.

Policy T-3.3 **Consistency with Drainage Study.** Upon completion of a downtown drainage study, the policies in this Plan shall be reviewed and revised, if appropriate, to achieve consistency with the recommendations of the drainage study.

OBJECTIVE T-4.0 TO MAINTAIN AND IMPROVE TRAFFIC CIRCULATION AND SAFETY IN THE PLANNING AREA BY PRESERVING ESTABLISHED ROAD RIGHT-OF-WAYS AND ENSURING ADEQUATE SITE DISTANCES FOR TURNING MOVEMENTS.

Policy T-4.1 **Road Right-of-Ways.** To maintain adequate stopping and turning sight distances and preserve shoulder areas for emergency on-street parking, walking and bicycling, the County should prohibit the construction of fences, walls, and other accessory structures, including parking areas, within the right-of-way of roads and streets within the Planning Area.

Program T-4.1a Roadway Design. The County shall require that the design of roadway, driveway and parking areas comply with stopping and/or turning sight distance standards.

Program T-4.1b Sight Distance Review. The County, Caltrans, and other appropriate agencies shall cooperate to review whether there are adequate sight distances and traffic directing signs at the following locations in the Downtown Area:

- a. The northeast corner of the intersection of Mesa Road and Fourth Street.
- b. The northeast corner of the intersection of Third Street and B Street.
- c. The northeast corner of the intersection of Second Street and B Street.
- d. The northwest corner of the intersection of First Street and Main Street.

To the extent that parked cars intrude into the required sight distances, no-parking zones shall be established, parking spaces shall be eliminated or redesigned, or stop signs shall be relocated to points affording adequate visibility of cross traffic as applicable.

Policy T-4.2 **Traffic Safety Improvements.** The County Public Works Department should coordinate with Planning Area residents to identify traffic hazard areas in the Planning Area roadway system, including hazards to bicyclists and pedestrians, and develop mitigation measures appropriate to the specific impact and location.

Program T-4.2a Evaluate Speed Limit. The County should undertake an evaluation whether the 25-mph speed limit at the south end of town should be extended beyond the intersection with Sir Francis Drake Boulevard.

OBJECTIVE T-5.0 TO SECURE IMPROVEMENTS TO ROADS TO, FROM, AND WITHIN THE PLANNING AREA FOR BICYCLISTS AND HIKERS.

Policy T-5.1 **Trails Plan.** Endorse and support the implementation of the policies contained in the Marin Countywide Trails Element Plan, which has conceptually proposed the future development of a multi-use trail through the Planning Area along Highway 1 (see Countywide Trails Element Map, Appendix L).

Policy T-5.2 **Acquire Right-of-Way.** The County should initiate the incremental acquisition of right-of-way required to implement the Marin Countywide Trail Plan. In particular, voluntary dedications of trail easements should be pursued. The future development of this easement will occur when substantial portion of the required right-of-way has been obtained.

Policy T-5.3 **Bicycle and Pedestrian Paths.** The Community Plan supports the efforts of local community groups to identify the most appropriate locations for future bicycle and pedestrian paths which can be used for both bicycle commuting and recreation. Connections to regional trails should be considered. Options which should be investigated include the use of the abandoned railroad right-of-way and preservation of existing access easements.

OBJECTIVE T-6.0 TO SUPPORT DEVELOPMENT OF ALTERNATIVE FORMS OF TRANSPORTATION.

Policy T-6.1

Alternative Forms of Transportation. The development or introduction of alternative forms of public transportation such as vanpools and scheduled mini-van routes to other West Marin locations as well as to and from eastern portions of Marin, is supported in order to provide options for non-drivers and reduce the use of automobiles.

Policy T-6.2

Bicycle Commute. This Community Plan encourages and supports commuting by bicycle and recommends that improvements designed to accommodate bicycle commuters be included in future planning efforts.

V. COMMUNITY SERVICES AND FACILITIES

1. Background

Water Supply. Water for the communities of Point Reyes Station, Olema, Inverness Park and Paradise Ranch Estates is supplied through one interconnected system, the Point Reyes Water System by the North Marin Water District (NMWD), a publicly owned utility.

NMWD also serves the Point Reyes National Seashore Headquarters at Bear Valley, Silver Hills, the U.S. Coast Guard Housing Facility in Point Reyes Station and several dairies. The Point Reyes Water System has been undergoing gradual expansion and improvement since the original system, (serving Point Reyes Station and Inverness Park) was acquired by NMWD in 1971.

The source of water for the Point Reyes System consists of two wells at a site adjacent to Lagunitas Creek. The two primary wells are located on U.S. Coast Guard property in Point Reyes Station. Additionally, a back-up water supply at the Gallagher Ranch is intended to be developed for use during periods of low streamflow when salt water intrusion from tidal inflow can occur in the two downstream wells. The single well constructed at the Gallagher Ranch site does not have sufficient capacity to meet Point Reyes system water demands.

Water supply to the wells is primarily dependent on the amount of water flowing in Lagunitas Creek and, to a lesser extent it is believed, on the amount of water available in an underground aquifer. Generally, streamflow in the creek greatly exceeds water withdrawals needed to supply the Point Reyes System. Annual runoff to Tomales Bay from Lagunitas Creek after upstream diversions averages 63,900 acre-feet per year (AFY) while system withdrawals, based on average daily consumption in 1998, amount to 352 AFY or approximately 0.5% of average annual streamflow.

NMWD utilizes “exchange-water” with Marin Municipal Water District (MMWD) as established in the 1993 Intertie Agreement to satisfy the requirements of the State Water Resources Control Board. State Water Resources Control Board Order No. WR 95-17 requires that the district must identify an alternate source of water during low flow months (July through October) of dry years. Under the Agreement, stored water can be released by MMWD into Lagunitas Creek from Kent Lake in exchange for an equal amount of water delivered to MMWD from NMWD’s Novato water system. NMWD is involved in the trade because, although it has adequate water in east Marin to handle all system needs, it does not have a pipeline to transport the water to West Marin. Therefore, it utilizes MMWD’s storage and transport facilities, and receives the necessary water via Lagunitas Creek. NMWD then “pays back” MMWD with water derived from the Russian River. The long-term security of the Russian River source was confirmed by voter approval of the Warm Springs dam project.

The existing Intertie Agreement between the two districts runs through 2014 and provides for a maximum of 250 AF to be exchanged annually. This figure represents approximately 0.8% of MMWD’s total water production (30,300 AFY). The tradition of trading water and cooperating to most efficiently meet the water needs of both districts has a long history. NMWD has also entered into an agreement with Giacomini Ranch to acquire a portion of their appropriated water right license and further satisfy requirements of the State Water Resources Control Board.

Sewage Disposal. Point Reyes Station relies on on-site sewage disposal in the form of septic systems, cesspools, mound systems and other methods, which discharge into the ground. Because of limited space in the commercial downtown area, a number of combined systems have been established with two or more buildings connected to one septic system. In several cases, including some of the older residences, adjacent contiguously owned lots are used for leachfields since the developed lot is too small to support a septic system itself.

Outside of the downtown commercial area, development is served by individual septic systems. The only exception exists at the U.S. Coast Guard Housing Facility, housing approximately 150 people, where sewage disposal consists of a gravity-fed collection system feeding into three holding tanks with a total capacity of 13,000 gallons. Sewage is presently pumped out of the tanks several times a week and is hauled to the Coast Guard's treatment facility at Two Rock in Sonoma County. In the mid-70's, the Coast Guard attempted to terminate this situation through installation of a community sewer that would serve both the Coast Guard Housing Facility and the downtown area. A study and EIR for a joint sewer was undertaken by North Marin County Water District in 1976. When the community failed to approve funding for its share of the project, the proposal was abandoned. The Martinelli property north of town, where the treatment lagoons for the proposed sewer system would have been located, has meanwhile been acquired by the GGNRA, and the Giacomini property, where the proposed spray irrigation field was to be, is now proposed for restoration as a tidal wetland. As originally planned, the joint sewer therefore is no longer viable. In a town meeting called by the Coast Guard in 1997, the community confirmed its continued opposition to a town sewer. The Coast Guard currently is pursuing alternative proposals not involving the Downtown Area.

The characteristics of underlying soils in the Planning Area were investigated in the 1976 EIR prepared by the Water District. The geologic report noted that the downtown area is underlain by a layer of coarse gravel material which can percolate sewage from individual systems quite well, provided the systems are properly designed and have adequate leachfield area. In the areas north and east of downtown, soils generally consist of about one foot of topsoil underlain by Franciscan graywackes, shales, basalts, and ultra basic rocks. These soils are considered generally insufficient to provide for sewage disposal from standard septic systems. As a result, the Regional Coastal Commission adopted Interpretive Permit Guidelines for the community which limit development densities. Specifically, the Commission's policy states that ". . . land divisions utilizing septic systems within the community expansion boundary shall generally maintain a one-acre minimum lot size average." The Commission has applied this policy throughout Point Reyes Station, including areas zoned for planned districts in which the County normally permits clustering and variable lot sizes.

Mound systems, sand filters and other alternative self-contained waste disposal systems may be permitted by the County Environmental Health Division, subject to ongoing monitoring requirements. The Community Plan supports the use of these and other new disposal techniques, provided the necessary safeguards for natural resource protection and public health can be maintained. In addition, ways should be found to screen or otherwise mitigate the artificial appearance of mound systems.

Solid Waste Reduction, Collection and Disposal. Shoreline Disposal Inc., a wholly owned subsidiary of Waste Management, Inc., serves the Point Reyes Station Planning Area with weekly pickup of garbage and recyclable items. Shoreline Disposal provides this service according to a franchise agreement with the Board of Supervisors. Formerly, wastes from the Planning Area (and other areas of West Marin) were hauled to West Marin Sanitary Landfill, a small, privately owned landfill located in Tomasini Canyon east of Highway 1. Since the landfill has reached its capacity and environmental constraints prohibit expansion into additional sites in the Canyon, West Marin's solid wastes are now hauled to Redwood Landfill in Novato. Subscription to the garbage pickup service is

voluntary. Residents wishing to self-haul their household and other solid wastes can dispose of them at Redwood Landfill or the transfer station operated at the Marin Resource Recovery Center in San Rafael. Additional drop-off sites for recyclables are provided by Shoreline Disposal in Inverness and Lagunitas.

In December 1997, the "West Marin Waste Brigade", a group of community volunteers convened by Supervisor Steve Kinsey, published the West Marin Waste Management Plan. The Plan recommends specific programs for reducing and managing West Marin's waste stream, including composting and reuse or recycling of wood and other construction debris. The Community Plan endorses the West Marin Waste Management Plan and encourages future community participation in the implementation and monitoring of the recommended waste reduction and waste management programs.

Public Restrooms. There are no public sanitary facilities in Point Reyes Station. This is a great burden on local merchants who are badgered by visitors for use of sanitary facilities in commercial establishments. Given the increasing number of visitors to the Downtown Area, construction of public facilities therefore has become a priority. Public funding will be necessary both for the cost of the facility, which requires a self-contained waste disposal system, and for the continued maintenance. The County of Marin has recently agreed to fund a feasibility study as a first step towards the goal of developing these much needed restrooms. A proposal to construct public restrooms and a public parking area on the Giacomini property upslope from Mesa Road (APN #119-240-45) has been submitted to the County Planning Division as part of the EAH affordable housing project.

2. Community Services and Facilities – Objectives, Policies and Programs

OBJECTIVE CS-1.0 TO PROTECT THE QUALITY AND QUANTITY OF COMMUNITY WATER SUPPLIES AND TO CONSERVE WATER RESOURCES

Policy CS-1.1 **Development Permits.** Development permits shall be granted only upon a determination that water service to the proposed project is of an adequate quantity and quality to serve the proposed use. Lack of available services or resources shall be grounds for denial of a project or for reduction in the density otherwise indicated in the proposal.

Policy CS-1.2 **Permit Requirement.** Support North Marin Water District's policy not to serve water to any new applicant until the applicant has received discretionary approval from the County for the proposed land use (valid Building Permit, approval of preliminary division of land, approval of tentative subdivision map, approval of planned unit development, approval of conditional use permit).

Policy CS-1.3 **Landscaping.** Ornamental landscaping should consist of native, drought resistant plants. Applicants should incorporate recommendations contained in the Point Reyes Station Landscaping Guide, Appendix K.

Policy CS-1.4 **Irrigation.** Irrigation for ornamental and edible plants should be designed to conserve water. Installation of drip irrigation systems shall not be required by the County. Selective use of drip irrigation at the choice of the owner is encouraged.

Policy CS-1.5 **Gray Water.** Subject to reasonable public health safeguards, the County should permit reclamation of used household water for irrigation purposes.

OBJECTIVE CS-2.0 TO ENSURE THAT SEWAGE IS SAFELY AND EFFICIENTLY TREATED AND DISPOSED OF.

Policy CS-2.1 **Alternative Waste Disposal Systems.** The County should permit alternative waste disposal systems where it is determined that sewage cannot be disposed of in a sanitary manner by a standard tank or where the health officer finds that an alternative system will protect the public health in a manner at least equal to that of the utilization of a standard system.

Program CS-2.1a New Waste Disposal Technologies. The testing and development of alternative self-contained waste disposal systems for individual users in the Planning Area is encouraged.

Program CS-2.1b Monitoring Program. A monitoring program will be established for each alternative system at the time of issuance of the operating permit in order to ensure that the alternative system is functioning properly to protect human and environmental health.

Program CS-2.1c Mound Septic Systems. The use of mound septic systems should be limited to parcels where development would be precluded without such a system.

Program CS-2.1d Screening Mound Systems. Mound systems should be sited and/or screened to minimize the visual impact. Screening may be done with trellises, fencing, landscaping, or other appropriate methods.

Program CS-2.1e Remedial Action. Large-flow waste disposal systems shall not be permitted unless sufficient land area and financial guarantees are available to cover necessary remedial actions.

OBJECTIVE CS-3.0 TO FURTHER SUSTAINABLE SOLID WASTE PRACTICES

Policy CS-3.1 **Reduce-Reuse-Recycle.** Support the West Marin Waste Management Plan and encourage the implementation of its programs for waste reduction through reuse and recycling.

OBJECTIVE CS-4.0 TO DEVELOP PUBLIC RESTROOMS FOR VISITORS IN THE DOWNTOWN AREA.

Policy CS-4.1 **Criteria for Development:**

- a. The restrooms should be located in proximity to the commercial Downtown Area, at a reasonable distance from residential uses.
- b. The architectural design of the restrooms should harmonize with the Downtown's architectural character and be suitably landscaped.

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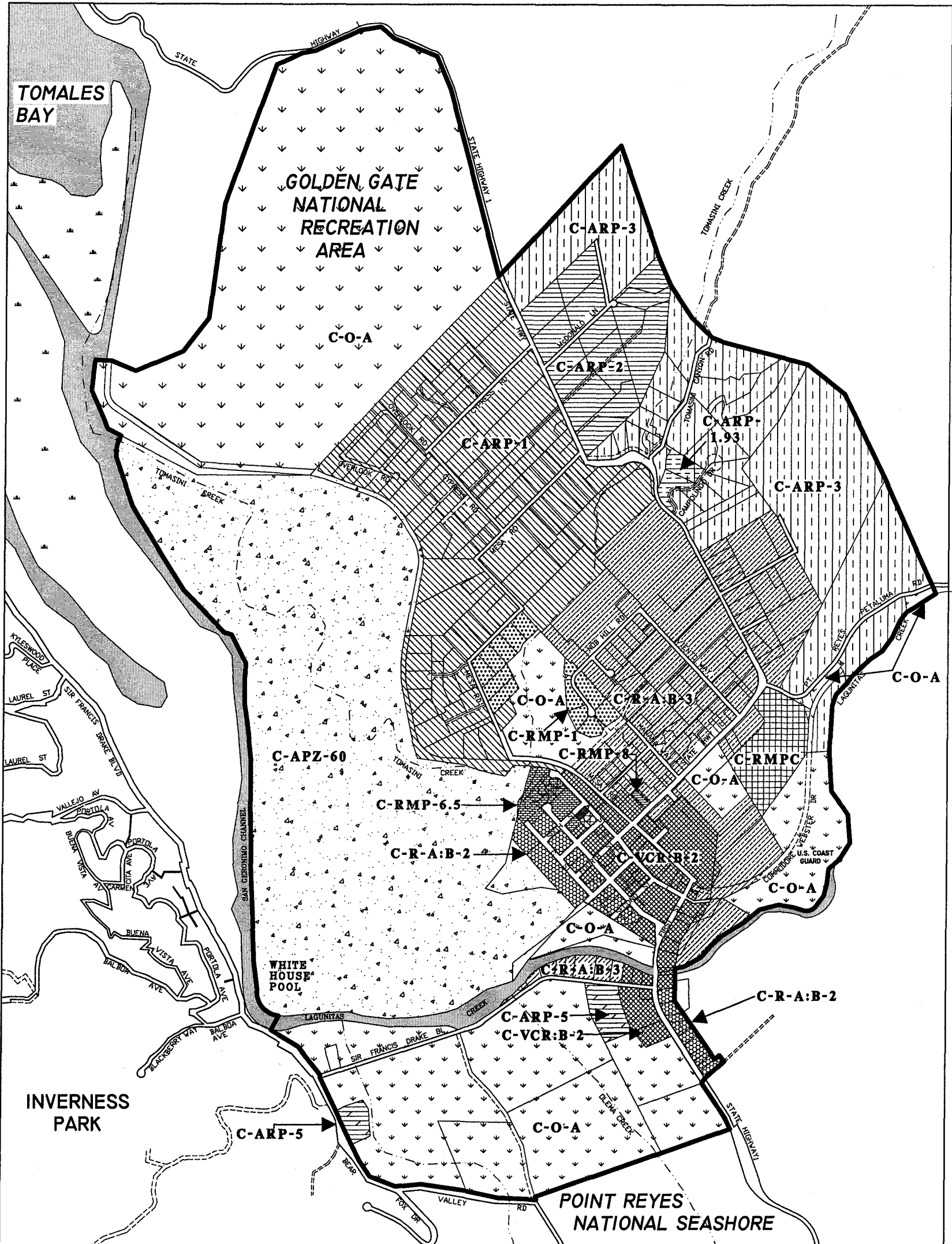
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- C. Design Guidelines for Construction in Historic Areas and for Pre-1930s Structures, and Historic Review Checklist
- D. Map of Alquist-Priolo Study Zone
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- J. County Code Definitions of Home Occupation, Cottage Industry, and Bed & Breakfast
- K. Point Reyes Station Landscaping Guide
- L. Countywide Plan Trails Map (Point Reyes Station)
- M. Countywide Plan Land Use Designations
- N. Photographs of Point Reyes Station by Art Rogers
All photographs © Art Rogers/Point Reyes

APPENDIX A

Zoning Map for Point Reyes Station



POINT REYES COMMUNITY PROPOSED ZONING MAP



1 INCH = 1200 FEET

MARIN COUNTY COMMUNITY DEVELOPMENT
AGENCY, MAPPING & GRAPHICS
OCTOBER 12, 2001

FILE: PTREYZON_BW.DWG

This map is representational only.
Data are not survey accurate

— COMMUNITY PLAN BOUNDARY

ZONING DISTRICTS:	
	C-O-A Coastal Open Area
	C-APZ-60 Coastal Agricultural Production Zone (1 unit per 60 acres)
	C-ARP-5 Coastal Agricultural, Residential, Planned (1 unit per 5 acres)
	C-ARP-3 Coastal Agricultural, Residential, Planned (1 unit per 3 acres)
	C-ARP-2 Coastal Agricultural, Residential, Planned (1 unit per 2 acres)
	C-ARP-1.93 Coastal Agricultural, Residential, Planned (1 unit per 1.93 acres)
	C-ARP-1 Coastal Agricultural, Residential, Planned (1 unit per acre)
	C-R-A-B-3 Coastal Residential, Agricultural (20,000 sq. ft. minimum lot size)
	C-R-A-B-2 Coastal Residential, Agricultural (10,000 sq. ft. minimum lot size)
	C-RMP-1 Coastal Residential Multiple Planned (1 unit per acre)
	C-RMP-6.5 Coastal Residential Multiple Planned (6.5 units per acre)
	C-RMP-8 Coastal Residential Multiple Planned (8 units per acre)
	C-RMPC Coastal Residential Multiple Planned Commercial
	C-VCR-B-2 Coastal Village Commercial Residential (10,000 sq. ft. minimum lot size)
	C-VCR Coastal Village Commercial Residential (7,500 sq. ft. minimum lot size)

APPENDIX B

Historic Area Boundary



**POINT REYES STATION
HISTORIC AREA**

**COUNTY OF MARIN
COMMUNITY DEVELOPMENT AGENCY
MAPPING/GRAPHICS**

SCALE: 1" = 300' MAY 19, 1997
FILES: PRS-HIST.DWG, .PLT

THIS MAP IS REPRESENTATIONAL ONLY.
DATA ARE NOT SURVEY ACCURATE.



