

# Appendix D: Affirmatively Furthering Fair Housing

## A. Introduction and Overview of AB 686

Assembly Bill 686 passed in 2017 requires the inclusion in the Housing Element an analysis of barriers that restrict access to opportunity<sup>1</sup> and a commitment to specific meaningful actions to affirmatively further fair housing.<sup>2</sup> AB 686 mandates that local governments identify meaningful goals to address the impacts of systemic issues such as residential segregation, housing cost burden, and unequal educational or employment opportunities to the extent these issues create and/or perpetuate discrimination against protected classes.<sup>3</sup> In addition, AB 686:

- Requires the state, cities, counties, and public housing authorities to administer their programs and activities related to housing and community development in a way that affirmatively furthers fair housing;
- Prohibits the state, cities, counties, and public housing authorities from taking actions materially inconsistent with their AFFH obligation;
- Requires that the AFFH obligation be interpreted consistent with HUD’s 2015 regulation, regardless of federal action regarding the regulation;
- Adds an AFFH analysis to the Housing Element (an existing planning process that California cities and counties must complete) for plans that are due beginning in 2021;
- Includes in the Housing Element’s AFFH analysis a required examination of issues such as segregation and resident displacement, as well as the required identification of fair housing goals.

The bill added an assessment of fair housing to the Housing Element which includes the following components: a summary of fair housing issues and assessment of the County’s fair housing enforcement and outreach capacity; an analysis of segregation patterns and disparities in access to opportunities, an assessment of contributing factors, an identification of fair housing priorities, and an identification of specific fair housing goals and actions.

<sup>1</sup> While Californian’s Department of Housing and Community Development (HCD) do not provide a definition of opportunity, opportunity usually relates to access to resources and improved quality of life. HCD and the California Tax Credit Allocation Committee (TCAC) have created Opportunity Maps to visualize place-based characteristics linked to critical life outcomes, such as educational attainment, earnings from employment, and economic mobility.

<sup>2</sup> “Affirmatively furthering fair housing” is defined to mean taking meaningful actions that “overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity” for communities of color, persons with disabilities, and others protected by California law.

<sup>3</sup> A protected class is a group of people sharing a common trait who are legally protected from being discriminated against on the basis of that trait.

## **B. Affirmatively Furthering Fair Housing in Marin County**

The Fair Housing Act (Title VIII of the Civil Rights Act of 1968) requires recipients of HUD funding to affirmatively further fair housing, which means, according to HUD, "taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics." Specifically, affirmatively furthering fair housing means taking meaningful actions that, when taken together,

- Addresses significant disparities in housing needs and in access to opportunities;
- Replaces segregated living patterns with truly integrated and balanced living patterns;
- Transforms racially and ethnically concentrated areas of poverty into areas of opportunity; and
- Fosters and maintains compliance with civil rights and fair housing laws.

In an effort to attain this goal of affirmatively furthering fair housing, HUD requires Marin County as an entitlement jurisdiction to engage in fair housing planning. This planning process requires Marin County to:

1. Conduct and update an Analysis of Impediments to Fair Housing Choice (AI);
2. Develop appropriate actions to overcome the effects of the identified impediments; and
3. Develop a system for record keeping and monitoring the activities undertaken to reduce or overcome the identified impediments.

The purpose of the planning process is to identify and eliminate discrimination and segregation in housing on the basis of race, color, religion, sex, age disability, familial status or national origin and to expand housing choice for all residents in Marin. The most recent Marin County AI was completed in February 2020.



## C. Analysis Requirements

An assessment of fair housing must consider the elements and factors that cause, increase, contribute to, maintain, or perpetuate segregation, racially or ethnically concentrated areas of poverty, significant disparities in access to opportunity, and disproportionate housing needs.<sup>4</sup> The analysis must address patterns at a regional and local level and trends in patterns over time. This analysis should compare the locality at a county level or even broader regional level such as a Council of Government,<sup>5</sup> where appropriate, for the purposes of promoting more inclusive communities.

***For the purposes of this AFFH, “Regional Trends” describe trends in the Bay Area (the members of the Association of Bay Area Governments<sup>6</sup>) when data is available in the Data Needs Package or trends within the boundaries of Marin County. when ABAG-level data is not available. “Local Trends” describe trends specific to the unincorporated County and its unincorporated communities.***

### Sources of Information

The County used a variety of data sources for the assessment of fair housing at the regional and local level. These include:

- Housing Needs Data Packet prepared by the Association of Bay Area Governments (ABAG), which rely on 2015-2019 American Community Survey (ACS) data by the U.S. Census Bureau for most characteristics.
  - Note: The ABAG Data Packets also referenced the U.S. Department of Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy (CHAS) reports (based on the 2013-2017 ACS) \.
- U.S. Census Bureau’s Decennial Census (referred to as “Census”) and American Community Survey (ACS).
- Marin County Analysis of Impediments to Fair Housing Choice in January 2020 (2020 AI).
- AFFH Segregation Report (2022) for Unincorporated Marin prepared by ABAG and UC Merced.
- HCD’s AFFH Data Viewer.
- Local Data and Knowledge.

Some of these sources provide data on the same topic, but because of different methodologies, the resulting data differ. For example, the decennial census and ACS report slightly different estimates for the total population, number of households, number

<sup>4</sup> Gov. Code, §§ 65583, subds. (c)(10)(A), (c)(10)(B), 8899.50, subds. (a), (b), (c); see also AFFH Final Rule and Commentary (AFFH Rule), 80 Fed. Reg. 42271, 42274, 42282-42283, 42322, 42323, 42336, 42339, 42353-42360, esp. 42355-42356 (July 16, 2015). See also 24 C.F.R. §§ 5.150, 5.154(b)(2) (2016).

<sup>5</sup> Councils of Governments (COGs) are voluntary associations that represent member local governments, mainly cities and counties, that seek to provide cooperative planning, coordination, and technical assistance on issues of mutual concern that cross jurisdictional lines. For example, the Association of Bay Area Governments (ABAG) is a Council of Government in the Bay Area.

<sup>6</sup> Includes the Counties of: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma, and the City of San Francisco. For detailed member list see: <https://abag.ca.gov/about-abag/what-we-do/our-members>

of housing units, and household size. This is in part because the ACS provides estimates based on a small survey of the population taken over the course of the whole year.<sup>7</sup> Because of the survey size, some information provided by the ACS is less reliable. For this reason, the readers should keep in mind the margin of error when drawing conclusions based on the ACS data used in this chapter. The information is included because it provides an indication of possible trends. The analysis makes comparisons between data from the same source during the same time periods, using the ABAG Data Package as the first source since ABAG has provided data at different geographical levels for the required comparisons. As such, even though more recent ACS data may be available, 2014-2019 ACS reports are cited more frequently (and 2013-2017 for CHAS data).

The County also used findings and data from the 2020 Marin County Analysis of Impediments to Fair Housing Choice (2020 AI) for its local knowledge as it includes a variety of locally gathered and available information, such as a surveys, local history and events that have effected or are effecting fair housing choice. The County also used the HCD's 2020 Analysis of Impediments to Fair Housing Choice for its regional findings and data.

In addition, HCD has developed a statewide AFFH Data Viewer. The AFFH Data Viewer consists of map data layers from various data sources and provides options for addressing each of the components within the full scope of the assessment of fair housing. The data source and time frame used in the AFFH mapping tools may differ from the ACS data in the ABAG Data Package. The County tried to the best of their ability to ensure comparisons between the same time frames but in some instances, comparisons may have been made for different time frames (often different by one year). As explained earlier, the assessment is most useful in providing an indication of possible trends.