APPENDIX C

Design Guidelines for Construction in Historic Areas
and for Pre-1930's Structures, and
Historic Review Checklist

APPENDIX C

DESIGN GUIDELINES FOR CONSTRUCTION IN HISTORIC AREAS AND FOR PRE-1930'S STRUCTURES

Technology has quickened the pace of change and introduced a great variety of building materials and construction methods. Since personal tastes and social attitudes often govern today's choice of materials and methods, design review has been introduced to guarantee carefully executed design solutions.

The landscape and buildings of a healthy community exhibit continuity of a community's past and present. In recognition of this concept, a properly instituted design review program aims to ensure guided freedom for future growth in historic areas. Design review will vary according to conditions in particular communities, but it should ensure that new buildings conform in scale, proportion and texture to existing community form.

The design principles and standards below are intended to ensure maximum compatibility of remodeling and new construction with older buildings in historic areas.

Repetition of Roof Shape

Similarity of roof shapes is often the most important means for achieving continuity in design between new and old buildings in historic areas. Roofs are an important factor in the overall design of a building to help relate items such as height and scale to those adjacent structures.

ILLUSTRATION HERE

Consistent Building Height

New buildings should be constructed to a height within a reasonable average height of existing adjacent buildings.

ILLUSTRATION HERE

Directional Expression of Front Elevations

Structural shape, placement of openings, and architectural details may give a predominantly vertical, horizontal, or a non-directional character to a building's facade. If buildings in historic areas have predominantly vertical expressions, then new buildings should also have vertical expressions. Nineteenth century buildings tend to be vertical, while 20th century buildings often have a horizontal emphasis.

ILLUSTRATION HERE

Placement of New Additions to Historic Buildings

The most important facade of any building is generally the frontal facade. This is particularly true when viewing a streetscape. The front elevation, and the side elevation on a corner building, should not have additions added that would destroy a building's historic character.

Good Example

Focal points facades of Olema Inn

ILLUSTRATIONS HERE

Additions made to the Olema Inn left the focal point facades intact.

Bad Examples

Greek Revival school house with addition on the front facade destroys the focal point view.

ILLUSTRATIONS HERE

Italianate commercial structure with front façade addition

Building Setback

Building setback is an important consideration in harmonizing new with old in rural historic areas.

ILLUSTRATION HERE

Preserve or Replicate Historic Details

ILLUSTRATIONS HERE

Original: Sympathetic treatment
of stairway railing

Remodeled: Unsympathetic
treatment of stairway railing

Original: Precise wooden details
around windows, doors, cornice
line, building edges, horizontal
lap siding

Remodeled: Stucco façade
destroys integrity of historic
structure.

Relationship of Textures

The texture of a building is an important factor in the overall appearance of a neighborhood. The predominant texture may be smooth (stucco), rough (brick with tooled joints), horizontal wood siding, or other textures. Whatever texture is used, its appearance must be considered in relation to the neighborhood to ensure a compatible blending with other styles.

The front façade of the Greek Revival commercial building (in foreground to the left) has been “modernized” with the addition of wood shingles or brick. These exterior coverings are not appropriate for Greek Revival. Its next-door neighbor (smaller building to the right) retains the Greek Revival feeling with the original horizontal siding.

ILLUSTRATION HERE

Repetition of Details

Repetition of details, such as choice of exterior building materials, proportions of windows and doors, gingerbread porch posts and trim, window and door moldings, cornices, lintels, and arches, is extremely important in ensuring compatible appearance in new construction in historic areas.

There has been a general misunderstanding about 19th century styles because of the weather-beaten appearance of many vintage buildings. Greek Revival, Queen Anne, Italianate, and Stick architectural styles are precise in their detailing and consistency of proportions. There is a great difference between these precise, albeit weathered, architectural statements, and contemporary efforts to create vintage-style buildings by constructing badly proportioned, indistinctive, rough-shod buildings of rough-sawn plywood or board and batten style.

Relationship of Colors

The proper application of a color scheme to a building or a series of buildings can highlight important features and increase their overall appearance. Accent or blending colors on building details is also desirable in creating compatibility with neighboring structures.

Use of exterior color is of particular importance in the case of a wood frame house where the combination of wall and trim colors usually decides its basic character.

A good color scheme should be neighborly as well as effective in itself, so that both the house and the environment benefit.

Relationship of Landscaping and Physical Features

Landscaping should be placed to emphasize design and should enhance a structure rather than detracting from it or obscuring it. Physical features such as picket fences, building facades, beaches, lamp posts, and signs or combinations of these features provide continuity and cohesiveness to a neighborhood.

Efforts to achieve continuity should not be so restrictive that they force mere imitation. However, the design of new buildings in and adjacent to historic areas, and new additions to old buildings must be

carefully executed to achieve harmony between old and new. The challenge, particularly in special design districts, is to create contemporary buildings whose flavor and scale compliments, rather than imitates, the pre-determined images of the historic setting.

Signs and Street Furniture

Commercial signs are an effective tool for enhancing historic quality and can be designed to harmonize with the structure. All too often, oversized or modernistic signs are used that detract from the overall charm. For this reason, strict design review for signs is recommended.

Similarly, street furniture (benches, light fixtures and litter containers) should be designed to embellish the historic grace and conform to existing architectural styles. Ingenuity may be required, but these details can provide cohesion and grace.

HISTORIC REVIEW CHECKLIST

The Historic Review Checklist has been established to provide an initial determination of compatibility of new construction, alterations and additions in historic areas or for individual pre-1930 structures outside the boundaries of historic areas. This checklist should apply to all types of structures, including accessory buildings. Signs and street furniture should be compatible with the historic character of the community.

YES NO CATEGORIES (Please check the appropriate box in applicable categories.)

A. NEW CONSTRUCTION

- | | | |
|-----|-----|--|
| ___ | ___ | 1. Is the roof shape similar to adjacent structures? |
| ___ | ___ | 2. Is the building height consistent with surrounding structures? |
| ___ | ___ | 3. Do the front facades give similar directional expressions (vertical or horizontal)? |
| ___ | ___ | 4. Are building setbacks similar to adjacent structures? |
| ___ | ___ | 5. Will new landscape features (including parks, gardens, fencing, benches, walkways and signs), be compatible with the character of the neighborhood? |
| ___ | ___ | 6. Is the design compatible in scale, design, materials and texture with surrounding structures? |
| ___ | ___ | 7. Will a contemporary design that is compatible with the mood and character of the surrounding neighborhood be used? |
| ___ | ___ | 8. Will mechanical equipment such as air conditioners, skylights, satellite dishes and television antennas be placed in inconspicuous locations? |

B. ALTERATIONS AND ADDITIONS

- | | | |
|-----|-----|---|
| ___ | ___ | 1. Does the project preserve distinguishing original qualities or character of the structure or site and its environment? |
| ___ | ___ | 2. Does the project retain or preserve any previous modifications that evidence the history and development of the structure or site? |
| ___ | ___ | 3. Does the project retain or preserve distinctive stylistic features or examples of skilled craftsmanship which characterize the building's structure or site? |
| ___ | ___ | 4. Has every reasonable effort been made to provide a compatible use for the property in this community? |
| ___ | ___ | 5. Does the project give consideration to harmonizing street furniture and signs? |

YES NO CATEGORIES

C. ALTERATIONS AND ADDITIONS, RESTORATION

- | | | |
|---------------|---------------|--|
| <u> </u> | <u> </u> | 1. Has the applicant applied for designation of a historic structure? |
| <u> </u> | <u> </u> | 2. Does the State Historic Building Code apply? |
| <u> </u> | <u> </u> | 3. Will the project retain the front of the building to preserve the architectural and historic character of the building? |
| <u> </u> | <u> </u> | 4. Will the project retain distinctive features such as the size, scale, mass and building materials, including roofs, porches and stairways that give the community its character? |
| <u> </u> | <u> </u> | 5. Will the project retain landscape features (including parks, gardens, fencing, benches, signs, walkways) that reflect the structure's development and history? |
| <u> </u> | <u> </u> | 6. Will the project place new additions without destroying focal point views? |
| <u> </u> | <u> </u> | 7. Will the project preserve or duplicate original details (such as cornices, brackets, windows, doors, shutters, siding, railing) of architectural significance? |
| <u> </u> | <u> </u> | 8. Will the project repair or stabilize weakened structural members and systems? |
| <u> </u> | <u> </u> | 9. Will the project retain original materials where possible? |
| <u> </u> | <u> </u> | 10. Will the project preserve the original roof shape and material? |
| <u> </u> | <u> </u> | 11. Will the project retain or replace, where necessary, architectural features in the roof such as dormer windows, chimneys, cornices and brackets? |
| <u> </u> | <u> </u> | 12. Will the project improve the thermal performance of the building through weather-stripping without damaging window and door frames? |
| <u> </u> | <u> </u> | 13. Will the project improve or repair drainage to prevent damage to the structure or foundation where necessary? |
| <u> </u> | <u> </u> | 14. Will the project retain any previous modifications that evidence the history and development of the structure? |
| <u> </u> | <u> </u> | 15. Will the project make alterations and new additions in such a manner that they can be removed in the future without impairing the essential form and integrity of the structure? |

YES NO CATEGORIES

D. RESTORATION

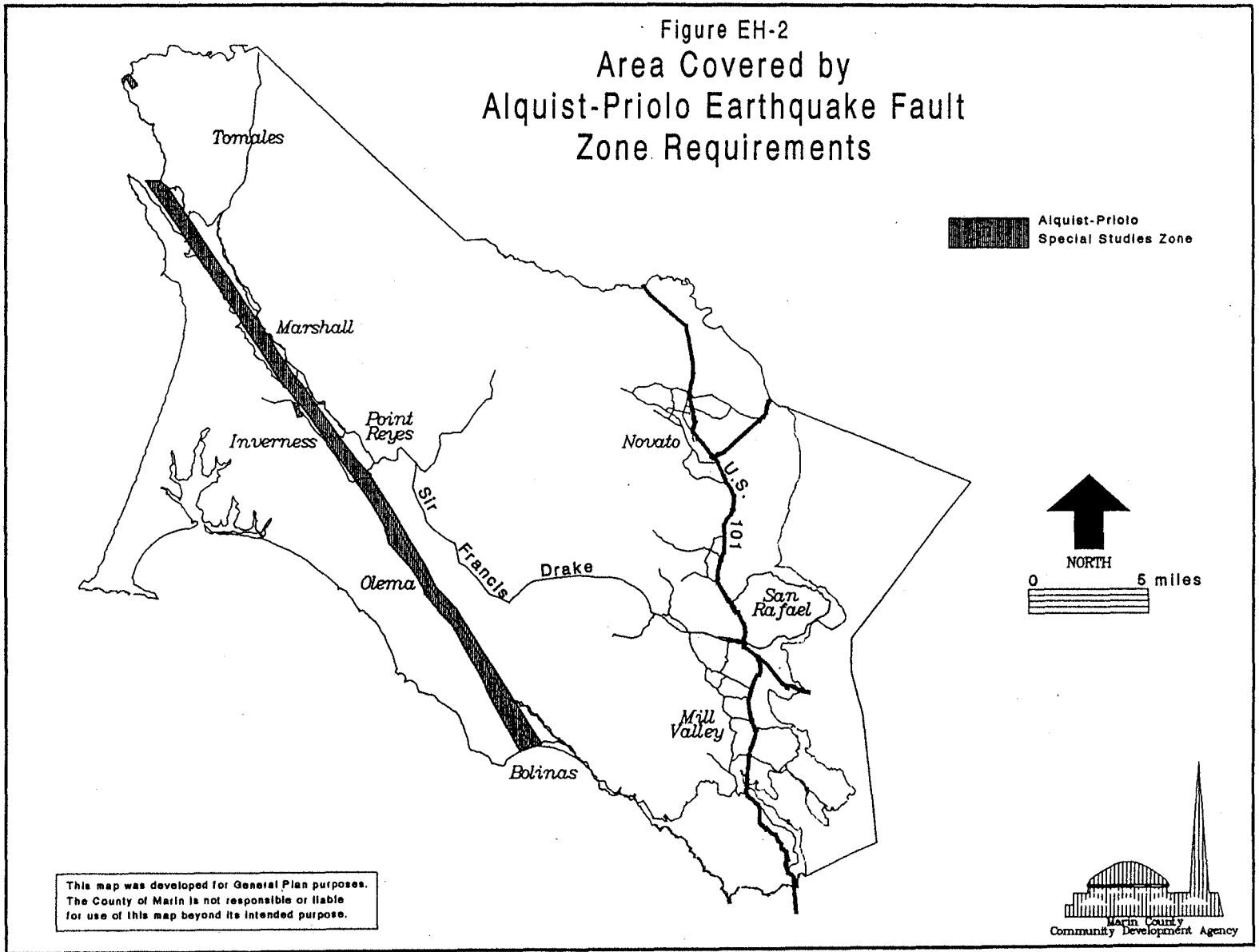
- ___ ___ 1. Are deteriorated architectural features being repaired rather than replaced, where possible?
- ___ ___ 2. Where replacement of deteriorated architectural features is necessary, do new materials match the material being replaced in color, texture, composition and design?
- ___ ___ 3. Will cleaning methods undertaken damage the historic building materials?

E. DEMOLITION

- ___ ___ 1. Is the building of such architectural or historic interest that its removal would be to the detriment of public interest?
- ___ ___ 2. Is the building of such interest or significance that it could be designated as a National, State or local historic landmark?
- ___ ___ 3. Is the building of such old and unusual or uncommon design, texture and/or material that it could not be reproduced or be reproduced only with great difficulty and/or expense?
- ___ ___ 4. Would retention of the building help preserve and protect a historic place or area of historic interest in the county?
- ___ ___ 5. Would retention of the building promote the general welfare of the community by encouraging study of local history, architecture and design or by developing an understanding of the importance and value of the local culture and heritage?
- ___ ___ 6. Can the structure be converted to another use?
- ___ ___ 7. Is the structure in a state of major disrepair?
- ___ ___ 8. Has the local historical group or society been contacted?
- ___ ___ 9. Has the State Historic Preservation Office been contacted?
- ___ ___ 10. Has an attempt been made to locate a purchaser for the property?
- ___ ___ 11. Has an alternative site for the structure been researched?

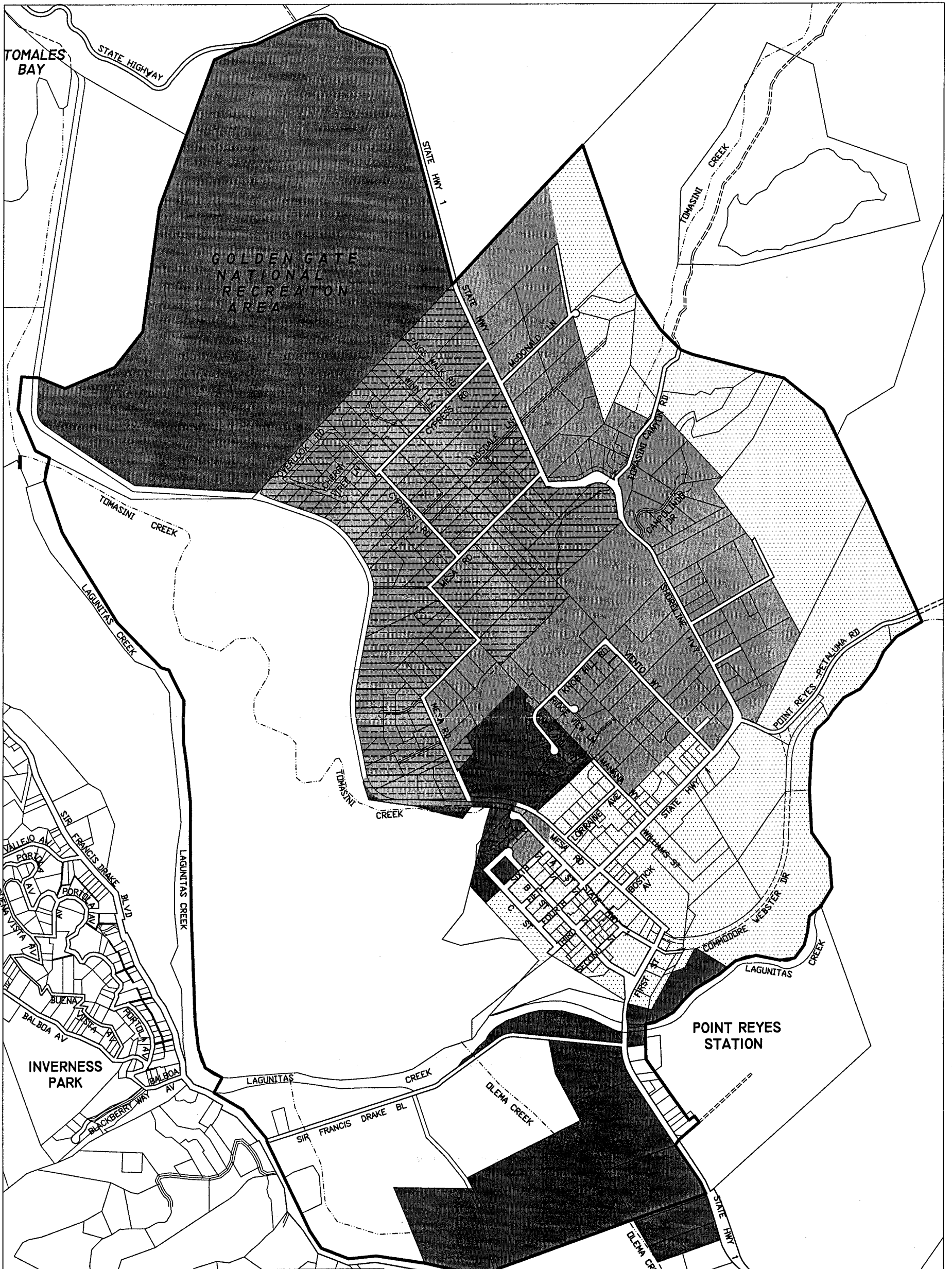
APPENDIX D

Map of Alquist-Priolo Study Zone








APPENDIX E

Map of Coastal Exclusion Area



**POINT REYES STATION EXCLUSION FROM
CP REQUIREMENTS UNDER E-81-6 & E-82-6**

-  EXCLUDED AREAS - CATEGORY 1 (SINGLE FAMILY DWELLINGS) AND CATEGORY 2 (LAND DIVISIONS)
-  NOT COVERED BY CATEGORIES 1 AND 2 EXCLUSION.
-  NON-EXCLUDABLE AREAS
-  ADDITIONAL NON-EXCLUDABLE AREAS (AGRICULTURALLY RELATED DEVELOPMENT ONLY)
-  COMMUNITY PLAN BOUNDARY

1 INCH = 1000 FEET
OCTOBER 11, 2001
FILE: CSTLEXCL_BW.DWG

Prepared by Marin County Community Development Agency, Mapping and Graphics
This map is representational only. The data are not survey accurate.