For clarity, this analysis will refer to various sections of the unincorporated County as North Marin, West Marin, Central Marin, and Southern Marin. These designations are shown in [Figure D- 1](#) and include the following communities and jurisdictions:

- North Marin: Black Point-Green Point, Novato, Lucas Valley-Marinwood
- West Marin: Dillon Beach, Tomales, Inverness, Marshall, Point Reyes Station, Nicasio, Lagunitas-Forest Knolls, San Geronimo, Woodacre, Bolinas, Stinson Beach, Muir Beach
- Central Marin: Sleepy Hollow, Fairfax, San Anselmo, Ross, Santa Venetia, San Rafael, Kentfield, Larkspur, Corte Madera
- Southern Marin: Mill Valley, Tiburon, Strawberry, Tamalpais-Homestead Valley, Marin City, Belvedere, Sausalito

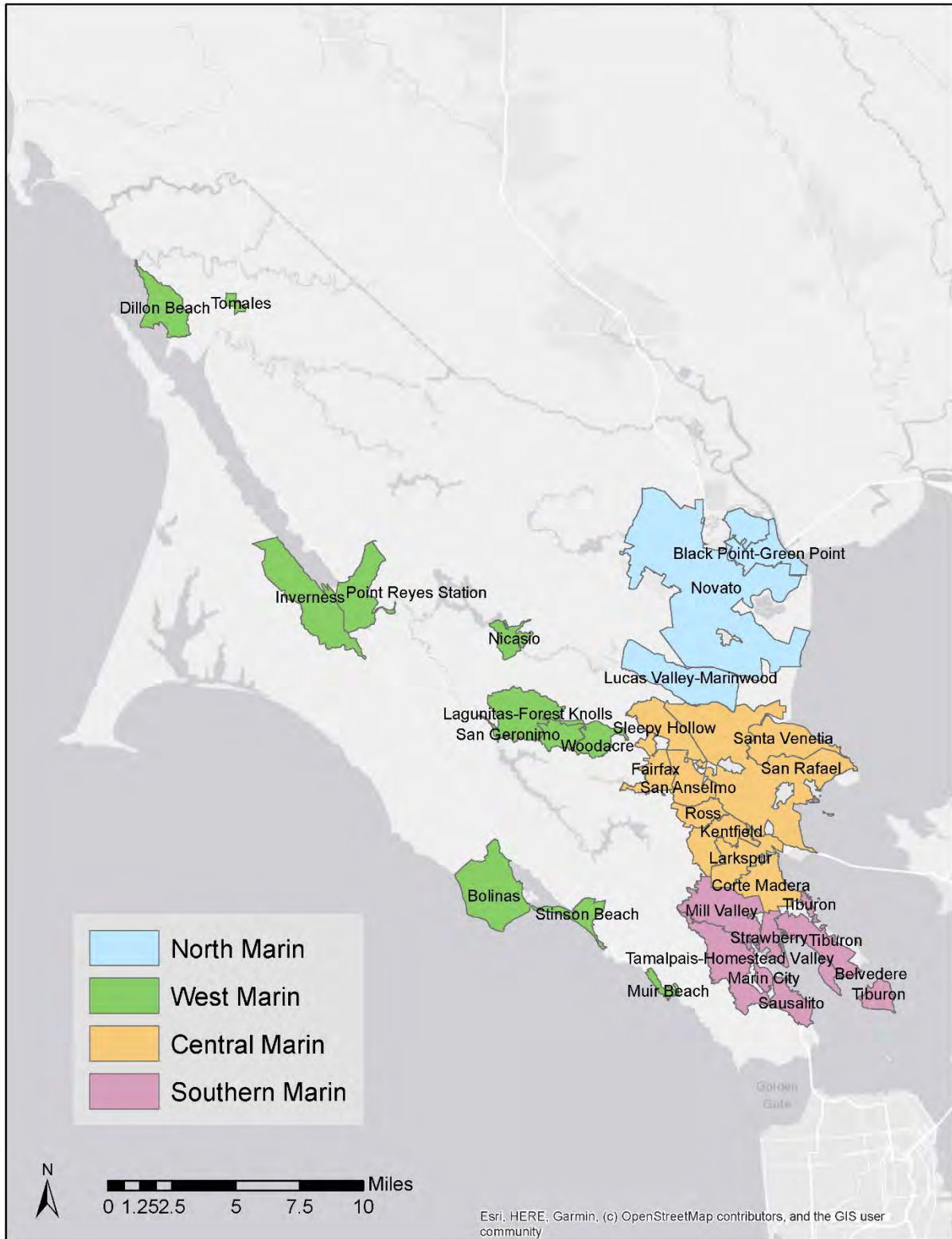
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<sup>7</sup> The American Community Survey is sent to approximately 250,000 addresses in the United States monthly (or 3 million per year). It regularly gathers information previously contained only in the long form of the decennial census. This information is then averaged to create an estimate reflecting a 1- or 5-year reporting period (referred to as a "5-year estimate"). 5-year estimates have a smaller margin of error due to the longer reporting period and are used throughout the AFFH.

**Local Knowledge**

In addition to using federal or state level data sources, local jurisdictions are also expected to use local data and knowledge to analyze local fair housing issues. Using point-in-time federal and state level data sets alone to identify areas may misrepresent areas that are experiencing more current and rapid changes or may be primed to do so in the near future. For these reasons, an additional screen of local data and knowledge is necessary. Local data and knowledge from stakeholders, community members, and County staff is interwoven within each section where data was available.

**Figure D- 1: Marin County Communities**



## D. Assessment of Fair Housing Issues

### 1. Fair Housing Enforcement and Outreach

Enforcement capacity includes the ability to address compliance with fair housing laws, such as investigating complaints, obtaining remedies, and engaging in fair housing testing. The two primary state fair housing laws are the Fair Employment and Housing Act (FEHA) and the Unruh Civil Rights Act. These laws incorporate the same protected classes of persons as the federal Fair Housing Act, and also prohibit discrimination based on marital status, sexual orientation, source of income, ancestry, immigration status, citizenship, primary language and arbitrary factors such as age or occupation. Fair housing outreach capacity relates to the ability of a locality and fair housing entities to disseminate information related to fair housing and provide outreach and education to assure community members are well aware of fair housing laws and rights.

Fair Housing Advocates of Northern California (FHANC) provides fair housing services, including fair housing counseling, complaint investigation, and discrimination complaint assistance, to Marin County residents. FHANC is a non-profit agency whose mission is to actively support and promote fair housing through education and advocacy. FHANC also provides fair housing workshops to educate tenants on fair housing law and include information on discriminatory practices, protections for immigrants, people with disabilities, and families with children, occupancy standards, and landlord-tenant laws. FHANC also provides educational workshops on home buying and affordable homeownership. In addition, FHANC hosts a fair housing conference in Marin County annually.

The County works in close partnership with the Fair Housing Advocates of Marin (FHAM) (a division of Fair Housing Advocates of Northern California, FHANC). FHAM is the only HUD-certified Housing Counseling Agency in the county, as well the only fair housing agency with a testing program in the county. Fair Housing Advocates of Marin (FHAM) provides free services to residents protected under federal and state fair housing laws. FHAM helps people address discrimination they have experienced, increasing housing access and opportunity through advocacy as well as requiring housing providers to make changes in discriminatory policies. FHAM provides the following services:

- (1) Housing counseling for individual tenants and homeowners;
- (2) Mediations and case investigations;
- (3) Referral of and representation in complaints to state and federal enforcement agencies;
- (4) Intervention for people with disabilities requesting reasonable accommodations and modifications;
- (5) Fair housing training seminars for housing providers, community organizations, and interested individuals;
- (6) Systemic discrimination investigations;
- (7) Monitoring Craigslist for discriminatory advertising;
- (8) Education and outreach activities to members of protected classes on fair housing laws;

- (9) Affirmatively Furthering Fair Housing (AFFH) training and activities to promote fair housing for local jurisdictions and county programs;
- (10) Pre-purchase counseling/education for people in protected classes who may be victims of predatory lending; and
- (11) Foreclosure prevention.

## **Fair Housing Enforcement**

### *Regional Trends*

Government Code section 8899.50 requires all public agencies to administer programs and activities relating to housing and community development in a manner to affirmatively further fair housing and avoid any action that is materially inconsistent with its obligation to affirmatively further fair housing. The U.S. Department of Housing and Urban Development (HUD) has described the responsibility to affirmatively further fair housing as:

*“Taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.” (2015 AFFH Regulation Preamble.)*

In addition, Government Code section 11135 et seq. requires full and equal access to all programs and activities operated, administered, or funded with financial assistance from the state, regardless of one’s membership or perceived membership in a protected class.

To this end, the U.S. Department of Housing and Urban Development (HUD) requires jurisdictions receiving Federal grant funds for housing and community development to certify that they are taking actions to affirmatively further fair housing (AFFH). Marin County receives Federal grant funds from the Community Development Block Grant (CDBG) program and the Home Investment Partnership (HOME) program that provide funding for housing, community facilities, and public services for low and moderate-income households. Under both programs, the County is required to certify it is taking actions and documenting those actions that affirmatively further fair housing.

The Fair Housing Act (Title VIII of the Civil Rights Act of 1968) requires recipients of HUD funding to affirmatively further fair housing, which means, according to HUD, “taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics.” In an effort to attain this goal of affirmatively furthering fair housing, HUD requires jurisdictions to engage in fair housing planning. This planning process requires Marin County to:



- 1) Conduct and update an Analysis of Impediments to Fair Housing Choice (AI);
- 2) Develop appropriate actions to overcome the effects of the identified impediments; and
- 3) Develop a system for record keeping and monitoring the activities undertaken to reduce or overcome the identified impediments.

The County completed its most recent AI in 2020, which is one of several ways in which the County fulfills its obligation to affirmatively further fair housing (Government Code section 8899.50), to ensure full and equal access to its programs (Government Code section 11135 et seq.) and to serve as the foundation for the reporting requirements for California Assembly Bill 686, which requires public agencies to administer programs and activities relating to housing and community development in a manner that affirmatively furthers fair housing. The AI reviewed current fair housing law, the enforcement of fair housing law, efforts to promote fair housing, access to credit for the purpose of housing, and general constraints to the availability of housing.

After years of community engagement and changes in the County's development codes, zoning policies, funding strategies and collaborations with cities and towns, the 2020 AI identified four overarching impediments to fair housing choice:

- 1) Community Opposition: Community opposition has been identified as the number one reason for the lack of affordable housing development in the County, particularly for families and in areas outside of minority concentration.
- 2) Cost of Developing Affordable Housing and the Lack of Available Land for Development: Many Marin communities require that developers of multi-unit housing set aside a percentage of units as affordable housing, however some cities and towns do not have inclusionary policies or affordable housing impact fees, and for some jurisdictions, the housing trust account balances are too low to be useful. In addition, in-lieu fees do not reflect the actual cost of building affordable housing in the County.
- 3) Lack of Affordable Housing: Developers and members of the community are unaware of potential affordable housing sites across the County. Because of this lack of knowledge, opportunities to purchase land or properties may reduce the availability for affordable housing development
- 4) Lack of Homeownership, Particularly for African Americans: The price of housing in Marin is unaffordable for most residents, but because of historic, discriminatory practices and government policies, African Americans – in particular, people who lived in Marin City during the Marinship years -- have been particularly affected by policies that have created segregated communities with limited access to opportunities.

Marin County is committed to the promotion of fair housing choice, and to affirmatively further fair housing. The County's goal is to increase, expand and maintain its affordable housing inventory and to increase opportunities for housing choice for low income residents, people of color, people with disabilities and residents who have specifically been impacted by historic government policies and practices that created segregated

communities in Marin and who continue to be marginalized today. Prior to the 2020 AI, the City has made major progress in affirmatively furthering fair housing choice through Voluntary Compliance Agreement with HUD.

#### Voluntary Compliance Agreement

From June 29 to July 2, 2009, the Department of Housing and Urban Development (HUD) conducted a comprehensive review of the County's Community Development Block Grant (CDBG) program and HOME Investment Partnership Program to determine whether it was in compliance with HUD's fair housing and equal opportunity regulations.

On September 18, 2009, HUD issued a letter stating the Department's review disclosed that the County's programs were generally in compliance with Federal laws and regulations. HUD, however, did conclude that the County had certain shortcomings including: (1) an outdated and substantially incomplete Analysis of Impediments to Fair Housing Choice ("AI") document; (2) the County's Citizen Participation Plan had not been successful in promoting meaningful public participation in CDBG and HOME-funded programs; (3) that the County had not consistently monitored sub-recipients to ensure accurate protected class data collection; and (4) there was not a written policy for internal use and activities to assure that all written materials to include either a Telecommunication Device for the Deaf (TDD) number or the number for the California Relay System.

The County elected to voluntarily accept HUD's invitation to negotiate and identify corrective actions to resolve all of HUD's concerns, and the Board of Supervisors entered into a Voluntary Compliance Agreement (VCA) with the Department of Housing and Urban Development on November 30, 2010.

The VCA included a process for compliance activities, monitoring reports, analysis of the demographics of beneficiaries of the County's Federal grant projects, a review of the affirmative marketing for fair housing choice, the completion of an Analysis of Impediments to Fair Housing Choice (AI), and ongoing activities that address issues raised by the AI.

The VCA was in effect for a 5-year period, expiring on December 22, 2015. However, on the expiration date, HUD requested that the County agree to extend the VCA for three additional years. While noting the County's accomplishments in utilizing HUD funds, HUD emphasized continued concern with developing affordable housing outside of areas of minority concentration and concern that only a small percentage of the units underway were identified as affordable, permanent rental housing for families with children. County Staff worked with HUD's San Francisco Staff to negotiate terms for a new VCA and on May 7, 2019, the Board of Supervisors approved the 2019 Voluntary Compliance Agreement between the U.S. Department of Housing and Urban Development and the County of Marin, which expired May 2022.

#### Prior AI Accomplishments

As part of the 2010 Voluntary Compliance agreement with HUD, the County was required to complete an Analysis of Impediments to Fair Housing Choice (AI). On October 11, 2011, the Board of Supervisors approved the Analysis of Impediments to Fair Housing



Choice and the Implementation Plan for the AI that identified 37 specific recommendations to address barriers to fair housing choice in Marin. One of the recommendations was for the County to assign a Community Development Block Grant Priority Setting Committee to provide oversight for the Implementation Plan. In addition to creating an oversight committee for the AI, the following actions were taken to address the other recommendations:

- In 2012 the County established a 10-Year Community Homeless Plan to prevent and end homelessness. All cities and towns, along with the County, committed to a three-year funding commitment that established a “Community Homeless Fund.”
- The DREAM (Diversity, Respect, Encouragement, Acceptance, Marin) collaborative, which was started by a group of County employees interested in promoting diversity and inclusion in the workforce, was expanded to include representatives from five affinity groups - for African Americans, Asian-Americans, Latinos, LGBT employees, and people with disabilities - and several employee resource groups.
- The County’s Planning Commission, Parks and Open Space Commission, and Human Rights Commission increased its representation by women and people of color.
- The County’s Federal Grants program that oversees the Community Development Block Grants (CDBG) program and the HOME Investment Partnership Program (HOME), expanded the Priority Setting Committee (PSC) to include non-elected, community representatives of the protected classes. The PSC assists in setting funding priorities, provides recommendations for and reviews applications from local non-profit and public agencies for Federal CDBG and HOME Investment Partnerships Program funds, and oversees the implementation of the AI.
- In 2014, the County increased density standards and minimum density requirements for affordable housing. Development Code changes resulted in sites being rezoned to 20 units per acre, consistent with State legislation, AB 1537.
- In 2015, the County established \$13 living wage for County contractors.
- The County contracted with a vendor to provide translation services for public announcements, surveys, and interpretation services for public meetings for all County departments.
- The Marin Housing Authority (MHA) developed a Language Assistance Program that provides free language assistance for clients including applicants, recipients and/or persons eligible for public housing, Section 8 Housing Choice Vouchers, homeownership and other MHA programs. MHA’s Affirmative Marketing Plan includes postings in Spanish and Vietnamese newspapers, telephone menus in Spanish and Vietnamese, and notices in non-English radio and television stations, and language selection on their website.
- The Board of Supervisors adopted the 5-Year Business Plan, with a Focus Area for Diversity and Inclusion, and a goal of increasing diversity in the County’s Human Resources Department’s candidate pool and interview panels.
- The County sponsored 23 people, representing County employees and residents from across different sectors and economies, to attend PolicyLink’s Equity Summit

in Los Angeles in October 2015. The group participated in issue-based sessions on topics such as housing, health, regional planning, infrastructure investments, financial security, and education, to advance conversations about equity in the County.

- A Fair Housing Program Specialist, with the title of Social Equity Program and Policy Coordinator, was hired in 2015 with the focus on furthering fair housing and was also empowered to advance equity programs within and throughout the County.
- The Board of Supervisors used County Affordable Housing Funds to support the acquisition of two-family complexes in Forest Knolls and Fairfax. CDBG and HOME funding was used to support affordable housing for individuals with disabilities, including Marin Center for Independent Living's Home Modification Program, Buckelew Programs, Novato House, and Lifehouse Inc.'s DelGando property. CDBG and HOME funds were also used for new family housing in Homeward Bound's Oma Village and Habitat for Humanity's Mt. Budell Place.