**POINT REYES
NATIONAL
SEASHORE**

THIS MAP IS FOR ILLUSTRATIVE PURPOSES ONLY AND SHOULD NOT BE USED TO DETERMINE WHETHER A PROJECT REQUIRES A COASTAL PERMIT. PLEASE CONTACT THE MARIN COUNTY COMMUNITY DEVELOPMENT AGENCY FOR MORE INFORMATION.

APPENDIX E

APPENDIX F

Design Standards Table

APPENDIX F

Design Standards for Conventional Zoning Districts in P.R.S

Source: County Code 22.57.200

Zoning District	Minimum Lot Area	Minimum Average Width	Minimum Setbacks			Maximum Height	Maximum Floor Area Ratio
			Front	Side	Rear		
C-RA:B-3	20,000 sq. ft.	100 ft.	30 ft.	15 ft.	20% lot depth 25 ft. maximum	25 ft. from natural grade	30%
C-RA:B2	10,000 sq. ft.	75 ft.	25 ft.	10 ft.	20% lot depth 25 ft. maximum	25 ft. from natural grade	30%
C-VCR:B2 ¹	10,000 sq. ft.	75 ft.	25 ft.	10 ft.	20% lot depth 25 ft. maximum	25 ft. from natural grade	30%
C-VCR ¹	7,500 sq. ft.	60 ft.	0 ft.	5 ft.	15 ft. ²	25 ft. from natural grade	--

¹ County Code Section 22.57.125 provides that all new uses and structures in the VCR District shall be subject to Design Review.

² Commercial uses in C-VCR Districts have no side and rear setbacks required.

NOTE: Development Standards for Planned Districts (C-ARP, C-RMP) are determined by Master Plan and/or Design Review.

APPENDIX F

APPENDIX G

Parking Standards

Marin County Community Development Agency

Alex Hinds, Director

TITLE 24 PARKING AND LOADING

The following parking and loading requirements have been taken from Marin County Code Title 24 (Development Standards) and are intended for your use in planning your project. Any questions regarding the contents and applicability of these requirements to your project should be directed to the Department of Public Works – Land Use and Water Resources Division at (415) 499-6549.

3501 Civic Center Drive, #308 - San Rafael, CA 94903-4157 - Telephone (415) 499-6269 - Fax (415) 499-7880

24.04.330 General intent.

- (a) Every main building or use hereafter created or established shall be provided with minimum off-street parking and loading spaces as specified in this chapter.
- (b) If particular circumstances justify an exception, the amount and dimensions of required parking and loading spaces may be increased or decreased by the agency through design review or other appropriate process of the community development agency. Such approvals shall include a finding citing the particular circumstances and reasons why the exception was made and may also include provisions for periodic review to establish actual parking needs and to allow for revision of the parking requirements. (Ord. 3181 § 5 (part), 1994)

24.04.335 General conditions.

- (a) All parking and loading spaces shall be provided on the same site as the use to which they relate.
- (b) Parking spaces shall be located so as to create a reasonably convenient relationship between those spaces and destination of users of the spaces.
- (c) Parking spaces shall be independently accessible such that a vehicle may enter or exit any space without the necessity of moving another vehicle.
- (d) No compact parking spaces shall be allowed in providing the number of parking spaces required by this chapter.
- (e) In all nonresidential developments likely to have bicycle travel to them, bicycle parking shall be provided as required by the agency.
- (f) Except for detached single-family dwellings and duplexes, all off-street parking and loading spaces shall be striped and provided with wheel stops.
- (g) Parking and loading facilities shall be designed to provide for safe circulation of vehicular and pedestrian traffic including anticipated trucks within the parking area and adjacent streets. Direct backing into or out of a parking area from the street shall not be permitted except for single-family dwellings and duplexes on residential roads where it is determined safe to do so by the agency. Backing out of loading spaces into the street shall not be permitted. See Sections 24.04.277, Turnarounds and 24.04.390, Backout noses.
- (h) Where a parking space abuts a landscape area edged by a curb which is to act as a wheel stop, then a two foot overhang may be included in measuring the parking space length. No such allowance shall be made for handicapped spaces or where the location or type of the proposed landscaping and/or irrigation system would prevent such use.

- (i) If a project approved for one use is subsequently converted to another then parking shall be provided as required for the new use.
- (j) When improvements are proposed for an existing improved property where the existing parking does not meet the parking requirements contained herein, the agency may require that parking be provided as required by this chapter. In such cases and at the discretion of the agency, less parking than that required may be allowed as is consistent and commensurate with the degree of improvement proposed.
- (k) All new parking lots for both residential and non-residential projects shall be landscaped as required by the county community development agency. (Ord. 3181 § 5 (part), 1994)

24.04.340 Minimum required parking spaces.

Minimum off-street parking spaces shall be provided for buildings or uses according to the following schedule. Where a parcel includes two or more uses, the parking requirements shall be the aggregate of the requirement for each individual use. Parking studies may be required for unique uses or where the following guidelines may not be appropriate to the specific project proposed.

- (a) For detached single-family dwellings and duplexes, two parking spaces per unit are required. Where the units are more than one hundred feet from the access street or where on-street parking is restricted or nonexistent, additional spaces may be required.
- (b) For second units, the number of extra spaces shall be as required by Chapter 22.97 of the Marin County Code or by the relevant board of supervisors resolution. If the local ordinance does not have specific parking requirements, then two extra spaces are required in addition to the spaces required for the main residence for a total minimum of four on-site spaces. Available curb or shoulder parking along the property's street frontage may be credited toward the required extra parking where found appropriate by the agency.
- (c) For all other residential developments, both rental and owner occupied, the following minimum standards shall apply:

Studio units	1.2 spaces per unit
One bedroom units	1.5 spaces per unit
Two bedroom units	2.0 spaces per unit
Three + bedroom units	2.5 spaces per unit

In addition, one guest parking space shall be provided for each five dwelling units, except as provided in subsection (a) above.

The amount of parking required for senior citizen housing may be reduced by up to fifty percent of that required above where deemed appropriate by the agency and where the applicant can demonstrate that a reduction is warranted based on the type of senior housing proposed. If a project approved for senior citizen housing is later converted to another use, then parking shall be provided as required for the new use.

- (d) Hotels and motels
One per guest room plus one per shift employee.
- (e) Places of public assembly with fixed seating, such as theaters, churches, auditoriums, stadiums, etc.
One per every hour seats for the first 200 seats and one for every five seats thereafter.
- (f) Places of public assembly of without fixed seating, such as dance, assembly, exhibition, and fraternal halls.
One for every four persons maximum occupancy load allowed by the currently adopted U.B.C.
- (g) General retail and personal service stores.
One per 200 sf of gross floor area.
- (h) Furniture stores, auto dealers and other uses requiring large area.
One per 600 sf of gross floor display areas.
- (i) Commercial offices serving the public such as banks, real estate, medical and legal offices.
One per 250 sf of gross floor area.
- (j) Offices not serving the public such as insurance companies and corporate headquarters.
One per 333 sf of gross floor area.
- (k) Restaurants, bars, and fast food restaurants.
One per 50 sf of public area.
- (l) Hospitals.
Parking study required
One per three beds.
- (m) Convalescent homes.
One per 1,000 sf of gross floor area plus one per 333 sf of office area.
- (n) Industrial and wholesale uses and warehouses.
- (o) Marinas. As general guidelines, marinas should provide two spaces per floating home berth and one space per transient vessel berth, such berths as defined in Chapter 11.20 of this code. These guidelines do not include additional requirements for launching facilities. Parking studies may be required to better determine parking demand.

- (p) Schools. As general guidelines, nursery schools should provide four spaces per classroom and elementary schools (K-8) should provide three spaces per classroom. Parking studies may be required for these and other schools as necessary to determine actual parking requirements. In addition to required parking, schools shall have an off-street passenger loading area of an appropriate size as determined by the agency.
- (q) Uses not specifically listed shall be as required by the agency based upon the characteristics of the specific use and their comparability with the listed categories. Parking studies may be required.
- (r) Unspecified Uses. Where new buildings are proposed but the type of use is not known, the most intensive use possible (recognizing the use limitations of the property zoning) shall determine the parking requirements. (Ord. 3181 § 5 (part), 1994)

24.04.350 Parking bays.

Parking bays shall not be allowed on roads which are or are proposed to be county-maintained roads. (Ord. 3181 § 5 (part), 1994)

24.04.360 Handicapped provisions.

Handicapped parking and related facilities shall be provided in accordance with federal and state requirements. (Ord. 3181 § 5 (part), 1994)

24.04.370 Required loading spaces.

Off-street loading spaces shall be provided for buildings according to the following schedule:

Note: The following table requires a "browser" which supports HTML 2.0 or higher.
Gross Floor Area.

	3,000 sf to 10,000 sf	10,000 sf to 50,000 sf	50,000 sf to 100,000 sf	Each add'l 100,000 sf or fraction
A. Hotels, motels, offices, banks, convalescent homes and hospitals	None	One Small	One Small and One Large	One Large
B. Retail and personal service stores; industrial, wholesale and storage uses	One Small	One Small and One Large	One Small and One Large	One Large

Small spaces shall be twelve feet by twenty-five feet. Large spaces shall be twelve feet by forty-foot feet.

24.04.380 Dimensional standards. Refer to Figure 24-2.

- (a) Head-in parking spaces shall be a minimum eight and one-half feet by eighteen feet. Parallel spaces shall be a minimum eight feet by twenty feet. For constrained locations such as garages serving single-family dwellings, spaces shall be a minimum nine feet by twenty feet.
- (b) Handicapped Space: Per federal and state standards.
- (c) Aisle Width.

Angle of Parking Space to Aisle:

More than 80 degrees	24 feet	24 feet
71 degrees to 80 degrees	22 feet	22 feet
61 degrees to 70 degrees	18 feet	20 feet
56 degrees to 60 degrees	15 feet	20 feet
53 degrees to 55 degrees	14 feet	20 feet
46 degrees to 52 degrees	13 feet	20 feet
45 degrees or less	12 feet	20 feet

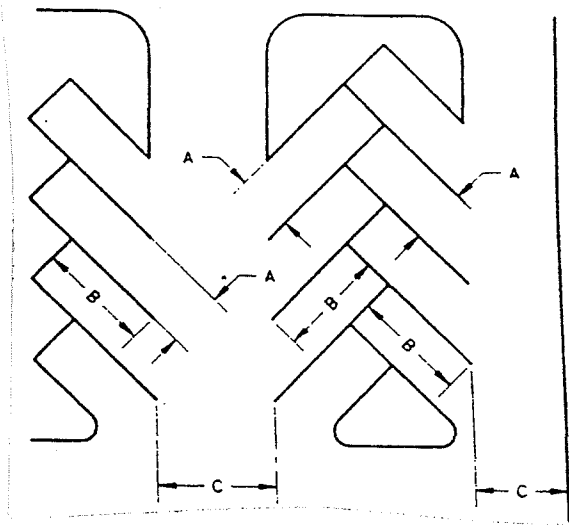


FIGURE 24-2: PARKING DIMENSIONS

- (d) Parallel Parking. In parking lots, parallel parking shall only be allowed on through aisles. A parallel space may be reduced to eighteen feet in length when it abuts an area where no parking space exists such as a driveway or fire hydrant. (Ord. 3181 § 5 (part), 1994)

24.04.390 Backout noses.

- (a) For all residential parking areas and for parking lots except those serving single-family dwellings and duplexes, backout noses or turnarounds shall be provided to accommodate spaces located at the end of the access aisle or where otherwise necessary for maneuvering.
- (b) The alignment and dimensions of backout noses or turnarounds shall be such as to allow the attainment of the desired direction by a standard sized car in no more than one movement.
- (c) See Section 24.04.335(g), Parking and loading. (Ord. 3181 § 5 (part), 1994)

24.04.400 Slopes.

The maximum cross-slope or grade of a parking area should not be more than five percent and shall not be more than eight percent. Parking stalls should slope towards the curb or wheel stop. (Ord. 3181 § 5 (part), 1994)

24.04.410 Parking lot lighting.

Parking lot lighting may be required at the discretion of the agency and/or the community development agency, shall be in accordance with other titles of this code, and shall generally meet the following standards:

- (a) Lighting fixtures for access drives and parking and internal circulation areas shall be mounted on poles or building walls at a height sufficient to provide an illumination ratio of 3:1 (average to minimum), maintaining an average of 1.0 footcandles unless otherwise required or approved.
- (b) Energy efficient lighting (high pressure sodium fixtures) shall be used.
- (c) Light bollards or similar low level (less than ten feet in height) small scale lighting fixtures should be used to illuminate pedestrian walkways in or leading to parking areas. Their form, texture and color shall be compatible with the architectural character of the adjacent structures. (Ord. 3181 § 5 (part), 1994)

APPENDIX H

Sign Ordinance

Chapter 22.69

SIGNS*

Sections:

22.69.00E Editor's notes to Chapter 22.69.

22.69.010 Purpose.

22.69.020 Definitions.

22.69.030 General regulations.

22.69.040 Exempt signs.

22.69.050 Signs requiring ministerial sign permits.

22.69.060 Discretionary sign review.

22.69.070 Prohibited signs.

22.69.080 Procedures.

22.69.090 Nonconforming signs.

22.69.100 Penalties for violations.

22.69.105 Sign removal.

22.69.106 Sign removal — Appeal.

22.69.110 Interpretation — Appeal.

22.69.115 Removal of dangerous signs.

22.69.00E *Editor's notes to Chapter 22.69.

Prior ordinance history: Ords. 264 §§ 15, 23, 1443 § 1, 1668 § 1, 1719 §§ 11, 12, 2052 § 1.

22.69.010 Purpose.

The purposes of this chapter include but are not limited to the following:

(a) Protection of the natural beauty of Marin County and the charm of its communities;

(b) Protection of uses which are adequately and appropriately identified and advertised from too many and too large signs;

(c) Protection of commercial districts from visual chaos and economic detriment;

(d) Protection of the public's ability to identify uses and premises without confusion;

(e) Elimination of unnecessary distractions which may diminish driving safety;

(f) Protection of the tranquility of the community and the peace of mind of residents and visitors;

(g) Enhancement and improvement of properties and their neighborhoods by encouragement of signs which are compatible with and complementary to

related buildings and uses and harmonious with their surroundings. (Ord. 2363 § 1 (part), 1978)

22.69.020 Definitions.

(a) "Area of a sign" shall consist of the message, background and any frame or outline but does not include any material used exclusively for structural support. Where a sign message has no background material or where the background is an undifferentiated wall, the area shall consist of the smallest convex shape which encompasses the total message. The area of a conic, cylindrical, spheric or multifaced sign shall be its maximum projection on the vertical plan; e.g., for a two-faced sign, only one side shall be measured.

(b) "Billboard" means any sign advertising, indicating, or identifying a use, activity, or other entity not on the same premises as the sign, except as expressly permitted in this chapter.

(c) "Exempt signs" means those signs requiring neither sign review nor sign permit, as set forth in Section 22.69.040.

(d) "Front wall" means that wall of a building or structure which contains the entrance or entrances to the premises. If there are principal entrances in more than one wall, the longest of the walls in which principal entrances are located shall be the primary building face. "Front wall" includes not only the wall itself, but all doors, windows, or other openings therein and projections therefrom.

(e) "Ministerial sign permit" means that permit issued by the planning director following ministerial review of nonexempt signs, other than those requiring sign review, to assure their conformity to the regulations and criteria in Section 22.69.050 of this chapter. Signs approved by ministerial sign permit do not require public notice.

(f) "Sign" means any display, device, or thing which is intended to or may, in the judgment of the planning director, communicate an advertisement, announcement, direction, identity, or other message to, and/or attract, distract, hold, direct, or focus the attention of, persons on public property or on private property generally open to members of the public. "Sign" shall include any moving part,

lighting, sound equipment, framework, background material, structural support, or other part thereof. A display, device, or thing need not contain any lettering to be a sign, but the mere display of merchandise in a store window shall not cause that window to be considered a sign.

(g) "Sign review" means discretionary review of certain categories of signs and certain exceptions to other sign requirements under regulations and criteria of Section 22.69.040 and Section 22.69.050 of this chapter. Signs requiring sign review can be approved by the planning director of local design review board after public notice.

(h) "Use" means each business, administrative, professional, industrial, or other establishment which is separate from another establishment, both in fact and in the appearance presented to the public. (Ord. 2363 § 1 (part), 1978)

22.69.030 General regulations.

Signs shall only be erected, placed, constructed, altered, maintained, or otherwise located in conformance with the regulations of this chapter.

(a) Location. Each sign shall be on the same premises as the primary activity or person identified, except as specifically provided in this chapter. Each sign shall be located on, and parallel to, the front wall of the building in which the use is conducted, except in the case of a use without a building or as permitted by sign review. All freestanding signs shall require sign review, except as specifically permitted by this chapter.

(b) Area of a Sign. No sign shall exceed the areas specified in Sections 22.69.040 and 22.69.050 for each type of sign, except as permitted by sign review.

(c) Projection. A sign mounted parallel to a front wall of a building shall not project beyond the ends of the wall to which it is attached, except by sign review. Only under sign review may a sign be permitted to project at an angle to the wall upon the findings that a sign parallel to the wall could not be effectively seen by pedestrians or slowly moving traffic on an abutting right-of-way, and that alternate

sign locations on side walls are not available or equally practical.

(d) Height. Signs on buildings shall not extend to an elevation higher than the following except as may be indicated otherwise:

(1) The window sills of a floor above, except by sign review upon the findings that the sign would not impair the function of the windows nor be incompatible with the facade details;

(2) The top of the wall to which it is attached;

(3) Twenty feet above the finished grade, except by sign review in the case of a sign limited to the symbol or name of the use or building and intended for viewing primarily from the immediately surrounding public streets.

(e) Copy. Signs using changeable copy are not permitted except if approved by sign review (see Section 22.69.060(e)).

(f) Lighting. Signs using interior lighting are not permitted except if approved by sign review.

(g) Additional Regulations.

(1) A sign shall conform with all other applicable laws and with any regulations or conditions set forth in any applicable use permit development plan or design review approval.

(2) The owner of any sign shall maintain legal clearance from communications and electrical facilities. Notwithstanding any other provisions of this chapter, no sign shall be constructed, erected, installed, maintained or repaired in any manner that conflicts with any rule, regulation or order of the California Public Utilities Commission pertaining to the construction, operation and maintenance of public utility facilities. (Ord. 2917 § 2 (part), 1986; Ord. 2363 § 1 (part), 1978)

22.69.040 Exempt signs.

The following signs are permitted without sign review or permit, in accordance with these specific requirements.

Signs not conforming to the limits set forth in this section relating to number, size, location, height, copy or time, by this section are subject to sign review in accordance with subsection 22.69.060.