In December 2015, when the Voluntary Compliance Agreement (VCA) with HUD expired and County staff entered into negotiations with HUD to extend the VCA for 3 additional years, the County continued to make progress on the specific recommendations identified in the AI that addressed barriers to housing and other disparities in Marin, including:

- The Board of Supervisors allocated \$1 million dollars to support the creation of affordable family housing.
- The Board of Supervisors allocated \$450,000 to support landlord incentives aimed at expanding landlord participation in the Marin Housing Authority's Section 8 Voucher Program.
- The County sponsored its first group of County staff in 2016 to participate in the Government Alliance on Race and Equity (GARE) to develop a Racial Equity Plan for Marin and to work with other jurisdictions to advance racial equity throughout the Bay Area. A second cohort was added in 2017.
- The County Administrator's Office identified equity as a priority for the next budgeting cycle, which will allocate resources and funding to advance equity within the County organization and in communities countywide.
- The Board of Supervisors approved a source of income ordinance that precludes landlords from discriminating against certain sources of income – including Section 8 voucher holders, or from charging higher deposits based on a person's source of income, and from treating a person differently based on their source of income.
- The County sponsored a community engagement and education event with famed author and educator, Richard Rothstein, who wrote THE COLOR OF LAW, The Forgotten History of How Our Government Segregated America. Marin property owners were encouraged to review their property deeds to identify any racially restricted covenants.
- The County participated in Race Matters: A Dialogue and Educational Series on Race and How Racism Has Served to Divide People and Maintain Systems of

Inequalities. Discussions included housing, with recommendations, strategies and solutions to address racial inequities in the County.

- The County sponsored the 2017, 2018 and 2019 Fair Housing Conference in Marin.
- Amendments to the County's Development Code were adopted to encourage property owners to develop Junior Accessory Dwelling Units and Accessory Dwelling Units, on their property. More recently, the Board of Supervisors voted to waive building and planning fees up to \$1,500 for the creation of the Junior Accessory Dwelling Units.
- The Board of Supervisors approved the County's first Racial Equity Action Plan and a Diversity Hiring Took Kit.
- A Rental Housing Dispute Resolution ordinance (known as "Mandatory Mediation") was established to help resolve disputes when an annual rent increase of more than 5 percent in a 12-month period is being sought by a landlord.
- A Just Cause for Eviction Ordinance was adopted in December 2018 designed to prevent displacement and to provide stability to households who rent.

During the 2010 AI community engagement process, the County was encouraged to engage Marin's cities in towns to advance fair housing policies and programs and to support the County's efforts to affirmatively further fair housing.

Since 2010, the following actions have been taken:

- The CDBG Priority Setting Committee (PSC) which consists of a member of the Board of Supervisors, city and town council members and non-elected members of the community, advises the Marin County Board of Supervisors on the CDBG and HOME funding allocation process and provides input on the County's implementation of the Analysis of Impediments to Fair Housing Choice. Addressing the fair housing concerns in Marin County requires a concerted effort on behalf of County Staff, the Board of Supervisors, cities and towns, and Priority Setting Committee members. Working together has created a better alignment of Federal funding sources with the County's fair housing strategies and goals.
- In 2017, the Board of Supervisors adopted a Source of Income Protection ordinance prohibiting landlords in unincorporated communities from rejecting prospective tenants based solely on the use of a Section 8 Housing Choice Voucher. While California state law provided that it was unlawful to discriminate based upon one's source of income, at that time the definition was narrow and did not include third-party housing subsidies such as HCVs, Veterans Affairs Supportive Housing (VASH), Housing Opportunities for People with Aids (HOPWA), and Shelter Care Plus vouchers. The ordinance made it unlawful for housing providers in the unincorporated parts of Marin County to refuse to consider renters using housing subsidies, to offer different terms and conditions,

such as higher security deposits, or to make discriminatory statements, such as “No Section 8.”<sup>8</sup>

- From 2018-2019, County staff worked with Fairfax, Novato, San Anselmo and San Rafael to adopt a Source of Income Protection ordinance for their cities and towns.
- In December 2018, the Board of Supervisors adopted a Just Cause for Evictions ordinance and a Rental Dispute Resolution ordinance, also known as Mandatory Mediation, intended to provide stability for households that rent by regulating the grounds for eviction while retaining the rights of landlords to terminate rental agreements based on clearly defined and reasonable justification. In 2019, Staff worked with the cities of Fairfax and San Rafael to adopt Just Cause and Mandatory Mediation ordinances and worked with Larkspur and Novato to consider tenant protection policies.
- In 2018, the Board of Supervisors approved enhancements to the County's multi-family housing inspection program to improve enforcement of environmental health regulations protecting tenants. County staff are working with the cities of Novato and San Rafael to consider better coordination and best practices for ensuring high quality multi-family rental housing.
- From 2017 -2019, County staff continued to work on community engagement, education and outreach around affordable housing.
- From 2018-2019, County staff convened the Housing Working Group with the Planning Directors of all the Marin cities and towns to coordinate around affordable housing policy. In 2019, all Marin jurisdictions applied jointly for SB 2 grant dollars intended to increase the production of housing.

#### Compliance with Federal and State Law

As stated earlier, on September 18, 2009, HUD issued a letter stating the Department's review disclosed that the County's programs were generally in compliance with Federal laws and regulations.

In addition, the County complies with California Law, Government Code Section 12955 et seq – Fair Employment and Housing Act (FEHA). FEHA prohibits housing discrimination or harassment in housing practices, including advertising, the application and selection process, unlawful evictions, terms and conditions of tenancy, privileges of occupancy, and mortgage loans and insurance. Government Code Section 12955(l) prohibits discrimination through public or private land use practices, decisions, and authorizations.

The following categories are protected by FEHA: race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, marital status, national origin, ancestry, familial status (households with children under 18 years of age), source of income, disability, or genetic information.

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<sup>8</sup> In 2019, the California Legislature passed Senate Bill (SB) 329 that amended the Fair Employment and Housing Act (FEHA) to clarify that HCVs and other types of housing subsidies and third party rental assistance are included within the definition of source of income. Thus, source of income protections now apply to the entire state.

In addition, FEHA contains similar reasonable accommodations, reasonable modifications, and accessibility provisions to the Federal Fair Housing Amendments Act. FEHA explicitly provides that violations can be proven through evidence of the unjustified disparate impact of challenged actions and inactions and establishes the burden shifting framework that courts and the Department of Fair Employment and Housing must use in evaluating disparate impact claims.

The FEHA also incorporates the Unruh Act (Civil Code section 51), the Ralph Act (Civil Code section 51.7) and the Bane Act (Civil Code section 52.1). The Unruh Civil Rights Act provides protection from discrimination by all business establishments in California (including housing and accommodations) because of age, ancestry, color, disability, national origin, race, religion, sex, or sexual orientation. While the Unruh Civil Rights Act specifically lists “sex, race, color, religion, ancestry, national origin, disability, and medical condition” as protected classes, the California Supreme Court has held that protections under the Unruh Act are not necessarily restricted to these characteristics. In practice, this has meant that the law protects against arbitrary discrimination, including discrimination on the basis of personal appearance.

Furthermore, the Ralph Civil Rights Act (California Civil Code Section 51.7) forbids acts of violence or threats of violence because of a person’s race, color, religion, ancestry, national origin, age, disability, sex, sexual orientation, political affiliation, or position in a labor dispute. Hate violence can include: verbal or written threats; physical assault or attempted assault; and graffiti, vandalism, or property damage. Ralph Act provides that all persons have the right to be free from violence committed against themselves or their property because of their race, color, religion, ancestry, national origin, political affiliation, sex, sexual orientation, age, disability, position in a labor dispute, or because another person perceives them to have one or more of these characteristics.

The Bane Civil Rights Act (California Civil Code Section 52.1) provides another layer of protection for fair housing choice by protecting all people in California from interference by force or threat of force with an individual’s constitutional or statutory rights, including a right to equal access to housing. The Bane Act also includes criminal penalties for hate crimes; however, convictions under the Act may not be imposed for speech alone unless that speech itself threatened violence.