- (a) Use Identification.
 - (1) Dwelling: one name plate not exceeding one square foot, may be freestanding;
 - (2) Home occupation: one sign not exceeding one square foot, may be freestanding;
 - (3) Farm, plant nursery or ranch: one sign not exceeding twelve square feet, may be freestanding;
- (b) Temporary.
 - (1) Real estate sale and lease;
 - (A) Dwelling or dwelling site: one sign not exceeding four square feet;
 - (B) Property other than dwelling: one sign not exceeding twelve square feet;
 - (2) Construction: one sign identifying the proposed use and/or building and persons or firms involved during the period of construction not exceeding thirty-six square feet;
 - (3) Sales: temporary signs announcing sales or special features attached to or painted on the surfaces of store windows provided they do not exceed twenty-five percent of the area of the windows and provided they are removed immediately after the termination of the subject event;
 - (4) Political: one sign not exceeding twelve square feet located by an individual on his own or her own residence or place of business or on some part of the property; provided such sign is displayed not more than forty-five days before, or more than ten days after, the conclusion of the political campaign to which it relates;
 - (5) Christmas tree lot: one sign not exceeding fifty square feet; subject to sign review if freestanding;
 - (6) Holiday bunting, decoration and displays.
- (c) Governmental.
 - (1) Emergency and warning signs necessary for public safety or civil defense;
 - (2) Traffic signs erected and maintained by an authorized public agency;
 - (3) Legal notices, licenses, permits and other signs required to be displayed by law;
 - (4) Flags and emblems of governmental jurisdictions not used for commercial advertising;
- (d) Miscellaneous.

- (1) Address numbers not exceeding twelve inches in height;
- (2) Sign identifying a neighborhood, district or community;
- (3) Symbols, pictures, patterns and illumination approved as architectural ornamentation or decoration by design review;
- (4) Historical plaques erected and maintained by nonprofit organizations, memorials, building cornerstones and erection date stones;
- (5) Association membership, credit card system, trading stamps given, patronage games, etc.; one sign not exceeding one square foot for each, flush on the building;
- (6) Posted restaurant menu identical to those made available to diners;
- (7) Poster board or bulletin board;
- (8) Parking area traffic directional signs not exceeding four square feet each nor containing any advertising message;
- (9) Signs located for viewing exclusively from within the premises of the use;
- (10) Signs containing no product advertising with letters not exceeding six inches in height, for identification of telephones, service entrances, restrooms, litter receptacles and other similar signs as may be determined by the planning director;
- (11) Signs indicating emplacement of public utility facilities. (Ord. 2363 § 1 (part), 1978)

22.69.050 Signs requiring ministerial sign permits.

The following signs are allowed upon the issuance of a sign permit by the planning director; signs not conforming to the limits set forth in this section relating to number, size, location, height, copy or time, or otherwise requiring sign review by this section are subject to sign review in accordance with Section 22.69.060:

- (a) Use Identification.
 - (1) Apartment building: one sign not exceeding six square feet, may be freestanding;
 - (2) Cemetery, country club, dog kennel, golf course, riding academy, stable, tennis court, and

other similar uses: one sign not exceeding twelve square feet, may be freestanding;

(3) Institutions of an educational, religious, charitable or civic nature; hospital, rest home or sanitarium; and other similar uses: one sign not exceeding twenty-four square feet, may be freestanding;

(4) Service station: all signs subject to sign review, three signs with an aggregate area not exceeding one hundred square feet including one which may be freestanding provided its area does not exceed fifty square feet and displays only the name and/or emblem; one price sign not exceeding twelve square feet in size, which may be freestanding;

(5) Shopping center or other premises having six or more independently operated uses; signs in the aggregate not to exceed one-half square foot for each front foot of the premises, subject to sign review;

(6) Business and industry other than those specified above:

(A) Ground floor use: a maximum of two signs on the front wall not exceeding in the aggregate one square foot for each lineal foot of the wall to a maximum of fifty square feet; double frontage exception; for a use extending from one street through the building to another street parallel to the first, each of the two walls facing a street may be considered as a separate front wall;

(B) Second floor use different from ground floor use: one sign on the wall not exceeding twelve square feet;

(C) Uses not conducted in building: one sign not exceeding one-half square foot for each front foot of the land on which the use is located, to a maximum of fifty square feet;

(b) Temporary. One subdivision sign on the premises not exceeding thirty-six square feet for a period not exceeding two years unless renewed; one subdivision sign not exceeding four square feet for a period not exceeding two years, unless renewed, located at the nearest arterial intersection and giving only directions to a subdivision not abutting an arterial;

(c) Miscellaneous. Sign identifying service and religious organizations when combined in a single sign at a community entrance; subject to sign review. (Ord. 2363 § 1 (part), 1978)

22.69.060 Discretionary sign review.

Signs requiring sign review under Sections 22.69.040 and 22.69.050 and exceptions to other requirements of this chapter are allowed with the approval of a sign review application by the planning director or design review board, in accordance with these specific standards. In all cases the sign review approval shall specify findings consistent with this chapter upon which the exceptional sign is approved.

(a) Oversize Signs.

(1) Under sign review the planning director or design review board may allow additional area in excess of that allowed by Sections 22.69.040 and 22.69.050 for any of the following reasons:

(A) To allow a sign to be in proper scale with its building or use;

(B) To allow a sign compatible with others in the vicinity;

(C) To overcome a disadvantage because of an exceptional setback between the street and the sign;

(D) To achieve an effect which is essentially architectural, sculptural or graphic art, through use of expanded area such as in murals or "supergraphics."

(2) In determining the total area to be allowed, the planning director or design review board shall use one of the following as a guide, as maximum sizes:

(A) One square foot for each linear foot of the front wall;

(B) One square foot for each one hundred square feet of gross floor area;

(C) One-half square foot for each front foot of the premises;

(D) For a freestanding sign, a maximum of seventy-five square feet, based on building and lot frontage, except for the following freeway oriented uses:

(i) A restaurant or lodging establishment located, designed and operated to serve freeway through traffic one hundred square feet;

(ii) A shopping center having six or more independently operated uses and abutting a freeway or freeway frontage road: one hundred square feet;

(iii) Service stations operating to serve freeway through traffic one hundred square feet.

(b) **Alternative Locations Including Freestanding Signs.** The allowed sign area may be transferred from the front wall to another wall or a freestanding sign location upon the finding that such alternate location is necessary to overcome a disadvantage caused by an unfavorable orientation of the front wall to the street or by an exceptional setback. In such cases the plans shall clearly indicate that the alternate location would be more practical, effective and complementary to the design of the building. Freestanding signs shall be limited to the name of the use or premises, and shall be designed and located to be viewed primarily from the immediately surrounding public streets.

(c) **Additional Height.** Under sign review the planning director or design review board may allow additional height for any of the reasons set forth in subsection (a)(1) above. In determining the total height to be allowed, the planning director or design review board shall use the following guide:

(1) For freeway oriented uses in subsection (a)(1) above, elevations up to twenty feet above the finished grade;

(2) For other uses, elevations up to fifteen feet above the level of the nearest street.

(d) **Additional Number.** Where sign review is required to allow a number of signs higher than otherwise allowed in this chapter, any sign under consideration shall not be approved unless all the signs can be reasonably compatible in order to prevent a cluttered, chaotic or confusing appearance.

(e) **Changeable Copy.** Signs using changeable copy may be approved by sign review for a theater, auditorium, meeting hall, church, commercial multi-use premises or other similar use having changing programs or events, including nonflashing electronic readerboard signs, with the following restrictions:

(1) For a noncommercial use, up to fifty percent but not exceeding fifty square feet of the allowed sign area may be used for changeable copy.

(2) For a multiple commercial use, over fifty percent but not exceeding one hundred square feet of the allowed sign area may be used for changeable copy.

(f) **Sign Review Criteria.** In considering any sign review, the planning director or design review board shall grant approval according to the following applicable criteria in addition to any other criteria specified above:

(1) The purpose of this chapter stated in Section 22.69.010;

(2) The standards and criteria set forth in Section 22.82.040 (design review criteria) to the extent they are applicable to signs;

(3) Each sign shall be of a shape, material, style, letter type and color appropriate for the use, enhancing to the premises and harmonious with the neighborhood, and in keeping with the planning department's published design standards for sign review. (Ord. 2363 § 1 (part), 1978)

22.69.070 Prohibited signs.

The following signs are prohibited:

(a) **Prohibited Types of Signs.**

(1) Private use sign located on public land or in a public right-of-way;

(2) Sign cut, burnt or otherwise marked on a cliff, hillside or tree;

(3) Sign in storage or in the process of assemblage or repair, which sign is located outside on premises other than that advertised in the sign and which sign is visible from a public right-of-way;

(4) **Billboards.**

(b) **Prohibited Types of Illumination and Sound.** No electrical sign shall flash, blink or emit a varying intensity of light or color which would cause glare, momentary blindness or other annoyance, disability or discomfort to persons on surrounding properties or passing by.

(c) **Prohibited Types of Material and Form.**

(1) Sign with reflective material;

(2) Banners, pennants, streamers except in conjunction with a fair, carnival, circus, athletic event, or during the first thirty days of occupancy of a new building or operation of a new business;

(3) Sign, other than a clock or meteorological device, having moving parts or parts so devised that the sign appears to move or to be animated;

(4) Portable sign including "A" frame sign, or a sign on a vehicle, float, boat, balloon or other movable object designed primarily for the purpose of advertising;

(5) Sign in the form or shape of a directional arrow, or otherwise displaying a directional arrow, except such a sign as may be approved by sign review or as may be required for safety and convenience and for control of vehicular and pedestrian traffic within the premises of the subject use. (Ord. 2363 § 1 (part), 1978)

22.69.080 Procedures.

(a) Application for Sign Permit or Sign Review:

(1) Each person or entity desiring to erect or maintain a sign which is subject to ministerial sign permit or discretionary review shall make written application together with appropriate fees to the planning director on an application form provided by the planning director. Such application shall include the following:

(A) The plans of the sign drawn to scale, showing the proposed location of the sign;

(B) A complete color scheme for the sign, including accurate color samples;

(C) Sufficient other details of the proposed sign to show that it complies with the provisions of this chapter, or to indicate those respects in which it does not comply and for which an exception is sought;

(D) Such other information to be submitted in such reasonable number of copies as is required by the planning director or design review board.

(2) All applications shall be accompanied by the written consent of the record owner of the property upon which the sign is proposed to be erected or by other evidence that the applicant is entitled to erect and maintain the sign. Where several signs are

proposed for the same use, all such signs may be included on a single application.

(3) No sign requiring a sign permit or sign review shall be erected or installed until an application for ministerial sign permit or discretionary sign review is approved, unless written approval for such work is given by the planning director.

(b) Filing Date. The filing date of an application for a sign permit or sign review shall be the date on which the office of the planning department receives the last submission, plan or other material required as a part of that application, unless the planning director agrees in writing to an earlier date.

(c) Action on Application.

(1) Action by Planning Director. The planning director shall act on an application within five working days of the filing date of the application in the case of a ministerial sign permit, and within fifteen working days in the case of a discretionary sign review, unless a longer period is agreed to by the applicant.

(2) Action by Design Review Boards. All sign review applications for uses within the jurisdiction of any design review board created pursuant to Chapter 22.83* of the Marin County Code shall be acted on by the board. The action shall be not later than the second regular meeting date after the filing date of the application unless a later date is agreed to by the applicant, but in no event shall the design review board act sooner than the first regular meeting following the date of mailing notices.

*Editor's Note: Chapter 22.83 was repealed by Ord. 2361.

(d) Approvals — Conditions — Guarantees.

(1) An application for a sign permit shall be approved by the planning director or design review board if the application, plans, other submissions and any necessary inspection indicate that the proposed sign or signs comply with the regulations of this chapter.

(2) An application for sign review may be approved with or without modifications, conditionally approved or disapproved.

(3) Guarantees, sureties or other evidence of compliance may be required in connection with, or as a condition of, a sign review permit.

(4) An approved application, and all other related and approved plans, drawings and other supporting materials constituting a part of the approved application, shall be so endorsed by the planning director or design review board.

(e) Noncompliance. Failure to comply, in any respect, with an approved sign permit or sign review application shall constitute grounds for suspension of the permit, in which case all the work involved in the noncompliance shall be stopped until the matter is resolved.

(f) Expiration and Extension of Sign Permit or Sign Review Approval.

(1) Approval of a sign permit or sign review application shall expire one year from its effective date unless the sign has been erected or a different expiration date is stipulated at the time of approval. Prior to the expiration of a sign permit or sign review approval, the applicant may apply to the planning director or design review board for an extension of one year from the date of expiration. The planning director or design review board may make minor modifications or may deny further extensions of the approved sign at the time of extension if it is found that there has been a substantial change in circumstances.

(2) The expiration date of the sign permit or sign review approval shall be automatically extended to concur with the expiration date of building permits or other permits relating to the installation of the sign. (Ord. 2363 § 1 (part), 1978)

22.69.090 Nonconforming signs.

Any sign which was legal prior to September 1, 1978, but which does not conform to the provisions of this chapter to the extent specified below shall be removed or modified to conform within the amortization period contained herein, unless approved by sign review during such period:

(a) Nonconforming Signs Subject to Removal or Modification.

(1) Sign area for an individual use:

(A) A freestanding sign for

(i) A freeway oriented service station exceeding one hundred square feet;

(ii) A freeway oriented restaurant or lodging establishment exceeding one hundred square feet;

(iii) A freeway oriented shopping center exceeding one hundred square feet;

(iv) Other use exceeding seventy-five square feet;

(B) Aggregate of signs exceeding total of two hundred fifty square feet;

(2) Location: any sign located on a roof;

(3) Projection: any sign projecting at an angle from the wall;

(4) Height: any freestanding sign higher than thirty feet.

(b) Amortization Period. A nonconforming sign shall be removed or made to conform within five years from the date of notice. Exceptions to amortization period:

(1) A sign with a terminal date specified by a use permit issued prior to September 1, 1978, shall be amortized accordingly in lieu of the above amortization period.

(2) The owner of a nonconforming sign may make application to the planning commission for an extension of the amortization period. The planning commission may grant an extension not exceeding five years upon the finding and determination of unique or unusual circumstances relative to such signs.

(c) Notice of Nonconforming Signs. The amortization period for a nonconforming sign shall commence on the date upon which the planning director gives written notice to the owner of the property on which the sign is located and any other persons whom he determines, after a reasonable investigation, to have a beneficial interest in the sign. Upon expiration of the amortization period, the planning director shall give final notice of nonconformance to the owner of the land and such other persons as he previously determined to have a beneficial interest in the sign, or their successors.

If the sign is not removed or modified to conform with applicable requirements within sixty days thereafter, it shall be deemed a public nuisance and may thereafter be removed by the county in accordance with nuisance abatement procedure. (Ord. 2363 § 1 (part), 1978)

22.69.100 Penalties for violations.

Any person, firm or corporation whether as principal, agent, employee or otherwise, violating any of the provisions of this title shall be guilty of an infraction and upon conviction thereof shall be punished by (a) a fine not exceeding fifty dollars for a first violation; (b) a fine not exceeding one hundred dollars for a second violation of the same ordinance within one year; (c) a fine not exceeding two hundred fifty dollars for each additional violation of the same ordinance within one year. (Ord. 2917 § 2 (part), 1986; Ord. 2363 § 1 (part), 1978)

22.69.105 Sign removal.

(a) If any sign is erected, constructed or maintained contrary to the provisions of this chapter, the zoning administrator may set a time and place for hearing and issue an order to show cause why the sign should not be removed from the real property.

(b) The planning department shall post a notice of public hearing on the property upon which the violation exists and shall mail a notice of hearing to the property owner, indicated on the last equalized assessment roll of the county, at least ten days prior to hearing.

(c) If the zoning administrator determines that the sign violates the provisions of this chapter, he shall order the property owner to remove the sign within ten days of the hearing. The zoning administrator shall mail to the property owner and post the site with the order of removal. If the sign is not removed within the ten-day period, the planning department or its designated agent may remove the sign and store it. The owner of the sign must claim the sign within a six-month period or the

planning department may dispose of the sign in a manner deemed appropriate.

(d) If the sign is removed by the county the cost of the abatement shall be assessed as provided for in Section 1.05.090 of this code. (Ord. 2917 § 2 (part), 1986)

22.69.106 Sign removal — Appeal.

Any person dissatisfied with the determination or action of the zoning administrator may appeal the decision to the board of supervisors. The zoning administrator's decision shall be stayed pending the outcome of the appeal. The appeal shall be filed with the planning department within ten days of the decision. The petition shall state the basis of appeal and shall be accompanied by the filing fee as specified in Section 22.92.020. The board of supervisors shall make a determination on an appeal no later than the fourth regular meeting following the date on which the appeal was filed in its office. Failure of the board of supervisors to act within the time specified shall sustain the action, or the determination being appealed. Notice of the hearing shall be given to the property owner within ten days of the hearing. (Ord. 2917 § 2 (part), 1986)

22.69.110 Interpretation — Appeal.

The planning director shall decide any question involving the interpretation of any provision of this chapter. Any persons dissatisfied with or aggrieved by any decision or action of the planning director or design review board hereunder may appeal such decision or action in accordance with the provisions of Chapter 22.89 of this code. (Ord. 2363 § 1 (part), 1978)

22.69.115 Removal of dangerous signs.

Notwithstanding any other provisions of this chapter, the planning director or any authorized employee may, without notice, remove:

- (a) A sign which is physical danger to the public health and safety;
- (b) A sign which is located within public lands or the public right-of-way; and

(c) A sign which obstructs traffic signals or otherwise constitutes a hazard to roadside traffic.
(Ord. 2917 § 2 (part), 1986)

APPENDIX I

Required Findings for Second Unit Use Permits

Chapter 22.98

22.98.150 Appeals.

22.98.160 Annual report.

RESIDENTIAL SECOND UNITS*

22.98.00E *Editor's notes to Chapter
22.98.

Prior ordinance history: Ordinance 2681.

Sections:

- 22.98.00E Editor's notes to Chapter 22.98.
- 22.98.000 Findings.
- 22.98.010 Purpose.
- 22.98.020 Application.
- 22.98.021 Procedure for neighborhood inclusion.
- 22.98.022 Modification of required findings.
- 22.98.030 Definitions.
- 22.98.050 Registration of existing legal nonconforming residential second units.
- 22.98.051 Issuance of certificates of registration.
- 22.98.052 Expiration date of certificates of registration.
- 22.98.053 Building permits.
- 22.98.054 Replacement of legal nonconforming residential second units.
- 22.98.070 Use permits for legalizing all other existing residential second units.
- 22.98.071 Grant of use permit — Required findings.
- 22.98.072 Building permits.
- 22.98.090 Use permits for new residential second units.
- 22.98.091 Grant of use permit — Required findings.
- 22.98.092 Building permits.
- 22.98.110 Review date — Use permits for residential second units.
- 22.98.115 Recordation of certificates of registration and use permits.
- 22.98.120 Existing nonconforming units — Violations.
- 22.98.130 Enforcement and penalties.

22.98.000 Findings.

The county finds that some citizens of the county, especially low and moderate income citizens, have difficulty finding a rental housing unit. Low vacancy rates and high rents, compared to other Bay Area counties, indicate that there is a shortage of rental units.

It is a goal of the countywide plan to achieve a balanced community with housing available for households of all sizes and income levels. Demographic changes occurring in the county are leading to the formation of increased numbers of small households (one to three persons), comprised primarily of young single people, single parents and the elderly. Many of these people cannot find rental units suitable to their needs at a rent they can afford. Also, as the local economy expands, it is necessary to provide a range of housing alternatives in order to meet the needs of the people who will be working in new jobs.

In the housing element of the countywide plan, the county has determined that it needs one thousand eighty-four rental units to be constructed in the unincorporated area between 1980 and 1990 in order to accommodate a fair share of the projected regional housing needs. Second units provide additional rental housing, some of which would be affordable to low and moderate income households. The areas designated for second units are capable of providing some of the units necessary to meet Marin's share of the regional housing needs. There are approximately thirteen thousand seven hundred single-family units in the designated areas.