California Civil Code Section 1940.3 prohibits landlords from questioning potential residents about their immigration or citizenship status. In addition, this law forbids local jurisdictions from passing laws that direct landlords to make inquiries about a person’s citizenship or immigration status.

To ensure compliance with these laws, the County contracts with Fair Housing Advocates of Northern California (FHANC) to provides fair housing services, including fair housing counseling, complaint investigation, and discrimination complaint assistance to Marin County residents. FHANC monitors advertisements online with potentially discriminatory statements and sends notification letters, sharing its fair housing concerns. Since the enactment of these local ordinances and SB329, FHANC has made concerted efforts to focus its education efforts on source of income protections, highlighting the change in the

law and how income requirements work. The response from housing providers has varied from hostility to appreciation.

As the 2020 AI found, disparities in lending practices disproportionately affect people of color in the County, especially African Americans in Marin City. In December 2021, FHANC and a Marin City couple sued a San Rafael appraiser in federal court for alleged race discrimination after they were given an appraisal in February 2020 \$455,000 less than an appraisal done in March 2019. The couple sought to refinance their home and thought the February 2020 appraisal of \$995,000 was very low. To test their assumption of discrimination, they asked for a third appraisal and removed any indicators of their race-including removing pictures- and asked a white friend to meet the appraiser. The third appraisal valued the house at \$1,482,500. According to the Marin Independent Journal, their suit argues that “Marin City has a long history of undervaluation based on stereotypes, redlining, discriminatory appraisal standards, and actual or perceived racial demographics. Choosing to use comps located in Marin City means that the valuation is dictated by these past sale prices, which were the direct product of racial discrimination.” This suit is an example of how the approach used to generate appraisal values (years of past sales reviewed and radius of search) can exacerbate past discriminatory practices and continue to disproportionately affect Marin City residents.

Discrimination complaints from both resident and prospective County tenants can be filed through FHANC, which refers complaints to the Department of Housing and Urban Development (HUD), or the Department of Fair Employment and Housing (DFEH). Complaints filed through HUD/DFEH from 2018-2019, included in the 2020 Analysis of Impediments to Fair Housing (2020 AI) are shown below in [Table D- 1](#). More updated FHANC clients (2020-2021) are also included in [Table D- 1](#). A total of 301 housing discrimination complaints were filed with FHANC from 2020 to 2021 and 14 were filed with HUD from 2018 to 2019. A majority of complaints, including 78 percent of complaints filed with FHANC and 57 percent of complaints filed with HUD, were related to disability status. This finding is consistent with federal and state trends. According to the 2020 State AI, 51 percent of housing-related complaints filed with DFEH between 2015 and 2019 were filed under disability claims, making disability the most common basis for a complaint. FHANC also received 38 complaints (13 percent) on the basis of national origin, 22 on the basis of race (seven percent), 19 (six percent) on the basis of gender, and 13 (4.3 percent) on the basis of familial status. Similarly, state trends show the same protected classes are among the most commonly discriminated against.



**Table D- 1: Discrimination Complaints by Protected Class (2018-2021)**

Protected Class	FHANC (2020-21)		HUD/DFEH (2018-19)	
	Complaints	Percent	Complaints	Percent
Disability	235	78.1%	8	57%
National Origin	38	12.6%	4	29%
Race	22	7.3%	3	21%
Gender	19	6.3%	2	14%
Familial Status	13	4.3%	1	7%
Source of Income	28	9.3%	--	--
Total	301	--	14	--

Notes: 1. A single complaint can be filed by a member of multiple protected classes so the totals per protected class does not add up to the 301 total complaints reported to FHANC. 2. HUD/DFEH complaints in AI reported to nearest whole number.  
Sources: Marin County Analysis of Impediments to Fair Housing Choice, 2020; Fair Housing Advocates of Northern California (FHANC), 2020-2021.

A reasonable accommodation, as defined in the 2020 AI, “is a change or modification to a housing rule, policy, practice, or service that will allow a qualified tenant or applicant with a disability to participate fully in a housing program or to use and enjoy a dwelling, including public and common spaces.” The 2020 AI reported that FHANC requested 35 reasonable accommodations for clients with disabilities between 2018 and 2019, 33 of which were approved. County staff also advises clients on reasonable accommodations requests. FHANC also provides funding for the Marin Center for Independent Living (MCIL). Since 2017, FHANC has provided funding for 13 MCIL modifications.

As described earlier, the County works with Fair Housing Advocates of Marin (FHAM) (a division of Fair Housing Advocates of Northern California, FHANC) to provide fair housing services to Marin residents. However, FHAM also provides services across a large service area that includes Marin County, Sonoma County, Santa Rosa, Fairfield, and Vallejo.

Historically, FHAM’s fair housing services have been especially beneficial to Latinx, African-Americans, people with disabilities, immigrants, families with children, female-headed households (including survivors of domestic violence and sexual harassment), and senior citizens; approximately 90 percent of clients are low-income. FHAM’s education services are also available to members of the housing, lending, and advertising industry. Providing industry professionals with information about their fair housing responsibilities is another means by which FHAM decreases incidences of discrimination and helps to protect the rights of members of protected classes.

From 2017 to 2018, the organization served 1,657 clients (tenants, homeowners, social service providers, and advocates), a 22 percent increase from the previous year; provided counseling on 592 fair housing cases (a 26 percent increase), intervened for 89 reasonable accommodations granted (a 33 percent increase) of 97), represented 97 requests from people with disabilities (a 24 percent increase; funded eight (8) reasonable modification requests to improve accessibility for people with disabilities; investigated 71

rental properties for discriminatory practices, filed 15 administrative fair housing complaints and one (1) lawsuit; garnered \$71,140 in settlements for clients and the agency; and counseled 71 distressed homeowners and assisted homeowners in acquiring \$228,197 through Keep Your Home California programs to prevent foreclosure.

During Fiscal Year 2018 to 2019, FHAM counseled 393 tenants and homeowners in Marin County, screening clients for fair housing issues and providing referrals for non-fair housing clients or callers out of FHAM's service area. Of the households counseled, 211 alleged discrimination and were referred to an attorney or bilingual housing counselor for further assistance (e.g. receiving information on fair housing laws, interventions with housing providers requesting relief from discriminatory behavior, making 35 reasonable accommodation requests on behalf of disabled tenants, four referrals to HUD/DFEH and representation in administrative complaints).

#### *Local Trends*

FHANC provides Countywide enforcement activities described above but detailed information for the unincorporated data was unavailable for all types of activities. However, FHANC estimates that 43 percent of their services are located in "other" areas of the County (while the other 57 percent of services are provided in Novato and San Rafael).

Of the 301 complaints received by FHANC between 2020 and 2021 ([Table D- 1](#)), 68 were from unincorporated communities ([Table D- 2](#)). Only residents from West Marin and Southern Marin reported discrimination complaints in the unincorporated county, with West and Southern Marin each making up about 50 percent of the complaints reported to FHANC. Within West Marin, residents of Point Reyes Station and Woodacre reported the highest number of complaints, while in Southern Marin, Marin City had the greatest number of complaints. Overall, Marin City had the highest incidence of reported discrimination complaints, making up about 45.6 percent of all the complaints in the unincorporated County.



**Table D- 2: Discrimination Complaints by Unincorporated Community/Area (2020-2021)**

Community	Cases	% of Cases
North Marin	0	0.0%
West Marin	36	52.9%
Inverness	3	4.4%
Point Reyes Station	13	19.1%
Olema	1	1.5%
Nicasio	1	1.5%
Forest Knolls	2	2.9%
San Geronimo	1	1.5%
Woodacre	8	11.8%
Bolinas	4	5.9%
Stinson Beach	3	4.4%
Central Marin	0	0.0%
Southern Marin	32	47.1%
Marin City	31	45.6%
Strawberry/Tiburon	1	1.5%
Total	68	100.0%

Notes: 1. A single complaint can be filed by a member of multiple protected classes so the totals per Source: Fair Housing Advocates of Northern California (FHANC), 2020-2021.

The protected classes from the unincorporated area that made discrimination complaints were similar to those in the County and the state. Of the 68 complaints made to FHANC in the unincorporated area, 85 percent were made by persons with disabilities. Gender and race were the other top protected classes that made disclination complaints to FHANC (about nine percent of the cases).