In accordance with the findings in state enabling legislation for residential second units, the county finds that a portion of the housing stock is underutilized in that many houses with four or more bedrooms are occupied by only one or two people.

By allowing the owner of such a house to improve it's utilization, the county has a low public cost means of meeting the county's projected housing needs.

The county finds that residential second units also provide income to homeowners, which assists them in purchasing housing. Residential second units may provide social benefits to both homeowners and tenants via companionship, exchange of services and additional guardians for the property.

The areas in which second units shall be permitted collectively have the following conditions which make them suitable for second units:

a. A sufficient number of parcels which have adequate public services and facilities, including water and sewer systems, streets of ample width, and police, fire and medical services;

b. A sufficient number of parcels without environmental hazards, such as unstable soils, or public safety hazards, such as steep, narrow, winding streets;

c. A sufficient number of parcels which meet county zoning codes, including having adequate space for off-street parking;

d. A sufficient number of parcels which do not have any private conditions, covenants and restrictions (C, C & R's) or tax assessment obligations which would limit or prohibit the development of second units.

Therefore, the county finds it necessary, for the health, safety and welfare of its residents, to permit residential second units in the single-family residential zones designated in Section 22.98.020. (Ord. 2935 § 2 (part), 1987)

22.98.010 Purpose.

The purpose of this chapter is to establish a procedure to accomplish the following:

(a) Identification and legalization of existing second units through permit procedures which mitigate negative neighborhood impacts in order to insure healthy and safe living environments;

(b) Development of new second units through use permit procedures which set forth conditions

that mitigate neighborhood and environmental impacts. (Ord. 2935 § 2 (part), 1987)

22.98.020 Application.

The provisions of this chapter shall apply to single-family zoning districts including, but not limited to, R-I, R-A, R-R, R-E, RSP, C-R-I, C-RSP, C-RSPS, A-2-B, and A-RP 1-5 (parcels zoned one to five acres in size) in the unincorporated portion of the following census tracts: 1011, 1012, 1021, 1022, 1031, 1032, 1041, 1042, 1043, 1050, 1081, 1090, 1110, 1121, 1122, 1130, 1141, 1160, 1170, 1181, 1200, 1211, 1212, 1220, 1230, 1241, 1242, 1250, 1261, 1262, 1270, 1281, 1282, 1290, 1302, 1310, 1321, 1322 and 1330. Districts zoned A for agricultural uses and R-F for floating homes are not included. The required findings for the granting of a use permit contained in resolutions adopted by the board of supervisors for the communities of Bolinas, Tamalpais Valley/Homestead, Stinson Beach, Inverness, and Pt. Reyes shall remain in effect unless modified through procedures described in Section 22.98.022. Those communities shall otherwise be subject to provisions of this chapter. Owners of second units existing anywhere in the unincorporated portion of Marin County prior to the effective date of this chapter shall obtain a certificate of registration under Sections 22.98.050 through 22.98.054 if the planning department determines that the second unit has a legal, nonconforming status. Owners of second units existing anywhere in the unincorporated portion of Marin County prior to the effective date of this chapter shall obtain a use permit under Sections 22.98.070 through 22.98.072 if the planning department determines that the second unit has a nonconforming status. (Ord. 2935 § 2 (part), 1987)

22.98.021 Procedure for neighborhood inclusion.

The board of supervisors may initiate hearings to include any portion of the unincorporated part on Marin County under this chapter. Residents of any unincorporated area of Marin County may petition the board of supervisors to initiate hearings to

consider their neighborhood for inclusion under this chapter. The board of supervisors may, by resolution, set out, describe and designate the proposed area. The board of supervisors shall refer such a resolution to the planning commission for a public hearing and recommendation.

a. The planning commission shall conduct at least one public hearing on the proposal in the manner provided by law for the adoption of general plans. At the conclusion of the hearing(s), the planning commission shall forward its findings and recommendation to the board of supervisors.

b. The board of supervisors shall conduct at least one public hearing thereon, and may at the conclusion of the hearings, declare by resolutions the establishment of the area or areas in which second units may be permitted under the provisions of this chapter. (Ord. 2935 § 2 (part), 1987)

22.98.022 Modification of required findings.

The findings set forth in Sections 22.98.071 and 22.98.091, with the exception of findings (c), (f), and (g) of Section 22.98.071 and findings (c), (e), and (f) of Section 22.98.091, may be modified or omitted by resolutions adopted by the board of supervisors for individual communities or neighborhoods in the unincorporated area. Representatives of a community or neighborhood may petition the board of supervisors to adopt a resolution which modifies the required findings of Sections 22.98.071 and 22.98.091. Upon acceptance of this petition, the board of supervisors shall refer the petition to the planning commission for a recommendation. This section shall not be construed to allow a community or neighborhood to draft required findings which preclude second units. (Ord. 2954 § 2, 1987; Ord. 2935 § 2 (part), 1987)

22.98.030 Definitions.

As used in this chapter, the following words shall have the following meanings:

a. Residential Second Units. The term "residential second unit" or "second unit" means one additional dwelling unit, designed to be a permanent

residence, on any one lot or parcel within district of one-family dwellings. The primary criterion for defining a second unit shall be the existence of separate food preparation facilities which may include, but are not limited to, a stove, oven, hot plate, refrigerator or sink. For purposes of review and approval, a second unit shall also have both a separate bathroom and separate entrance intended for the use of the occupants. A second unit may be rented but shall not be sold separately from the one-family dwelling. A second unit may be established by:

1. The revision of a single-family unit whereby food preparation facilities are not shared in common;

2. The conversion of an attic, basement, garage, or other previously uninhabited portion of a single-family unit;

3. The addition of a separate unit onto the existing single-family unit; or

4. The conversion or construction of a separate structure on the lot or parcel in addition to the existing single-family unit.

b. Use Permits. Use permits referred to in this chapter are granted to allow the continued use of existing residential second units and the development and use of new residential second units subject to all of the requirements and provisions of Chapter 22.88.

c. Certification of Registration. A certificate of registration granted pursuant to Section 22.98.050 shall mean that the second unit is a legal nonconforming use which meets the requirements of this title.

d. Single-Family Residential Zoning District. A "single-family residential zoning district" is a zoning district listed in Title 22 which allows only one-family dwellings as a primary permitted use to the exclusion of two family dwellings or multiple family dwellings. Such zoning districts include, but are not limited to, R-1, R-A, R-R, R-E, RSP, C-R-1, C-RSP, C-RSPS, A-2-B, and A-RP 1-5 (parcels zoned one to five acres in size). Districts zoned A for agricultural uses, other than those listed above,

and R-F for floating homes are not included in this definition.

e. **Nonconforming Second Unit.** "Nonconforming second unit" is a second unit which has been constructed and located on a parcel of land in a manner which does not conform to the regulations for the district in which it is situated.

f. **Legal Nonconforming Second Unit.** "Legal nonconforming second unit" is a second unit which currently does not conform to the regulations for the district in which it is situated but did conform at the time it was constructed or erected.

g. **Floor Area Ratio.** "Floor area ratio" or "F.A.R." means the floor area of the building or buildings on a lot, divided by the area of that lot. For the purpose of determining the allowable floor area of a lot where a floor area regulation is applicable, the "floor area" is the sum of the gross horizontal areas of the several floors of the building or buildings measured from the exterior faces of the exterior walls and shall exclude the following: all unenclosed horizontal surfaces such as balconies, courts, decks, porches, terraces; any detached structures not designed for and/or used for sleeping purposes and which are accessory to a dwelling on the same lot; spaces permanently allocated for automobile parking. (Section 22.02.285). (Ord. 2935 § 2 (part), 1987)

22.98.050 Registration of existing legal nonconforming residential second units.

a. **Registration.** At any time following the application of this chapter, the owner of each existing second unit which was constructed in conformity with law and which has become legally nonconforming by reason of later enactment of zoning ordinances, rules or regulations, may register the unit with the planning department. Nonregistration of these units does not change their legal nonconforming status.

b. **Application for Registration.** The application for registration shall be made by the owner in writing and shall contain the following:

1. The name(s) of the owner(s);

2. The address of the unit;
3. The assessor's parcel number;
4. The floor space of the primary and second unit;
5. A scale drawing showing the lot dimensions, the location of the primary and second unit, and the location of all vehicular parking;
6. By attachment, evidence of the date of the establishment of the unit, if feasible;
7. By attachment, evidence continuous use as a second unit for six months or more prior to application for registration;
8. Description and location of water and sanitary services (septic or sewer);
9. Signature under penalty of perjury;
10. Any other information required by the planning director for a proper review of the application. (Ord. 2935 § 2 (part), 1987)

22.98.051 Issuance of certificates of registration.

In order to grant a certificate of registration, the planning director shall make the following findings based on currently adopted provisions of Marin County Code:

- a. The structure to be registered shall meet Uniform Housing Code Standards;
- b. The lot or parcel on which second unit is located must have a minimum of one off-street parking space assigned to a studio or one-bedroom second unit or two off-street parking spaces assigned to a two-or-more-bedroom second unit.

In addition, certificates of registration may be issued with such conditions that the planning director determines are required in order to permit the mandatory findings to be established. (Ord. 2935 § 2 (part), 1987)

22.98.052 Expiration date of certificates of registration.

The certificates of registration shall have no expiration date unless, due to specific findings, the planning director determines that the protection of property and public welfare require a specific review date. (Ord. 2935 § 2 (part), 1987)

22.98.053 Building permits.

A building permit shall be required in conjunction with the issuance of a certificate of registration under Section 22.98.051 only if the structure was previously constructed without benefit of a building permit and/or if repair or rehabilitation work is necessary pursuant to Section 22.98.051(a). (Ord. 2935 § 2 (part), 1987)

22.98.054 Replacement of legal nonconforming residential second units.

A legal nonconforming second unit is subject to the provisions of Chapter 22.78. Such a unit may not be enlarged, extended, reconstructed, structurally altered, or moved unless such use is changed to a use permitted under the regulations of Title 22. If a nonconforming use is damaged to the extent of seventy-five percent of its fair market value, as determined by the county assessor, a replacement unit must conform to the requirements of Section 22.98.090. (Ord. 2935 § 2 (part), 1987)

22.98.070 Use permits for legalizing all other existing residential second units.

a. Use Permit. Subsequent to the adoption of the resolution permitting second units in unincorporated areas of Marin County, the owner of each existing second unit which was not constructed in conformity with law or was constructed subsequent to the enactment of the zoning ordinance in 1938 (and did not subsequently become a legal, nonconforming use) shall apply to the zoning administrator for a use permit.

b. Applications for Use Permits. The application for a use permit shall be made by the owner in writing and shall contain the following, in addition to all requirements of Chapter 22.88.

1. The name(s) of the owner(s);
2. The address of the unit;
3. The assessor's parcel number;
4. The floor space of the primary and second unit;

5. A scale drawing showing the lot dimensions, the location of the primary and second unit, and the location of all vehicular parking;

6. By attachment, evidence of the date of establishment of the second unit, if feasible;

7. The consent of the applicant to the physical inspection of the premises prior to the issuance of the use permit;

8. Description and location of water and sanitary services (septic or sewer);

9. Signature under penalty of perjury;

10. Any other information required by the planning director for a proper review of the application. (Ord. 2935 § 2 (part), 1987)

22.98.071 Grant of use permit — Required findings.

In order to grant a use permit for a second unit existing prior to the effective date of this section, the following findings shall be made by the zoning administrator, planning director, planning commission or board of supervisors:

a. The second unit is located on the same lot or parcel on which the owner of record maintains his principal residence;

b. The second unit meets all current property development standards of Title 22, for a dwelling unit of the residential zoning district in which it is located;

c. The second unit meets, at a minimum the Uniform Housing Code as adopted by the county;

d. The second unit is the only additional dwelling unit on the parcel;

e. The lot or parcel on which the second unit is located must have a minimum of one off-street parking space assigned to a studio or one-bedroom second unit or two off-street parking spaces assigned to a two-or-more-bedroom second unit;

f. Adequate sanitary services will be provided for the additional increment of effluent resulting from the second unit in accordance with state and county regulations;

g. An adequate amount of water and quality of water will be provided for the second unit in accordance with state and county regulations;

h. The second unit meets all standards for its location set by the applicable community plan or resolutions adopted by the board of supervisors. (Ord. 2935 § 2 (part), 1987)

22.98.072 Building permits.

A building permit shall be required in conjunction with the issuance of a use permit under Section 22.98.071 if the second unit was created without benefit of a building permit, or if repair or rehabilitation work was performed to convert the original structure as permitted, or if repair or rehabilitation work is necessary pursuant to Section 22.98.071(c). (Ord. 2935 § 2 (part), 1987)

22.98.090 Use permits for new residential second units.

a. Use Permits. A second unit to be completed subsequent to the effective date of this section shall apply to the zoning administrator for a use permit.

b. Applications for Use Permits. An application for a use permit for a new second unit shall be made by the owner in writing and shall contain the following, in addition to all requirements of Chapter 22.88.

1. The name(s) of the owner(s);
2. The address of the unit;
3. The assessor's parcel number;
4. The floor space of the primary and second unit;
5. A scale drawing showing the lot dimensions, the location of the primary and second unit, and the location of all vehicular parking;
6. The consent of the applicant to the physical inspection of the premises in order to ensure compliance with the conditions of the use permit and building permit;
7. Description and location of water and sanitary services (septic or sewer);
8. An applicant-signed declaration that the application for the second unit is not in conflict with existing conditions, covenants, and restrictions (C, C & R's) applicable to the title of the subject property;

9. Any other information required by the planning director for a proper review of the application.

A new second unit will be subject to the standards and provisions of Chapter 22.82 but a separate design review application shall not be required. (Ord. 2935 § 2 (part), 1987)

22.98.091 Grant of use permit — Required findings.

In order to grant a use permit for a new residential second unit to be built subsequent to the effective date of this chapter, the following findings shall be made by the zoning administrator, planning director, planning commission or the board of supervisors:

- a. The second unit is located on the same lot or parcel on which the owner of record maintains his principal residence;
- b. The second unit meets all current property development standards of Title 22, for a dwelling unit of the residential zoning district in which it is located;
- c. The second unit meets all current applicable building codes adopted by the county;
- d. The second unit is the only additional dwelling unit on the parcel;
- e. Adequate sanitary services will be provided for the additional increment of effluent resulting from the second unit in accordance with state and county regulations;
- f. An adequate amount of water and quality of water will be provided for the second unit in accordance with state and county regulations;
- g. The second unit will not be located on a parcel that is subject to environmental or public safety hazards such as flooding, unstable soils, or excessive traffic;
- h. The lot or parcel on which this proposed second unit is to be located meets the minimum building site area requirements of the zoning district in which it is located. The slope ordinance shall apply in determining the minimum size of the parcel where appropriate;

i. The addition of a second unit maintains the scale of adjoining residences and blends into existing neighborhoods by use of building forms, height, materials, color and landscaping appropriate to that setting;

j. The second unit meets all standards for its location set by the applicable community plan or resolutions adopted by the board of supervisors;

k. The floor area of the primary and second unit combined shall not exceed the floor area ratio of the particular residential district in which the parcel is located, and in no circumstance shall the floor area of the second unit exceed seven hundred fifty square feet;

l. The parcel should accommodate two off-street parking spaces for occupants of the second unit in addition to the two off-street parking spaces required for the primary dwelling unit. The number of off-street parking spaces required may be reduced to one if the second unit is a studio or one-bedroom unit, and/or a determination is made that adequate parking, either on-street or off-street, exists nearby. The off-street parking spaces may be tandem. Special consideration shall be given to maintenance of landscaped areas to provide adequate parking and landscaped areas;

m. The street upon which the parcel fronts shall have the minimum width necessary to allow the safe passage of emergency vehicles: for streets along which parking is prohibited on both sides, the minimum width shall be twelve feet. For streets along which parking is permitted on one side, the minimum width shall be eighteen feet. For streets along which parking is permitted on both sides, the minimum width shall be twenty-four feet. For privately maintained streets, the minimum width shall be eighteen feet. (Ord. 2935 § 2 (part), 1987)

22.98.092 Building permits.

A building permit shall be required in conjunction with the issuance of a use permit under Section 22.98.090. (Ord. 2935 § 2 (part), 1987)

22.98.110 Review date — Use permits for residential second units.

Use permits granted pursuant to Chapter 22.98 shall be reviewed once within two years but not thereafter. Noncompliance with conditions of the use permit shall be handled in accordance with the provisions of Chapter 22.88. (Ord. 2935 § 2 (part), 1987)

22.98.115 Recordation of certificates of registration and use permits.

Any certificate of registration or use permit granted under provisions of this chapter shall be recorded in the county recorder's office as an informational document in reference to the title of the subject property. (Ord. 2935 § 2 (part), 1987)

22.98.120 Existing nonconforming units — Violations.

Existing nonconforming second units which are not permitted through application of this chapter shall constitute violation of Title 22, and shall be subject to abatement as described in Chapter 22.06. (Ord. 2935 § 2 (part), 1987)

22.98.130 Enforcement and penalties.

Failure to comply with any provision of this chapter shall constitute a violation of this chapter, and any condition permitted to exist in violation of this chapter shall be subject to provisions of Chapter 22.06. (Ord. 2935 § 2 (part), 1987)

22.98.150 Appeals.

Any person aggrieved by any action involving the grant, denial, suspension, or revocation of a use permit or certificate of registration may appeal such determination in accordance with Chapter 22.89. (Ord. 2935 § 2 (part), 1987)

22.98.160 Annual report.

The county planning department shall prepare an annual report to the planning commission and board of supervisors on the status of the second unit ordinance. The report shall include information about the number, size, type and rent, as available,

22.98.160

of each second unit by neighborhood. The report shall provide a basis for an annual evaluation of the effectiveness of this chapter. (Ord. 2935 § 2 (part), 1987)

APPENDIX J

County Code Definitions of Home Occupation,
Cottage Industry, and Bed & Breakfast

Chapter 22.02

DEFINITIONS

Sections:

- 22.02.010 Generally.
- 22.02.020 Agriculture.
- 22.02.030 Alley.
- 22.02.040 Apartment.
- 22.02.050 Apartment court.
- 22.02.060 Apartment house.
- 22.02.070 Automobile camp.
- 22.02.080 Automobile court.
- 22.02.085 Automobile service station.
- 22.02.090 Automobile wrecking.
- 22.02.100 Basement.
- 22.02.103 Bed and breakfast.
- 22.02.105 Billboard.
- 22.02.110 Block.
- 22.02.120 Building.
- 22.02.130 Building, accessory.
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- 22.02.160 Bungalow court.
- 22.02.170 Business.
- 22.02.180 Commercial place of business.
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- 22.02.200 District.
- 22.02.210 District, more restricted or less restricted.
- 22.02.220 Drive-in.
- 22.02.230 Dump.
- 22.02.240 Dwelling, one-family.
- 22.02.250 Dwelling, two-family.
- 22.02.260 Dwelling, multiple.
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- 22.02.280 Family.
- 22.02.281 Floating home.
- 22.02.282 Floating home marina.
- 22.02.283 Floating home fairway.
- 22.02.285 Floor area ratio.
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- 22.02.300 Garage, private.
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- 22.02.360 Height of building.
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- 22.02.400 Hotel.
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- 22.02.420 Junk yard.
- 22.02.430 Kennel.
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- 22.02.460 Lot.
- 22.02.470 Lot, corner.
- 22.02.480 Lot, inside.
- 22.02.490 Lot, key.
- 22.02.500 Lot area.
- 22.02.510 Lot depth.
- 22.02.515 Lot width, average.
- 22.02.520 Lot frontage.
- 22.02.530 Lot line.
- 22.02.540 Lot line, rear.
- 22.02.545 Mobile home.
- 22.02.550 Natural production use.
- 22.02.560 Nonconforming use.
- 22.02.570 One ownership.
- 22.02.575 Open water.
- 22.02.585 Poster board.
- 22.02.590 Residential care facility.
- 22.02.595 Sign.
- 22.02.610 Small livestock farming.
- 22.02.620 Stable, private.
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- 22.02.640 Story.
- 22.02.650 Story, half.
- 22.02.660 Street.
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- 22.02.680 Structure.
- 22.02.690 Structural alterations.
- 22.02.700 Use.
- 22.02.710 Use, accessory.

- 22.02.715 Vessel.
- 22.02.720 Yard.
- 22.02.730 Yard, front.
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- 22.02.760 Marina.
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- 22.02.780 Low income.
- 22.02.790 Moderate income.
- 22.02.800 Wild animal.
- 22.02.810 Wild animal ranch.
- 22.02.820 Wind energy conversion system (WECS).

22.02.010 Generally.

For the purpose of this title certain terms used herein are defined as set forth in this chapter.

All words used in the present tense, shall include the future; all words in the plural number shall include the singular and all words in the all words in the plural number shall include the singular and all words in the wording indicates otherwise. "Lot" includes "plot"; "building" includes "structure" and "shall" is mandatory and not directory. "County" as used herein means the county of Marin, state of California; "board of supervisors" means the board of supervisors of the county of Marin; "planning commission" means the county planning commission; and "county boundary" means the boundary of the county of Marin, or the boundary of any incorporated municipality within the county. (Ord. 264 § 10, 1938)

22.02.020 Agriculture.

"Agriculture" means the tilling of the soil, the raising of crops, horticulture, viticulture, small live-stock farming, dairying and/or animal husbandry, including all uses customarily incidental thereto, but not including slaughterhouses, fertilizer works, bone yards or plants for the reduction of animal matter. (Ord. 264 § 10.1, 1938)

22.02.030 Alley.

"Alley" means a way not exceeding thirty feet in width which affords only a secondary means of access to abutting property. (Ord. 264 § 10.2, 1938)

22.02.040 Apartment.

"Apartment" means a room or suite of two or more rooms which is designated for, intended for and/or occupied by one family doing its cooking therein. (Ord. 264 § 10.3, 1938)

22.02.050 Apartment court.

For the definition of "apartment court" see "dwelling group." (Ord. 264 § 10.4, 1938)

22.02.060 Apartment house.

For the definition of "apartment house" see "dwelling, multiple." (Ord. 264 § 10.5, 1938)

22.02.070 Automobile camp.

"Automobile camp" means land, improved or otherwise, which is used or intended to be used, let or rented for occupancy by one or more campers traveling by automobile or otherwise, or for occupancy by or of one or more trailers or movable dwellings, rooms or sleeping quarters of any kind. (Ord. 302, 1942: Ord. 264 § 10.6, 1938)

22.02.080 Automobile court.

"Automobile court" means a building, or a group of two or more detached or semi-detached buildings, containing guest rooms or apartments, with automobile storage space serving such rooms or apartments provided in connection therewith, which building or group is designed, intended or used primarily for the accommodation of automobile travels; including groups designated as auto cabins, motor lodges, and by similar designations. (Ord. 264 § 10.7, 1938)

22.02.085 Automobile service station.

(a) "Full-service stations" means stations offering: gas, air, water, oil and window-washing performed by a service station attendant, light mechanical repairs, public restrooms, minor auto

parts such as fan belts, water hoses, windshield wiper blades, tires, oil, brake fluid and maps. Stations with split island service or partial self-service where the full range of services and attendant assistance is not provided on one or more islands can be classified as full-service stations for the purposes of this title if one or more islands are full-serve as defined above and all the services and products as described above are provided by a service station attendant during all hours of operation.

(b) "Self-service stations" means stations where public restroom facilities are provided and where the customer performs automobile servicing such as pumping gas, window washing, checking oil, radiator, tires and no attendant is regularly provided to perform automobile servicing other than to accept payment for products purchased or to supervise customer activities; an adjunct garage providing garage services does not qualify the station for classification as full-service unless an attendant is regularly provided to assist in servicing automobiles.

(c) By definition, both full-service and self-service stations require public restrooms to be provided. (Ord. 2878 § 2 (part), 1985)

22.02.090 Automobile wrecking.

For the definition of "automobile wrecking" see "junk yard." (Ord. 264 § 10.8, 1938)

22.02.100 Basement.

"Basement" means a story partly underground and having at least one-half of its height above grade. A basement shall be counted as a story if the vertical distance from grade to the ceiling is over five feet or if used for business purposes or if used for dwelling purposes by other than a janitor or domestic servants employed in the same building, including the family of the same. (Ord. 264 § 10.9, 1938)

22.02.103 Bed and breakfast.

"Bed and breakfast" means the providing of not more than five guest bedrooms and which may include providing limited meal service such as light

breakfasts and late night snacks and other refreshments and which use is clearly secondary and incidental to the use of the property as a single-family residence. Prior to the establishment of any "bed and breakfast" operation, it shall be the responsibility of the operator to secure and/or satisfy all prevailing off-street parking, water supply, waste disposal and fire safety requirements as may be applicable. In those instances where a use permit is required prior to the establishment of a bed and breakfast operation, the county hearing officer shall give particular consideration to the following issues during review of use permit applications: Safety of access, privacy of neighbors and environmental review aspects. (Ord. 2884 § 1, 1985)

22.02.105 Billboard.

"Billboard" means a sign, other than a poster board or bulletin board, designed and located for the display of advertising messages pertaining to products or services not provided on the premises displaying the sign. (Ord. 1719 § 1, 1969)

22.02.110 Block.

"Block" means that property abutting on one side of a street and lying between the two nearest intersecting or intercepting streets, or nearest intersecting or intercepting streets and railroad right-of-way, mean high tide line or unsubdivided acreage. (Ord. 264 § 10.10, 1938)

22.02.120 Building.

"Building" means any structure, having a roof supported by columns or by walls and intended for the shelter, housing or enclosure of any person, animal or chattel. When any portion thereof is completely separated from every other portion thereof by a masonry division of fire wall without any window, door or other opening therein, which wall extends from the ground to the upper surface of the roof at every point, then each such portion shall be deemed to be a separate building. "Building" as described herein does not include mobilehomes, house trailers, campers and similar

devices and appurtenances. (Ord. 1500 § 1, 1966: Ord. 264 § 10.11, 1938)

22.02.130 Building, accessory.

“Accessory building” means a subordinate building, the use of which is incidental to that of a main building on the same lot. On any lot upon which is located a dwelling any building which is incidental to the conducting of any agricultural use permitted in the district shall be deemed to be an accessory building. (Ord. 264 § 10.12, 1938)

22.02.140 Building, main.

“Main building” means a building in which is conducted the principal use of the lot upon which it is situated. In any R or A district any dwelling shall be deemed to be a main building upon the lot upon which it is situated. (Ord. 463, 1948: Ord. 264 § 10.13, 1938)

22.02.150 Building site.

“Building site” means a lot as defined herein. (Ord. 463, 1948: Ord. 264 § 10.13, 1938)

22.02.160 Bungalow court.

For the definition of “bungalow court” see “house court”; also “dwelling group.” (Ord. 264 § 10.14, 1938)

22.02.170 Business.

“Business” means the purchase, sale or other transaction involving the handling or disposition (other than is included in “industry,” as defined herein) of any article, substance or commodity for profit or livelihood, including, in addition, automobile camps, automobile courts, garages, office buildings, offices, public stables, recreational and amusement enterprises conducted for profit, and shops for the sale of personal services, but not including dumps and junk yards. (Ord. 1719 § 2, 1969: Ord. 265 § 10.16, 1938)

22.02.180 Commercial place of amusement.

“Commercial place of amusement” means any establishment maintained and operated for the purpose of providing amusement and entertainment to guests thereof, and shall further include any establishment which serves alcoholic beverages over a bar, but does not include an establishment which serves beers, wines or ales wherein the principal use conducted is a restaurant, and the service of beers, wines or ales is provided as an incidental service to the customers of the place at the counters and tables provided for normal eating purposes and provided further that there is no space set aside or music provided for dancing. (Ord. 463, 1948: Ord. 264 § 10.155, 1938)

22.02.185 Cottage industry.

“Cottage industry” means a use conducted within a dwelling or within a detached accessory building on the same site as the dwelling by the inhabitants of the dwelling and not more than one nonresident employee who is engaged in the design, manufacture, and sale of the following products and services: Antique repair and refinishing, batik and tie dyeing, dress making, sewing and millinery, furniture and cabinet making, sculpture, weaving, woodworking, photography, holography, catering, baking and the preparation of food specialties for consumption at locations other than the place of preparation, and such other uses as determined by the zoning administrator to be of the same general character and intensity. All such uses may use such mechanical equipment or processes as are necessary for the above listed uses; provided, however, that no such use shall be audible beyond the limits of the property upon which said use is conducted, shall comply with all applicable health, sanitary and fire codes, and shall not display any exterior sign which exceeds two square feet in area. (Ord. 2813 § 1, 1984)

22.02.190 Court.

"Court" means an open, unoccupied space, other than a yard, on the same lot with a building or buildings and which is bounded on two or more sides by such building or buildings, including the open space in a house court or court apartment providing access to the units thereof. (Ord. 264 § 10.16, 1938)

22.02.200 District.

"District" means:

1. A portion of the unincorporated territory of the county within which certain uses of land and buildings are permitted and certain other uses of land and buildings are not permitted and within which certain yards and other spaces are required and certain building site areas are established and certain height limits are established for buildings, all as set forth and specified in this title.

2. A portion of the unincorporated territory of the county within which are applied certain regulations designated as combining regulations as set forth in this title.

"A District" means any district designated as A-3 through A-60 or greater as specified in Chapter 22.10. "A-2 District" means any A-2 limited agriculture district. "R-A District" means any R-A suburban agricultural district. "R District" means an R-E, R-1, R-2, or R-3 district or any of the districts with which any combining regulations are combined. "M District" means any M-1 or M-2 District or any of the districts with which any combining regulations are combined. "H District" means any H-I District or any district with which an H district is combined. "S District" means any district with which an S-1, S-2, or S-3 district is combined. (Ord. 2949 § 2 (part), 1987; Ord. 798, 1956; Ord. 264 § 10.17, 1938)

22.02.210 District, more restricted or less restricted.

"More restricted or less restricted district" means that in the following list each district shall be deemed to be more restricted than the districts succeeding it and each district shall be deemed to be

less restricted than the districts preceding it: R-1, R-2, R-3, C-1, C-2, M-1, M-2. (Ord. 264 § 10.18, 1938)

22.02.220 Drive-in.

"Drive-in" means a refreshment stand dispensing food or drink, and catering to customers who remain in, or leave and return to, their automobiles for consumption of food or drink on the premises. (Ord. 773, 1955; Ord. 264 § 10.187, 1938)

22.02.230 Dump.

"Dump" means a place used for the disposal, whether by deposition, abandonment, discarding, dumping, reduction, burial, incineration or by any other means, of any garbage, sewage, trash, refuse, waste material, offal or dead animals; provided that this definition does not include such means of disposal of such substances as are customarily incidental and accessory to dwellings, institutions, and commercial, industrial and agricultural uses. (Ord. 264 § 10.19, 1938)

22.02.240 Dwelling, one-family.

"One-family dwelling" means a detached building designed for and/or occupied exclusively by one family. (Ord. 264 § 10.20, 1938)

22.02.250 Dwelling, two-family.

"Two-family dwelling" means a detached building designed for and/or occupied exclusively by two families living independently of each other. (Ord. 264 § 10.21, 1938)

22.02.260 Dwelling, multiple.

"Multiple dwelling" means a building or portion thereof used and/or designed as a residence for three or more families living independently of each other, and doing their own cooking in the building, including apartment houses, apartment hotels and flats, but not including automobile courts or automobile camps. (Ord. 264 § 10.22, 1938)

22.02.270 Dwelling group.

"Dwelling group" means a group of two or more detached or semi-detached one-family, two-family or multiple dwellings occupying a parcel of land in one ownership and having any yard or court in common, including house courts and apartment courts, but not including automobile courts. (Ord. 264 § 10.23, 1938)

22.02.280 Family.

"Family" means one or more persons occupying a premises and living as a single, nonprofit, domestic housekeeping unit, as distinguished from a group occupying a hotel, club, fraternity or sorority house. A family shall be deemed to include necessary servants. (Ord. 264 § 10.24, 1938)

22.02.281 Floating home.

"Floating home" is any boat, craft, living accommodation or structure supported by means of flotation, designed to be used without a permanent foundation, which is used or intended for human habitation. (Ord. 1692 § 1 (part), 1969)

22.02.282 Floating home marina.

"Floating home marina" means a facility which contains one or more berthing spaces for floating homes. (Ord. 1692 § 1 (part), 1969)

22.02.283 Floating home fairway.

"Floating home fairway" means an area of water within a floating home marina which is used exclusively for access to other waters for vessels permanently moored in the floating home marina. A fairway shall not be used for the permanent mooring of any vessel or for piers, docks, ramps, walkways or other exit ways. (Ord. 1692 § 1 (part), 1969)

22.02.285 Floor area ratio.

"Floor area ratio" or "FAR" means the floor area of the building or buildings on a lot, divided by the area of that lot. Except as specified in the Tamalpais area community plan, "floor area" is the sum of the gross horizontal areas of the several floors of the building or buildings measured from the exterior

faces of the exterior walls and shall exclude the following: all unenclosed horizontal surfaces, such as balconies, courts, decks, porches, terraces; any detached structures not designed for and/or used for sleeping purposes, as further defined in this chapter; and spaces primarily allocated for permanent automobile parking, as further defined in this chapter. For the purpose of determining the excludable floor area of detached structures not designed for and/or used for sleeping purposes, the total floor area of such structures in excess of two hundred fifty square feet shall be considered as part of the allowable floor area where floor area ratio regulations are applicable. For the purpose of determining the excludable floor area of spaces primarily allocated for permanent automobile parking, the total floor area of any garage in excess of five hundred forty square feet shall be considered as part of the allowable floor area of a lot where floor area ratio regulations are applicable. (Ord. 3284 § 2, 1998; Ord. 3252 § 2 (part), 1997; Ord. 3157 § 2 (part), 1993; Ord. 1451 § 1, 1965)

22.02.290 Front wall.

"Front wall" means the wall of the building or other structure nearest the street upon which the building faces, but excluding certain architectural features as specified in Chapters 22.66 through 22.74. (Ord. 264 § 10.25, 1938)

22.02.300 Garage, private.

"Garage, private" means an accessory building or an accessory portion of the main building designed or used only for the shelter of vehicles owned or operated by the occupants of the main building. (Ord. 264 § 10.26, as amended by Ord. 463, 1948)

22.02.310 Garage, public.

"Garage, public" means any premises, except those herein defined as a private or storage garage, used for the storage or care of self-propelled vehicles or where any such vehicles are equipped

for operation or repair, or kept for remuneration, hire or sale. (Ord. 264 § 10.27, 1938)

22.02.320 Garage, storage.

"Storage garage" means any premises, except those herein defined as a private garage, used exclusively for the storage of self-propelled vehicles. (Ord. 264 § 10.28, 1938)

22.02.330 Grade.

"Grade" means:

1. For buildings adjoining one street only, the elevation of the sidewalk at the center of that wall adjoining the street.

2. For buildings adjoining more than one street, the average of the elevations of the sidewalks at the centers of all walls adjoining streets.

3. For buildings having no wall adjoining the street, the average level of the finished surface of the ground adjacent to the exterior walls of the building.

4. All walls approximately parallel to and not more than five feet from the street line shall be considered as adjoining the street. (Ord. 264 § 10.29, 1938)

22.02.335 Group home.

"Group home" means a family dwelling unit licensed or supervised by any federal, state, or local health/welfare agency which provides twenty-four-hour nonmedical care of unrelated persons who are not handicapped but are in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual in a family-like environment. For the purposes of this definition, a "family dwelling unit" includes, but is not limited to, a single-family dwelling, a unit in a multifamily dwelling, including a unit in a duplex and a unit in an apartment building, a mobilehome, including a mobilehome located in a mobilehome park, a unit in a cooperative, a unit in a condominium development, a unit in a townhouse development, and a unit in a planned district. (Ord. 3101 § 2 (part), 1992)

22.02.340 Guest house.

"Guest house" means living quarters within a detached accessory building located on the same premises with the main building, for use by guests of the occupants of the premises, such quarters having no kitchen or cooking facilities and not rented or otherwise used as a separate dwelling. (Ord. 463, 1948; Ord. 264 § 10.29, 1938)

22.02.350 Guest room.

"Guest room" means a room which is intended arranged or designed to be occupied or which is occupied by one or more guests, but not including dormitories for sleeping purposes. (Ord. 264 § 10.30, 1938)

22.02.355 Handicapped.

"Handicapped" means a person with: (1) a physical or mental impairment which substantially limits one or more of such person's major life activities, (2) a record of having such an impairment, or (3) being regarded as having such an impairment, but such term does not include current, illegal use of or addiction to a controlled substance. (Ord. 3101 § 2 (part), 1992)

22.02.360 Height of building.

"Height of building" means the vertical distance from the natural or finished grade to the highest point of the structure. Maximum height is measured from natural or finished grade to an imaginary plane located the allowed number of feet above and parallel to the natural or finished grade. Any structure built prior to April 8, 1980, shall be exempt from becoming nonconforming, with respect to height, by the application of this section. (Ord. 2560 § 1, 1980; Ord. 264 § 10.31, 1938)

22.02.370 Hog ranch.

"Hog ranch" means any premises used for the raising or keeping of more than six hogs. (Ord. 264 § 10.32, 1938)

22.02.380 Home occupation.

“Home occupation” means any use customarily conducted entirely within a dwelling and carried on by the inhabitants thereof and limited to the following uses: dressmaking, sewing, millinery, small handcraft, art work, artist’s and sculptor’s studio activities, the renting of rooms and/or the providing of table board not to exceed five persons, the office of a musician, tutor, writer, architect, physician, technical advisor, attorney, insurance agent and any other use which may be determined by the zoning administrator to be of the same general character as those herein enumerated and not objectionable or detrimental to the district in which located, in connection with which there is no display, no stock in trade, no persons employed and no mechanical equipment used, except such as is necessary for the above enumerated occupations, or as is necessary for housekeeping purposes. (Ord. 971, 1958: Ord. 463 (part), 1948: Ord. 264 § 10.33, 1938)

22.02.390 House court.

“House court” means a group of two or more dwellings on the same lot, whether detached or in connected rows, having a separate outside entrance on the ground floor level for each family unit of such group. (Ord. 264 § 10.34, 1938)

22.02.400 Hotel.

“Hotel” means any building or portion thereof containing six or more guest rooms used, designed or intended to be used, let or hired out to be occupied, or which may be occupied, whether the compensation be paid directly or indirectly. (Ord. 2884 § 2, 1985: Ord. 264 § 10.35, 1938)

22.02.410 Industry.

“Industry” means the manufacture, fabrication, processing, reduction or destruction of any article, substance or commodity, or any other treatment thereof in such a manner as to change the form or character thereof, including, in addition, the following: animal hospitals, bottling works, building materials or contractors yards, cleaning and dyeing

establishments, creameries, dog pounds, junkyards, laundries, lumberyards, milk bottling or distributing stations, stockyards, storage elevators, truck storage yard, warehouses, and wholesale storage. (Ord. 264 § 10.36, 1938)