**Table D- 3: Discrimination Complaints by Protected Class (2020-2021)**

Protected Class	Cases	% of Cases
Disability	58	85.3%
Gender	6	8.8%
Race	6	8.8%
Sex	4	5.9%
National Origin	2	2.9%
Source of Income	2	2.9%
Age	1	1.5%
Familial Status	1	1.5%
Marital Status	1	1.5%
Religion	1	1.5%
Other	1	1.5%
Total Cases	68	--

Notes: 1. A single complaint can be filed by a member of multiple protected classes so the totals per Source: Fair Housing Advocates of Northern California (FHANC), 2020-2021.

FHANC also tracks the discriminatory practices reported by complainants ([Table D- 4](#)). The most commonly reported discriminatory practice was denial of reasonable accommodation (62 percent of cases) followed by different terms and conditions, refusal to rent/sell, and harassment (nine percent of cases). As with the County and state trends, discrimination complaints and discriminatory practices are more commonly related to persons with disabilities and their special needs.

**Table D- 4: Discrimination Complaints by Discriminatory Practice (2020-2021)**

Protected Class	Cases	% of Cases
Reasonable accommodation	42	61.8%
Different terms & conditions	6	8.8%
Refusal to rent/sale	6	8.8%
Harassment	6	8.8%
Intimidation, interference, coercion	5	7.4%
Otherwise make unavailable	5	7.4%
Other	5	7.4%
Advertising/discriminatory statements	3	4.4%
Retaliation	2	2.9%
Predatory Lending	2	2.9%
Reasonable modification	1	1.5%
Steering	1	1.5%
False denial of availability	1	1.5%
Total Cases	68	--

Notes: 1. A single complaint can be filed by a member of multiple protected classes so the totals per Source: Fair Housing Advocates of Northern California (FHANC), 2020-2021.

### Recent Complaint Trends

Since the beginning of COVID, FHANC has seen related housing hardships such as inability to pay rent/mortgage due to income loss; increased rents despite financial hardship; need for reasonable accommodations in order to protect from COVID infections and/or because of increases in stress; domestic violence exacerbated by quarantine/isolation; sexual harassment/exploitation of tenants unable to move/pay rent; neighbor-on neighbor harassment related to increases in stress/prolonged proximity; and harassment/discrimination based on stereotypes about which groups are likely to have COVID. FHANC has seen an overall decrease in eviction cases during the pandemic. For example, a client with an autoimmune disease and is considered high-risk with regard to COVID-19 reached out to FHANC to prevent her landlord from unnecessarily entering her unit during the COVID-19 pandemic. She had had repeated issues with the landlord entering her unit often and on short notice, without taking proper precautions to prevent the spread of COVID-19. FHANC sent a letter detailing her condition, with verification from her doctor, and requested that the landlord not enter the unit except in case of emergency or for significant repairs. The landlord agreed to the request, and the issue has not persisted since it was granted.

Government Code Sections 11135, 65008, and 65580-65589.8 prohibit discrimination in programs funded by the State and in any land use decisions. Specifically, recent changes to Sections 65580-65589.8 require local jurisdictions to address the provision of housing options for special needs groups, including: Housing for persons with disabilities (SB 520), Housing for homeless persons, including emergency shelters, transitional housing, and supportive housing (SB 2), Housing for extremely low income households, including single-room occupancy units (AB 2634), and Housing for persons with developmental disabilities (SB 812). Jurisdictions are reviewing compliance with State Law in the 6th Cycle Housing Element Updates. The County's analysis for compliance with State Law found that the County will need to amend its Development Code to address the following to facilitate development of a variety of housing types:

- Agricultural Worker and Employee Housing: The County's provisions for agricultural worker housing is not consistent with the State Employee Housing Act. Furthermore, the Development Code does not contain provisions for employee housing. Pursuant to the Employee Housing Act, any housing for six or fewer employees (in any industry) should be permitted as single-unit residential use. The County will amend agricultural worker provisions in the Development Code to be consistent with State law.
- Residential Care Facilities: The County permits residential care facilities for six or fewer persons in all residential zones. For residential care facilities for seven or more persons, a conditional use permit is required. The County will revise the Development Code to permit or conditionally permit large residential care facilities in all zones that permit residential uses, as similar uses in the same zone, and to ensure the required conditions for large facilities are objective and provide certainty in outcomes.
- Transitional and Supportive Housing: Pursuant to State law, transitional and supportive housing is to be considered a residential use to be similarly permitted

as similar uses in the same zone. Currently, transitional and supportive housing is not specifically identified in the Coastal Zone in areas where residential uses are permitted or conditionally permitted. The Development Code will be amended to address the provision of transitional and supportive housing in the Coastal Zone. Pursuant to State law (Government Code Section 65650 et seq.), supportive housing developments of 50 units or fewer that meet certain requirements must be permitted by right in zones where mixed-use and multi-unit development is permitted. Additionally, parking requirements are prohibited for supportive housing developments within one half mile of a transit stop. The County will amend Title 24 of the Municipal Code to address the parking requirements to comply with State law (see Program 9).

- **Emergency Shelters:** Government Code Section 65583 requires that parking standards for emergency shelters be established based on the number of employees only and that the separation requirement between two shelters be a maximum of 300 feet. The County Development Code and Title 24 will be revised to comply with this provision.
- **Low Barrier Navigation Center (LBNC):** Government Code section 65660 et seq. requires that LBNCs be permitted by right in mixed-use and nonresidential zones that permit multi-unit housing. The Development Code will be amended to include provisions for LBNC.

In addition, the review and approval process of Reasonable Accommodation requests may delay a person's ability to access adequate housing. The County will expedite Reasonable Accommodation requests. (See also Program 21: Rehabilitation Assistance for funding available to assist lower income households in making accessibility improvements.).

### **Fair Housing Testing**

Initiated by the Department of Justice's Civil Rights Division in 1991, fair housing testing involves the use of an individual or individuals who pose as prospective renters for the purpose of determining whether a landlord is complying with local, state, and federal fair housing laws.

#### *Regional Trends*

In Fiscal Year 2018 to 2019, Fair Housing Advocates of Marin (FHAM) conducted systemic race discrimination investigations as well as complaint-based testing, with testing for race, national origin, disability, gender, and familial status discrimination. FHAM monitored Craigslist for discriminatory advertising, with the additional recently added protection for individuals using housing subsidies in unincorporated parts of Marin. FHAM notified 77 housing providers in Marin during the year regarding discriminatory language in their advertisements.

According to the 2020 AI, during the 2018 to 2019 Fiscal Year, FHANC conducted email testing, in-person site, and phone testing for the County. FHANC conducted 60 email tests (30 paired tests) to "test the assumption of what ethnicity or race the average person would associate with each of the names proposed" as well as source of income

discrimination in jurisdictions in Marin County with local ordinances protecting tenants with housing subsidies. The results were as follows:

- Eight paired tests (27 percent) showed clear differential treatment favoring the White tester;
- 19 paired tests (63 percent) conducted in jurisdictions with local source of income ordinances showed discrimination based upon source of income; and,
- 3 paired tests revealed discrimination based upon both race and source of income.
- In 80 percent of tests (24 of 30 paired tests), there was some disadvantage for African American testers and/or testers receiving Housing Choice Vouchers (HCVs).<sup>10</sup>

In-person site and phone tests consisted of an African American tester and a White tester. Of the 10 paired in-person site and phone tests conducted, 50 percent showed differential treatment favoring the White tester, 60 percent showed discrepancies in treatment for HCV recipients, and 30 percent showed discrimination on the basis of race and source of income.

The conclusions of the fair housing tests included in the 2020 AI are as follows:

- Housing providers make exceptions for White Housing Choice Voucher recipients, particularly in high opportunity areas with low poverty.
- Email testing revealed significant evidence of discrimination, with 27 percent of tests showing clear differential treatment favoring the White tester and 63 percent of tests showing at least some level of discrimination based upon source of income.
- Phone/site testing also revealed significant instances of discrimination: 50 percent of discrimination based upon race and 60% based on source of income.

The 2020 State AI did not report any findings on fair housing testing. However, the AI concluded that community awareness of fair housing protections correlates with fair housing testing as testing is often complaint-based, like it is for FHAM in Marin County. According to the 2020 State AI, research indicates that persons with disabilities are more likely to request differential treatment to ensure equal access to housing, making them more likely to identify discrimination. The 2020 State AI highlighted the need for continued fair housing outreach, fair housing testing, and trainings to communities across California, to ensure the fair housing rights of residents are protected under federal and state law.

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<sup>10</sup> The Housing Choice Voucher (HCV) Program is the federal government's major program for assisting very low-income families, the elderly, and persons with disabilities to afford decent, safe, and sanitary housing in the private market. Since housing assistance is provided on behalf of the family or individual, participants are able to find their own housing, including single-family homes, townhouses and apartments. Participants are free to choose any housing that meets the requirements of the program and is not limited to units located in subsidized housing projects. Participants issued a housing voucher are responsible for finding a suitable housing unit of their choice where the owner agrees to rent under the program. A housing subsidy is paid to the landlord directly by the local Public Housing Agency (PHA) on behalf of the participant. The participant then pays the difference between the actual rent charged by the landlord and the amount subsidized by the program. Beginning on January 1, 2020, housing providers, such as landlords, cannot refuse to rent to someone, or otherwise discriminate against them, because they have a housing subsidy, such as a Housing Choice Voucher, that helps them to afford their rent.

The 2020 State AI recommended that the state support the increase of fair housing testing to identify housing discrimination.

The 2020 State AI also reported findings from the 2020 Community Needs Assessment Survey. Respondents felt that the primary bases for housing discrimination were source of income, followed by discriminatory landlord practices, and gender identity and familial status. These results differ from the most commonly cited reason for discrimination in complaints filed with DFEH and FHANC. The State survey also found that most (72 percent) respondents who had felt discriminated against did “nothing” in response. According to the 2020 State AI, “fair housing education and enforcement through the complaint process are areas of opportunity to help ensure that those experiencing discrimination know when and how to seek help.”

### *Local Trends*

FHANC conducts systemic audit testing every year where they test a sample of landlords in each of their service areas to see how members of a particular protected class are being treated. Results from the most recent audit on race and income are expected in Summer/Fall 2022. The results will be incorporated into this analysis when they become available.

In the Audit Report for Fiscal Year 2019-2020, FHANC investigated discrimination against prospective renters who are Latinx and/or Housing Choice Voucher (HCV) holders in Marin, Sonoma, and Solano Counties. While discrimination on the basis of a renter’s source of income has been illegal in California, until only recently have these protections extended to HCV holders, who are individuals who have historically experienced a number of barriers to housing opportunity.

FHANC conducted 139 individual investigations, 45 in Marin County. Tested properties were located in the cities of Fairfax, Larkspur, Mill Valley, Novato, San Anselmo, San Rafael, Sausalito, and Tiburon and unincorporated communities of Kentfield, Lagunitas, and Nicaso. According to FHANC, the investigation did not include the smaller unincorporated communities such as Inverness or Bolinas in Marin County because of the lack of available rental housing, particularly complexes with more than two to three units. In addition, some larger cities were not tested due to lack of eligible availabilities (for instance, the contract rent was significantly above the relevant payment standard). FHANC found that housing providers in Marin County discriminated on the basis of national origin and/or source of income in approximately 81 percent of the time (the lowest rate among the Tri-County area), either demonstrating an outright refusal to rent to HCV holders or requiring an improper application of the minimum income requirement (which effectively prohibits voucher holders from accessing housing) and/or providing inferior terms/conditions and general treatment to Latinx voucher holders as compared to non-Latinx White voucher holders. Of the investigations revealing discrimination, 57 percent were based on source of income, 24 percent were based on both source of income and national origin.

Between January and March 2021, FHANC investigated 111 rental properties in Marin, Sonoma and Solano counties for disability discrimination. FHANC chose properties with stated policies in their rental listings prohibiting or limiting animals on the property, such as “no pet” policies or policies restricting the type, breed or size of animals permitted. Testers posing as renters with disabilities called or emailed housing providers in response to such rental listings and asked if the provider would be willing to make an exception to their animal policy in order to accommodate an applicant who requires an emotional support animal because of a verified disability. In Marin County, tests were conducted at properties located in San Rafael, Novato, Southern Marin<sup>11</sup>, West Marin<sup>12</sup>, and Central Marin.<sup>13</sup> Of the 32 investigations conducted in Marin County, 59 percent revealed evidence of a discriminatory policy or less favorable treatment toward persons with disabilities.

One of the most significant findings revealed by the investigation was the extremely high rate of discrimination uncovered at properties with less than 11 units (73 percent) versus the relatively low rate of discrimination at properties with more than 50 units (20 percent) for the Tri-County area combined. This points to a clear need for increased education and outreach to “mom and pop” landlords regarding their obligation to provide reasonable accommodations under fair housing laws.

Table D- 5 below shows a sample of the phone-based discriminating testing conducted in response to client complaints (or as follow up tests to previous tests) in the unincorporated County between 2017 and 2021.

<b>Table D- 5: Complaint-Based Discrimination Phone Testing for Unincorporated Communities</b>				
(2017-2021)				
Year	Protected Class	Investigation Outcome	Property City	Test Summary
2017	Disability; Familial Status	Clear Discrimination	Inverness	Landlord refused to let protected tester apply because she has a disability. He says there are stairs and it gets icy in the winter and he doesn't want the liability because she could fall.

<sup>11</sup> Southern Marin includes the incorporated and/or unincorporated cities/ towns of Marin City, Sausalito, Mill Valley, Tiburon, and Belvedere

<sup>12</sup> West Marin includes the incorporated and/or unincorporated cities/ towns of Woodacre, San Geronimo, Lagunitas, Forest Knolls, Lucas Valley, Stinson Beach, Bolinas, and Point Reyes Station.

<sup>13</sup> Central Marin includes the incorporated and/or unincorporated cities/ towns of Corte Madera, Larkspur, Kentfield, Ross, San Anselmo, and Fairfax.



2019	Disability	Some/ Potential Discrimination	Kentfield	Tester said she had an emotional support animal and agent said there would be no fees as long as it was a "certified service animal." Tester clarified that it was an ESA not a service animal many times but agent kept saying it had to be a service animal. Eventually agent said she would ask her superiors if there was a difference but she never got back to tester and never responded to her follow-up call.
2020	Source of Income	Clear Discrimination	Greenbrae	Protected tester called the property posing as a renter and asked if they accept Section 8, to which the agent <b>responded that they are "not currently entering into those contracts."</b>
2021	Source of Income	Clear Discrimination	Greenbrae	A protected tester called and explained that she has a section 8 voucher. She was told by the property manager that they do not accept section 8 and that they "are not entering into any contracts." She was not allowed to get on the waitlist. Based on this investigation, FHANC has determined that the landlord likely discriminated on the basis of source of income and is considering bringing an agency complaint against the housing provider.
2021	Source of Income	Clear Discrimination	Greenbrae	Protected tester told that they would not accept section 8 vouchers.

**Fair Housing Education and Outreach**

*Regional Trends*

As stated earlier, the 2020 State AI has concluded that fair housing outreach and education is imperative to ensure that those experiencing discrimination know when and how to seek help. The County established a Fair Housing Community Advisory Group in 2016. The Community Advisory Group provides advice and feedback on citizen engagement and communication strategies to County staff, participates in inclusive discussions on fair housing topics, identifies fair housing issues and contributing factors, and assists in developing solutions to mitigate fair housing issues. The County also established a Fair Housing Steering Committee consisting of 20 members representing public housing, faith-based organizations, the Marin County Housing Authority, Asian communities, cities and towns, African American communities, business, persons with disabilities, children, legal aid, persons experiencing homelessness, Latino communities,



and philanthropy. The Steering Community advises on citizen engagement strategies, identifies factors contributing to fair housing impediments, incorporates community input and feedback, and provides information on a variety of housing topics to inform actions and implementation plans.