22.02.420 Junkyard.

“Junkyard” means the use of more than two hundred square feet of the area of any lot, or the use of any portion of that half of any lot (but not exceeding a depth or width, as the case may be, of one hundred feet) which half adjoins any street, for the dismantling or wrecking of automobiles or other vehicles or machinery, or for the storage or keeping of the parts or equipment resulting from dismantling or wrecking, or for the storage or keeping of junk, including scrap metals or other scrap materials. (Ord. 264 § 10.37, 1938)

22.02.430 Kennel.

“Kennel” means any lot or premises on which four or more dogs at least four months of age are kept. For purposes of this section and Title 22, “kennel” does not mean and does not include any lot or premises on which a person has been issued a dog hobbyist or ranch dog permit in accordance with the provisions of Sections 8.04.245 or 8.04.246. (Ord. 2288 § 8, 1977: Ord. 463 (part), 1948: Ord. 264 § 10.374, 1938)

22.02.440 Kitchen.

“Kitchen” means any room used or intended or designed to be used for cooking or the preparation of food. (Ord. 463 (part), 1948: Ord. 264 § 10.375, 1938)

22.02.450 Livestock feed yard.

“Livestock feed yard” means any premises used for the raising, feeding or keeping of more than six head of cattle or similar livestock for the purpose of conditioning the same for marketing or slaughter. (Ord. 264 § 10.38, 1938)

22.02.460 Lot.

"Lot" means land occupied or to be occupied by a building and its accessory buildings, or by a dwelling group and its accessory buildings, together with such open spaces as may be required under the provisions of this title; having not less than the minimum area required by this title for a building site in the district in which such lot is situated, and having its principal frontage on a street. (Ord. 264 § 10.39, 1938)

22.02.470 Lot, corner.

"Corner lot" means a lot situated at the intersection of two or more streets, or bounded on two or more adjacent sides by street lines. (Ord. 264 § 10.40, 1938)

22.02.480 Lot, inside.

"Inside lot" means a lot other than a corner lot. (Ord. 264 § 10.41, 1938)

22.02.490 Lot, key.

"Key lot" means the first lot to the rear of a corner lot, the front line of which is a continuation of the side line of the corner lot, exclusive of the width of any alley, and fronting on the street which intersects or intercepts the street upon which the corner lot fronts. (Ord. 264 § 10.42, 1938)

22.02.500 Lot area.

"Lot area" means the total horizontal area included within lot lines. Areas that are below mean high tide lines of the ocean or any bay, river or stream subject to tidal action, shall not be included in the area of the lot for purposes of meeting minimum area requirements of any zone district requiring a minimum lot area. Lands excluded from tidal action by artificial structures, built prior to April 18, 1980, shall be included in the lot area. Any structure built prior to April 18, 1980, shall be exempt from becoming nonconforming with respect to yard, floor area ratio and similar property development standards by the application of this section. (Ord. 2560 § 2, 1980; Ord. 264 § 10.43, 1938)

22.02.510 Lot depth.

"Lot depth" means the average distance from the street line of the lot to its rear line measured in the general direction of the side lines of the lot. (Ord. 164 § 10.44, 1938)

22.02.515 Lot width, average.

"Average lot width" shall be the area of the lot in square feet divided by the length, in feet, of the longest dimension of the lot generally paralleling the longest lot lines. Any parcel of land within which an area can be inscribed which meets the square footage requirements of the zone district within which said parcel is located may use said area to determine the average lot width. The same area used to meet the square footage and average width requirements of any zone district shall also be used to determine yard areas, floor area ratio, lot coverage, open spaces and other site development requirements. (Ord. 2560 § 3, 1980)

22.02.520 Lot frontage.

"Lot frontage" means that dimension of a lot or portion of a lot abutting on a street, except the side of a corner lot. (Ord. 264 § 10.45, 1938)

22.02.530 Lot line.

"Lot line" means the lines bounding a lot on a lot as defined herein. (Ord. 264 § 10.46, 1938)

22.02.540 Lot line, rear.

"Rear lot line" means a lot line which is opposite and most distant from the front line and in case of an irregular, triangular, or gore-shaped lot, a line ten feet in length within the lot parallel to and at a maximum distance from the front lot line. (Ord. 463, 1948; Ord. 264 § 10.47, 1938)

22.02.545 Mobilehome.

"Mobilehome" means a structure as defined in Section 22.02.680, exceeding four hundred square feet of gross floor area, licensed or subject to licensing by the department of motor vehicles and designed and used for human occupancy. (Ord. 1587 § 1, 1967)

22.02.550 Natural production use.

“Natural production use” means any of the following uses: agriculture; mining; production, storage or distribution of water supplies; forestry; cutting and splitting of wood; extraction of minerals, building and construction materials or other natural materials. (Ord. 264 § 10.48, 1938)

22.02.560 Nonconforming use.

“Nonconforming use” means a building or land occupied by a use that does not conform to the regulations for the district in which it is situated. (Ord. 264 § 10.49, 1938)

22.02.570 One ownership.

“One ownership” means ownership of property (or possession thereof under a contract to purchase or under a lease the term of which is not less than ten years) by a person or persons, firm, corporation or partnership, individually, jointly, in common or in any other manner whereby such property is under a single or unified control. “Owner” means the person, firm, corporation or partnership exercising one ownership as herein defined. (Ord. 264 § 10.50, 1938)

22.02.575 Open water.

“Open water” means privately owned or controlled water area, which is devoid of any structure or appurtenances including mooring facilities for any vessels or piers, docks, ramps, walkways or other exit ways. (Ord. 1692 § 1 (part), 1969)

22.02.585 Poster board.

“Poster board” means a sign consisting of a framed or unframed surface, freestanding or attached to a wall or fence or other structure, designed and located only for display of announcements of coming performances of cultural, educational and athletic events. (Ord. 1719 § 3, 1969)

22.02.590 Residential care facility.

“Residential care facility” means a family dwelling unit licensed or supervised by any federal, state, or local health/welfare agency which provides twenty-four-hour nonmedical care of unrelated persons who are handicapped and in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual in a family-like environment. For the purposes of this definition, a “family dwelling unit” includes, but is not limited to, a single-family dwelling, a unit in a multi-family dwelling, including a unit in a duplex and a unit in an apartment building, a mobilehome, including a mobilehome located in a mobilehome park, a unit in a cooperative, a unit in a condominium development, a unit in a townhouse development, and a unit in a planned district. (Ord. 3101 § 2 (part), 1992)

22.02.595 Sign.

“Sign” means any display or device consisting of attached or painted letters, symbols or designs, and including any moving parts, lighting, sound equipment, framework, background material or structural support, which display or device is intended to communicate an advertisement, announcement, direction or other message and/or attract, distract, hold, direct or focus public attention. “Sign” shall not include commodities and their attached labels and price tags. (Ord. 1719 § 4, 1969)

22.02.610 Small livestock farming.

“Small livestock farming” means the raising or keeping of more than twelve fowl of any kind and/or twelve rabbits or twelve similar animals or any goats, sheep, or similar livestock; provided that “small livestock farming” as used in this title shall not include hog raising, dairying or the raising or keeping for commercial purposes of dogs, horses, mules, or similar livestock as determined by the zoning administrator. (Ord. 971, 1958: Ord. 264 § 10.54, 1938)

22.02.620 Stable, private.

"Private stable" means an accessory building in which horses are kept for private use and not for remuneration, hire or sale. (Ord. 264 § 10.55, 1938)

22.02.630 Stable, public.

"Public stable" means a building in which any horses are kept for remuneration, hire or sale. (Ord. 264 § 10.56, 1938)

22.02.640 Story.

"Story" means that portion of a building included between the surface of any floor and the surface of the next floor above it, or if there is no floor above it, then the space between the floor and the ceiling next above it. (Ord. 264 § 10.57, 1938)

22.02.650 Story, half.

"Half story" means a story with at least two opposite exterior sides meeting a sloping roof not more than two feet above the floor of such story. (Ord. 264 § 10.58, 1938)

22.02.660 Street.

"Street" means a public or private right-of-way forty feet or more in width set aside for common travel as a permanent right-of-way which affords the principal means of access to abutting properties including: avenue, place, way, drive, lane, boulevard, highway, road, and any other thoroughfare; or any avenue, place, way, drive, lane, boulevard, highway, road, or any other thoroughfare which is less than forty feet in width but was established as the principal means of access to abutting properties prior to January 7, 1949, or when a subdivision map or land division map showing access ways of less than forty feet has been approved subsequent to January 7, 1949. (Ord. 1628 § 1, 1968; Ord. 463, 1948; Ord. 264 § 10.59, 1938)

22.02.670 Street line.

"Street line" means the boundary between a street and abutting property. (Ord. 264 § 10.60, 1938)

22.02.680 Structure.

"Structure" means anything constructed or erected the use of which requires location on the ground or attachment to something having location on the ground. (Ord. 264 § 10.61, 1938)

22.02.690 Structural alterations.

"Structural alterations" means any change in the supporting members of a building, such as bearing walls, columns, beams or girders. (Ord. 264 § 10.62, 1938)

22.02.700 Use.

"Use" means the purpose for which land or a building thereon is designed, arranged or intended or for which it is or may be occupied or maintained. (Ord. 264 § 10.63, 1938)

22.02.710 Use, accessory.

"Accessory use" means a use incidental and accessory to the principal use of a lot or of a building located on the same lot as the accessory use. On any lot on which is located a dwelling any agricultural use permitted in the district shall be deemed to be an accessory use to the use of the lot for dwelling purposes. (Ord. 264 § 10.64, 1938)

22.02.715 Vessel.

"Vessel" means any watercraft of any type or size, including but not limited to barges, ferry boats, arks, yachts, houseboats, floating homes, and rafts. (Ord. 1692 § 1 (part), 1969)

22.02.720 Yard.

"Yard" means an open space other than a court on the same lot with a building or a dwelling group, which open space is unoccupied and unobstructed from the ground upward, except for the certain architectural features specified in Chapters 22.66 through 22.74. In measuring a yard, as hereinafter provided, the line of a building shall be deemed to mean a line parallel to the nearest lot line drawn through the point of a building or the point of a dwelling group nearest to such lot line, exclusive of the respective architectural features specified in

Chapters 22.66 through 22.74 as not to be considered in measuring yard dimensions or as being permitted to extend into any front, side or rear yard, respectively; and the measurement shall be taken from the line of the building to the nearest lot line, provided, however, that if any future right-of-way line or future width line is established by the provisions of any applicable ordinances, for the street on which the lot faces, then such measurement shall be taken from the line of the building to such future right-of-way line or future width line. (Ord. 264 § 10.65, 1938)

22.02.730 Yard, front.

“Front yard” means a yard extending across the front of the lot between the inner side yard lines and lying between the front line of the lot and the nearest line of the building. (Ord. 264 § 10.66, 1938)

22.02.740 Yard, rear.

“Rear yard” means a yard extending across the full width of the lot and lying between the rear line of the lot and the nearest line of the main building. When no main building is located on the lot, the rear yard is defined as the rear one-half of the depth of the lot. (Ord. 463, 1948; Ord. 264 § 10.67, 1938)

22.02.750 Yard, side.

“Side yard” means a yard between the side line of the lot and the nearest line of the building and extending from the front line of the lot to the rear yard. (Ord. 264 § 10.68, 1938)

22.02.760 Marina.

“Marina” means a small craft harbor which may include mooring and launching facilities and accessory facilities for boat servicing. (Ord. 1441 § 5, 1965)

22.02.770 Resort.

“Resort” means an establishment comprised of permanent structures offering meals and lodging facilities for temporary or seasonal occupancy and having recreational facilities for one or more

activities such as water sports, tennis, golf, riding, hiking, hunting, fishing or similar uses. (Ord. 1441 § 6, 1965)

22.02.780 Low income.

“Low income” means that level of income established by the housing authority of the county for admittance into public housing. (Ord. 1871 § 2 (part), 1972)

22.02.790 Moderate income.

“Moderate income” is that which is up to one hundred thirty-five percent of “low income.” (Ord. 1871 § 2 (part), 1972)

22.02.800 Wild animal.

“Wild animal” means any animal which is wild by nature and not customarily domesticated in the state of California. (Ord. 2407 § 1 (part), 1979)

22.02.810 Wild animal ranch.

“Wild animal ranch” means the keeping or raising of wild animals for commercial agricultural purposes. (Ord. 2407 § 1 (part), 1979)

22.02.820 Wind energy conversion system (WECS).

“Wind energy conversion system (WECS)” means a machine that converts the kinetic energy in the wind into a usable form (commonly known as a wind turbine or windmill). The WECS includes all parts of the system including the wind turbine tower and the transmission equipment. The following additional definitions are:

1. “Noncommercial WECS” means a WECS with a total height of one hundred feet or less which is an accessory use to the principal use of the site, in that the power production is no more than twice the annual site need.

2. “Commercial WECS” means any WECS with a total height exceeding one hundred feet or with a rotor diameter over thirty-five feet, or any arrangement of more than one WECS.

3. "Rotor" means the blades and the hub to which they are attached; it is used to capture wind for the purpose of energy conversion.

4. "Total height" means the height of the tower and the furthest vertical extension of the WECS.

5. "Tower" means the primary structural support of the WECS.

6. "Site" means the plot of land where the WECS is to be placed. The site could be owned by an individual or a group of individuals controlling single or adjacent properties. (Ord. 2794 § 3, 1983)

APPENDIX K

Point Reyes Station Landscaping Guide

APPENDIX K

POINT REYES STATION LANDSCAPING GUIDE

A. Recommended Trees and Shrubs:

The following list includes a number of plant species recommended for the Point Reyes Station Planning Area. Species marked with an asterisk (*) are native to the area. Native trees and shrubs are recommended for three reasons: 1) they blend with the surrounding landscape, thereby preserving the rural character of the Planning Area; 2) they provide shelter and food for native wildlife; and 3) they are adapted to the wet winters and dry summers, soil types and other conditions of the Planning Area and therefore require less irrigation and are less disease prone than species from other climates.

Also included are several non-native trees and shrubs which traditionally have been grown in the developed portions of Point Reyes Station. By incorporating these plants in new landscaping plans, owners can achieve a pleasing continuity with the existing landscape pattern of the community.

The list is not exclusive but is intended as a guideline for owners, builders and architects, and County Planning staff, in the design review and implementation of landscaping plans.

<u>Common Name</u>	<u>Scientific Name</u>
<u>Trees:</u>	
Black locust	Robinia pseudoacacia
California bay*	Umbellularia californica
California black walnut	Juglans hindsii
California buckeye*	Aesculus californica
Coast live oak*	Quercus agrifolia
Fruit trees (particularly apple, plum, persimmon)	
Hawthorn	Crataegus laevigata
Magnolia	Magnoliaceae (several species)
Willow*	Salix spp.
<u>Shrubs/Small Trees:</u>	
Blue blossom*	Ceanothus thyrsiflorus
Coffeeberry*	Rhamnus californica
Coast silk tassel*	Garrya elliptica
Dwarf coyote bush*	Baccharis pilularis
Pacific wax myrtle*	Myrica californica
Pink winter currant*	Ribes sanguineum glutinosum
Shrub roses	Rosa spp.
Sticky Monkey Flower*	Mimulus aurantiacus
Toyon*	Heteromeles arbutifolia

B. Invasive Plants that Should be Eliminated Include the Following:

Brooms

Canary Island Broom (Cytisus [also Genista] canariensis)

Spanish Broom (Spartium junceum)

Scotch Broom (Cytisus scoparius)

Pampas Grass

Cortaderia selloana and its cousin Cortaderia jubata

Acacia

Bailey acacia (Acacia baileyana) and other acacia spp.

Gorse

(Ulex europaeus L.)

All of the foregoing have become serious weeds on the California coast. They seed themselves freely and crowd out desirable native plants.

C. Trees That Have Serious Drawbacks and Are Not Recommended:

Monterey Pine (Pinus radiata)

Not native to Planning Area. Grown from weak nursery stock, Monterey Pine becomes weedy and brittle after about 10 years. Wind damage; susceptible to fire.

Eucalyptus (many species)

Most eucalyptus grow too big for built-up areas; they grow fast and topple or get damaged in wind. Susceptible to fire.

D. Trees Not Suitable for Built-Up Areas:

Coast Redwood (Sequoia sempervirens)

Not native to Planning Area. Requires generous watering during early years. Can reach 70-90 feet in 25 years, with a branch spread at base of 15-30 feet. In most locations in the Planning Area, dominates surroundings after 10 - 15 years and blocks views and sunlight.

Monterey Cypress (Cupressus macrocarpa)

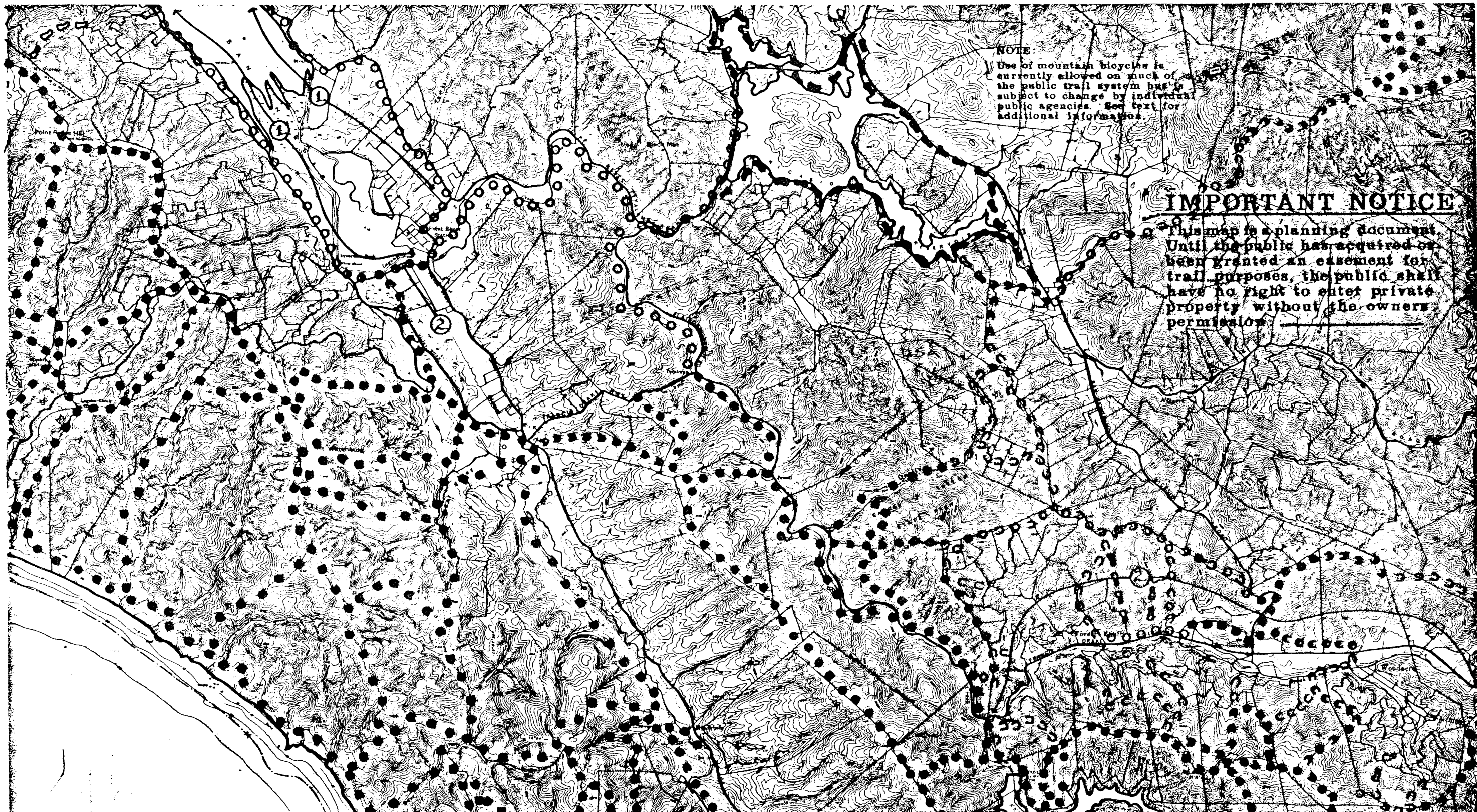
Not native to Planning Area. Grows to 60 feet, with stem six to nine feet in circumference. Traditionally used as windbreak, this beautiful tree requires a lot of maintenance to prevent and/or repair wind damage. Effect on safety of nearby buildings, views and sunlight should be carefully evaluated before deciding to plant this tree.

Sargent Cypress (Cupressus Sargentii Jepson)

Not native to Planning Area. Less tall than Monterey cypress (30 to 45 feet), this cypress may be suitable as windbreak; susceptible to fire, however, and may deprive adjoining properties of views and sunlight.

APPENDIX L

Countywide Plan Trails Map (Point Reyes Station)



NOTE:
 Use of mountain bicycles is currently allowed on much of the public trail system but is subject to change by individual public agencies. See text for additional information.

IMPORTANT NOTICE

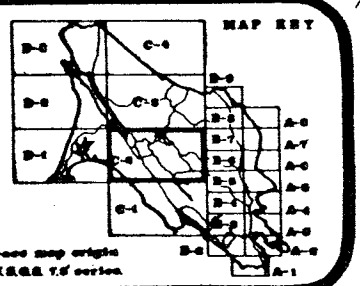
This map is a planning document. Until the public has acquired or been granted an easement for trail purposes, the public shall have no right to enter private property without the owners permission.

Notes:
 1. PROPOSED TRAIL ALONG RIMY OVERLOOK MAY BE LOCATED ALONG IMPROVED ROAD SHOULDERS OR MAY BE LOCATED OFF-ROAD IN A SEPARATE TRAIL WITH TERRAIN ALLOWANCE AND E/W CAN BE SECURED. THE ABANDONED S.S. ALIGNMENT ALONG THE SHOULDER MAY BE USED WHERE APPROPRIATE.
 2. CL. X DISSEMIN. MINIMUM IMPROVEMENTS RECOMMENDED.

**MARIN
 COUNTYWIDE TRAILS PLAN**
 PREPARED FOR THE COUNTY OF MARIN
 AND THE CITIES OF MARIN COUNTY
 BY BRIAN WITTEKELLER LANDSCAPE ARCHITECT - PLANNING CONSULTANT
 RECOMMENDED BY T&C COMM. 8/22/84; P.C. 9/22/84 DATE
 APPROVED BY BOARD OF SUPERVISORS DATE 10/16/84
 REVISED 12/84

Legend:

	TRAIL PROPOSED	TRAIL RIGHT OF WAY SECURED	TRAIL OPEN TO PUBLIC
HIKING ONLY	○○○ ○○○ ○○○ ○○○	○○○ ○○○ ○○○ ○○○	○○○ ○○○ ○○○ ○○○
EQUESTRIAN/HIKING	○○○ ○○○ ○○○ ○○○	○○○ ○○○ ○○○ ○○○	○○○ ○○○ ○○○ ○○○
COMBINED USE	○○○ ○○○ ○○○ ○○○	○○○ ○○○ ○○○ ○○○	○○○ ○○○ ○○○ ○○○
PAVED PATH	○○○ ○○○ ○○○ ○○○	○○○ ○○○ ○○○ ○○○	○○○ ○○○ ○○○ ○○○



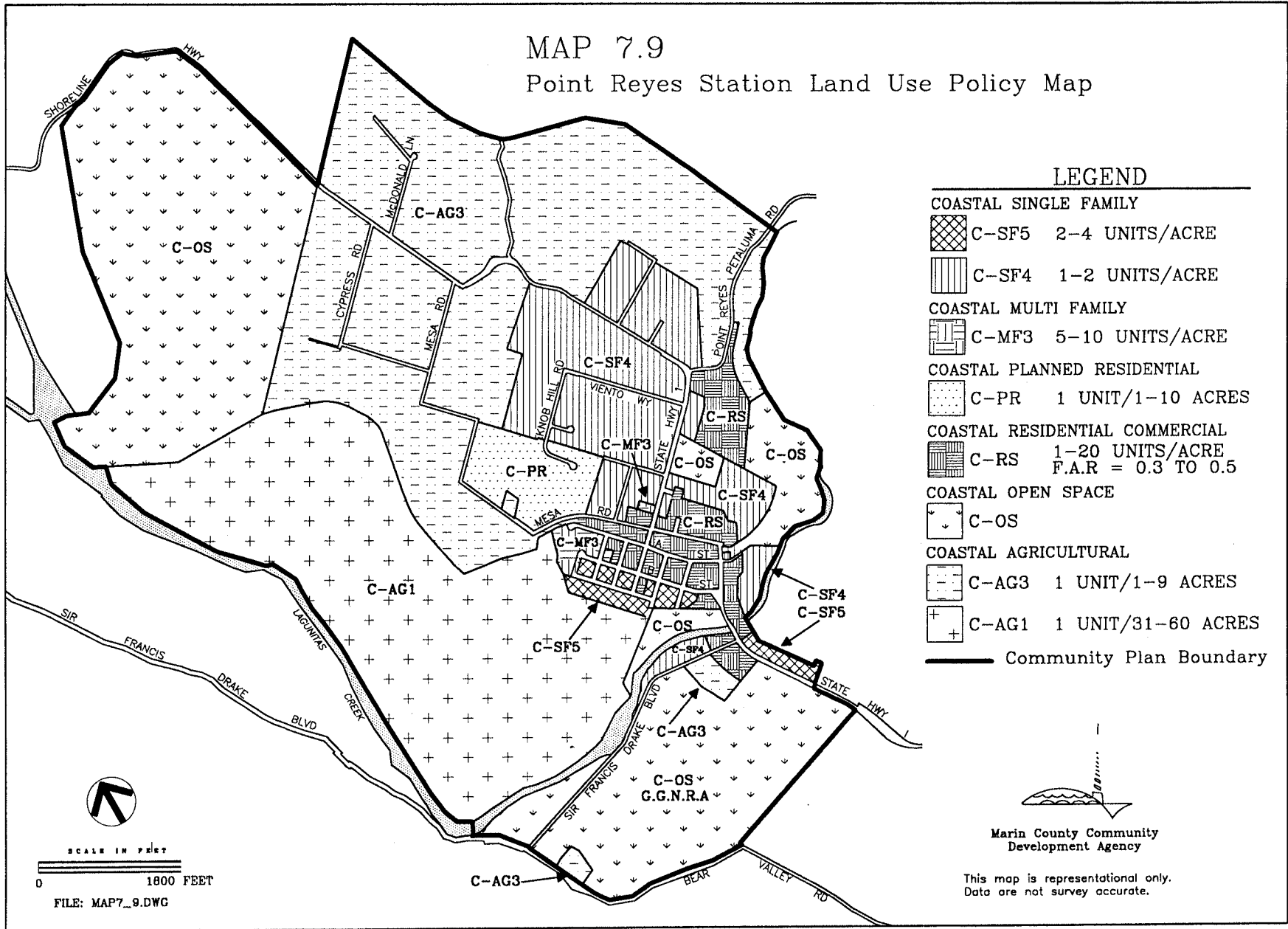
NORTH

 0 100 200 FEET
 SCALE IN FEET
C-2

APPENDIX M

Countywide Plan Land Use Designations

MAP 7.9 Point Reyes Station Land Use Policy Map



LEGEND

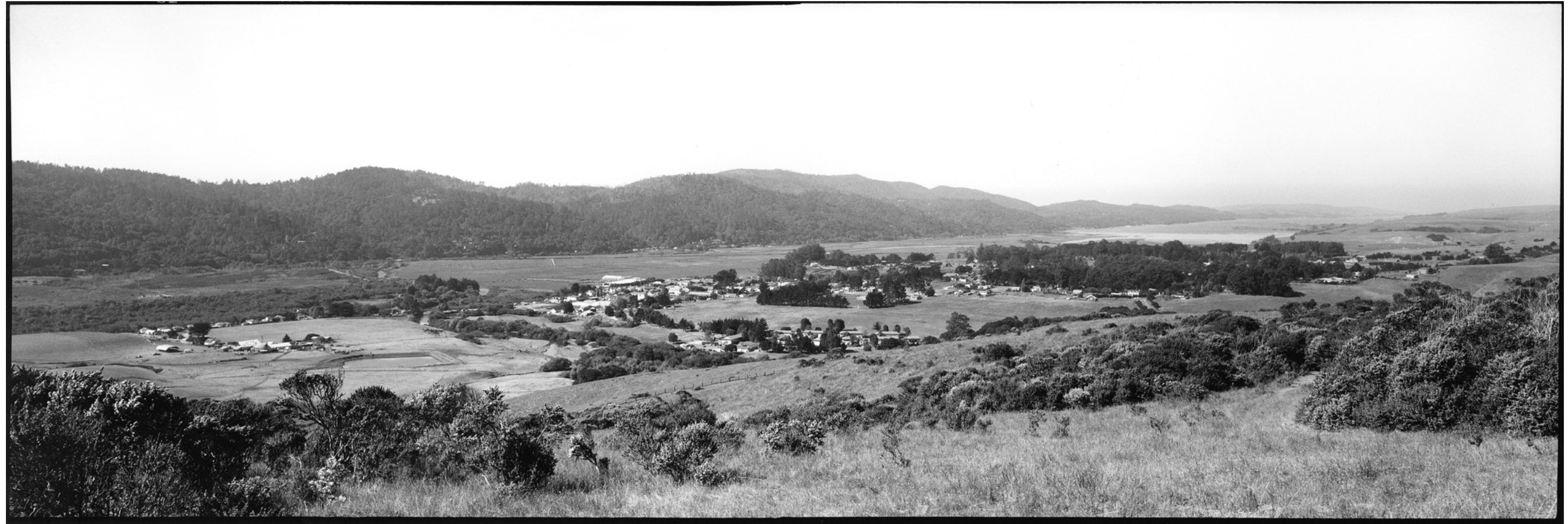
- COASTAL SINGLE FAMILY
 - C-SF5 2-4 UNITS/ACRE
 - C-SF4 1-2 UNITS/ACRE
- COASTAL MULTI FAMILY
 - C-MF3 5-10 UNITS/ACRE
- COASTAL PLANNED RESIDENTIAL
 - C-PR 1 UNIT/1-10 ACRES
- COASTAL RESIDENTIAL COMMERCIAL
 - C-RS 1-20 UNITS/ACRE
F.A.R = 0.3 TO 0.5
- COASTAL OPEN SPACE
 - C-OS
- COASTAL AGRICULTURAL
 - C-AG3 1 UNIT/1-9 ACRES
 - C-AG1 1 UNIT/31-60 ACRES
- Community Plan Boundary

SCALE IN FEET
 0 1800 FEET
 FILE: MAP7_9.DWG

Marin County Community
 Development Agency
 This map is representational only.
 Data are not survey accurate.

APPENDIX N

Photographs of Point Reyes Station by Art Rogers
All photographs © Art Rogers/Pt. Reyes



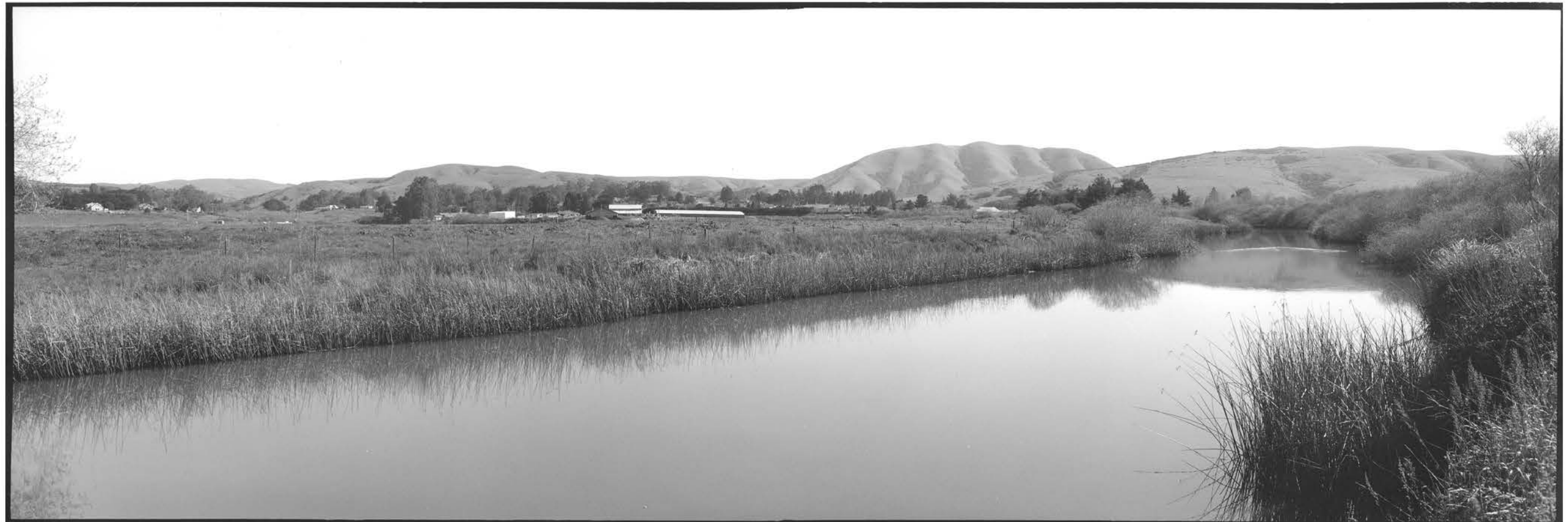
Point Reyes Station seen from the Gallagher Ranch



Homes along Mesa Road seen from Knob Hill



The Point Reyes Station Mesa





Entering town from the south



Corner of First and Main – Cheda Building



Main Street heading north



Palace Market and Building Supply



Main Street heading south



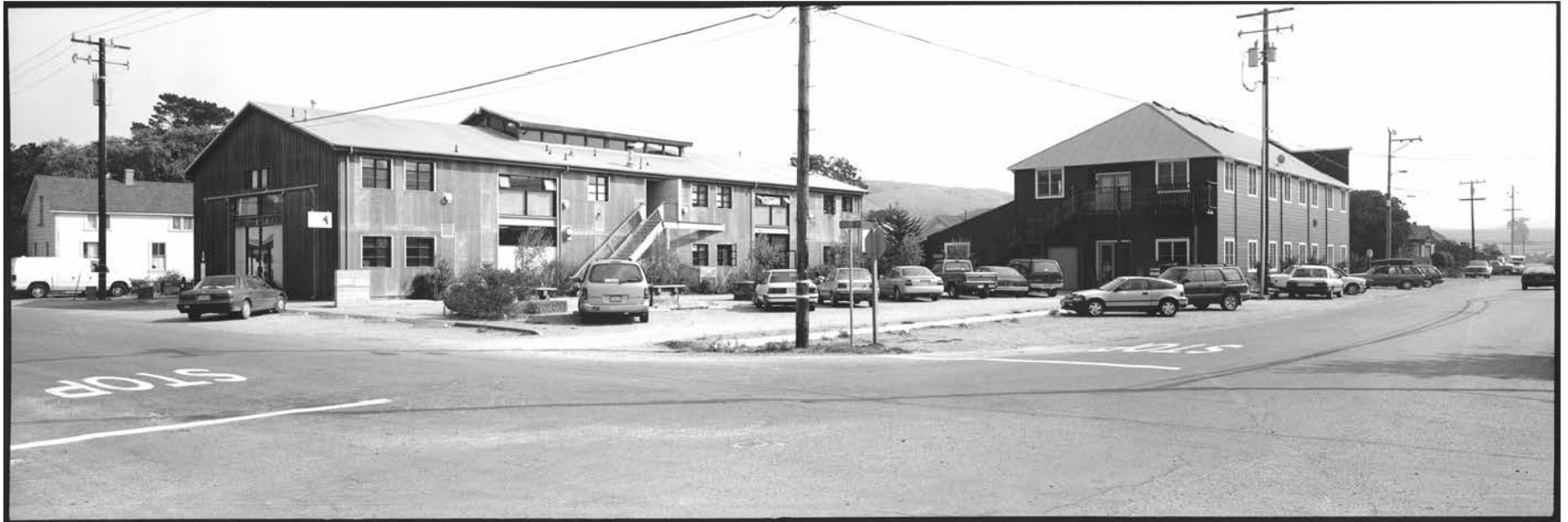
Looking down Third Street from Main Street



The new Livery Stable



Third and B



Fourth and B



Corner of Fourth and Mesa



Looking down Mesa Road from Fourth Street



The old railroad barn on Mesa Road; across A street, Walnut Place



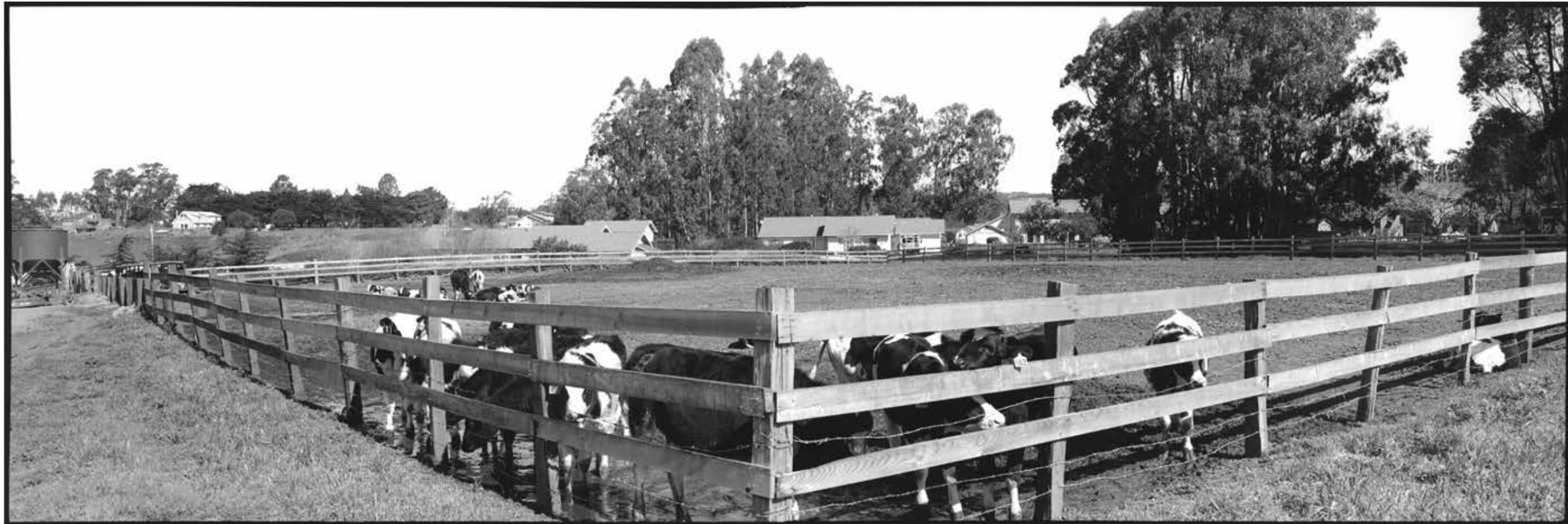
Dance Palace



Second Street



Grandi Building and Western



Corner of C and Sixth



Wetlands along Mesa Road



Intersection of Highway 1 and Point Reyes – Petaluma Road



Heading north – looking across to Viento Way from Highway 1



Farther north – looking up McDonald Lane from Highway 1