In addition, FHANC, as the County Fair Housing Provider, organizes an annual fair housing conference and resource fair for housing providers and advocates. Housing rights workshops are offered to landlords, property managers, and community members. Information on federal and state fair housing laws, common forms of housing discrimination, protected characteristics, unlawful practices, and fair housing liability is presented to workshop participants. The Marin County Housing Authority website includes the following information in English and Spanish languages, with the option to use google translate for over 100 languages:

- Public Housing, including reasonable accommodations, grievance procedures, transfer policies, Section 3, maintenance service charges, fraud and abuse, resident newsletters, forms and other resources;
- HCVs, including for landlords, participants, fraud and abuse and voucher payment standards;
- Waitlist information and updates;
- Resident Services, including the Supportive Housing Program and Resident Advisory Board;
- Homeownership including Below Market Rate Homeownership Program, Residential Rehab Loan Program, Mortgage Credit Certification Program and the Section 8 Homeownership Program;
- Announcements and news articles, Agency reports and calendar of events.

FHANC conducts the following educational and outreach activities to provide fair housing education, and for complaint solicitation, in an effort to reach protected classes, staff of service agencies, jurisdictional staff, elected officials, housing advocates, housing providers and the general public:

- FHANC provides training seminars to housing providers, tenants and staff of service organizations in English and Spanish (staff of service agencies serve Spanish speaking clients and members of protected classes). FHANC also provides conferences on Reasonable Accommodations for people with disabilities and a Fair Housing Conference annually. The events that are open to the public are marketed through e-blasts, social media posts, outreach to agency contacts (especially contacts in the Canal, Marin City, and agencies servicing protected classes), and through community partners. Some trainings and community presentations are arranged directly with a particular organization and are open to the organization's staff only. Due to the pandemic, most events were held online.

- FHANC is a HUD-certified Housing Counseling Agency and offers homebuying education for those interested in buying Below-Market Rate units in Marin County, and also provides foreclosure prevention education.
- FHANC conducts fair housing education through social media campaigns and email marketing, targeting different protected classes, in English and Spanish. FHANC also publishes newspaper ads in English and Spanish.
- FHANC distributes literature in four languages (English, Spanish, Vietnamese and Tagalog) to different protected classes, including postering through a postering service, and brochure distribution. FHANC literature includes a 40-page handbook available in English and Spanish with information and resources for tenants.
- FHANC provides expertise to jurisdictional and County of Marin staff and elected officials, on fair housing and AFFH matters.
- FHANC has information for tenants on fair housing rights on its website, in English, Spanish and Vietnamese, including fair housing literature, educational webinars, and an accessible intake procedure, so tenants can easily access FHANC's services.
- FHANC attends community meetings, webinars, conferences and other events for networking and outreach purposes and to provide input on fair housing matters.
- FHANC collaborates with community agencies to provide fair housing information to staff and clients. FHANC networks or holds meetings (sometimes on regular basis) with staff of other agencies to promote collaborations, referrals, and networking,

To educate the community on matters related to Fair Housing and Covid-19, FHANC created a training session and developed a flyer (in English and Spanish) with FAQ's, regarding Fair Housing and Covid-19. FHANC distributed the flyer to agencies in Marin County and posted it on FHANC's website. FHANC also hosted a Fair Housing in Times of Covid forum (details in the event list below).

During FY 2020-2021, FHANC engaged in education and outreach efforts to reach individuals most likely experience discrimination and least likely to contact FHANC through activities such as: engaging public and private providers to prevent discriminatory practices, fair housing training to public and private housing providers, presentations to service providers and tenant groups, fair housing ads and e-blasts/social media posts, and literature distribution. FHANC also conducted pre-purchase education workshops in Spanish and English in collaboration with Marin Housing Authority to promote homeownership to low-income residents, covering topics such as preparing to buy a home, taking steps to homeownership, obtaining a loan, affordable housing programs, and predatory lending. In addition, FHANC partnered with San Rafael High School to provide presentations on fair housing and the history of racial residential segregation in Marin to social studies classes. Additionally, FHANC annually produced and hosted successful virtual Reasonable Accommodations conferences and April Fair Housing Month conferences.

As an example of FHAM's outreach capacity, from 2017 to 2018, FHAM educated 221 prospective homebuyers; trained 201 housing providers on fair housing law and practice, reached 379 tenants and staff from service agencies through fair housing presentations and 227 community members through fair housing conferences, distributed 4,185 pieces of literature; had 100 children participate in the annual Fair Housing Poster Contest from 10 local schools and 16 students participate in our first Fair Housing Poetry Contest from 11 local schools; and offered Storytelling shows about diversity and acceptance to 2,698 children attending 18 Storytelling shows.

As of 2021, FHAM agency reaches those least likely to apply for services through the following:

- Translating most of its literature into Spanish and some in Vietnamese;
- Continuing to advertise all programs/services in all areas of Marin, including the Canal, Novato, and Marin City, areas where Latinx and African-American populations are concentrated and live in segregated neighborhoods;
- Maintaining a website with information translated into Spanish and Vietnamese;
- Maintaining bilingual staff: As of 2021, FHAM has three bilingual Spanish speakers who offer intake, counseling, education and outreach to monolingual Spanish speakers; in addition, they have one staff member who is bilingual in Mandarin and another in Portuguese;
- Maintaining a TTY/TDD line to assist in communication with clients who are deaf/hard of hearing. Offering translation services in other languages when needed;
- Conducting outreach and fair housing and pre-purchase presentations in English and Spanish;
- Collaborating with agencies providing services to all protected classes, providing fair housing education to staff and eliciting help to reach vulnerable populations – e.g. Legal Aid of Marin, the Asian Advocacy Project, Canal Alliance, ISOJI, MCIL, Sparkpoint, the District Attorney's Office, Office of Education, the Marin Housing Authority, and North Marin Community Services.

#### *Local Trends*

FHANC events are not for specific jurisdictions, rather they make an effort to reach underserved areas and protected classes. Pre-COVID FHANC did an average of 15-30 in person events, including fair housing trainings, presentations, conferences, pre-purchase workshops, foreclosure prevention workshops and forums. They were held all over the County, with the goal of reaching underserved communities including West Marin and Marin City. Post-COVID as of July 2022, the events are still being held virtually due to the uncertainty of COVID case numbers going down. If members of the protected classes do not have access to computers and/or the internet, FHANC makes every effort to have meetings in person. FHANC does not expect to change its programming, even during COVID they had 15-30 events a year.

Targeted outreach occurs when there are known violations in a geographic area. FHANC puts up posters, sends mailers and emails to people in the area advertising their services and sometimes has meetings to follow up. In addition, FHANC is constantly strategically planning who needs to be targeted for this work. They mainly use census data (block and tract) to find new and emerging populations of members of the protected classes to target. They work with CBOs in all of these geographic areas to make sure that the target audience is in attendance.

The outreach activities and capacities described in the Regional Trends section include the unincorporated County area, which represent about 43 percent of FHANC's geographic service area. According to FHANC's 2022/2024 CDBG Application to Marin County, FHANC stated it will undertake the following activities to Affirmatively Furthering Fair Housing:

- FHANC will maintain an accessible office where residents can come (once COVID restrictions are lifted and FHANC begins to provide services in person)
- FHANC will provide residents with materials on fair housing and equal opportunity, opportunities to participate in fair housing educational activities, and avenues to report or file complaints of suspected or perceived housing discrimination.
- FHANC will maintain its website and ensure that it details the advocacy, programs, complaint intake services, and counseling offered to residents by FHANC.
- FHANC will utilize its Spanish and Vietnamese language materials in the provision of all fair housing education/outreach services within the county and offer interpretative services to non-English speaking individuals who contact FHANC seeking assistance.
- FHANC will advertise, promote, and solicit responses from participants regarding the need for ASL and foreign language interpretation services in the provision of all fair housing education/outreach and enforcement services, and make ASL and foreign language interpretation services available at all events where prospective participants indicate a need for the interpretation services at least five days in advance of the event.
- FHANC will continue to implement its fair housing education and outreach program.
- FHANC will serve as an advocate and educational resource to local elected officials and municipal staff at all levels about the obligations of recipients of federal funds to affirmatively further fair housing.
- FHANC will make its staff available for guest speaker appearances on radio/television talk and feature programs, at conferences and workshops, when requested, and will disseminate fair housing literature through various methods as appropriate.
- FHANC will continue to monitor online housing advertisements and provide education and advocacy that discourages discriminatory advertising, statements, and practices in all forms.
- FHANC will counsel complainants who have encountered illegal discrimination about available options and provide assistance to complainants in filing

administrative complaints as well as lawsuits, as appropriate FHANC will maintain its testing program in the County, conducting testing upon receiving complaints as appropriate and in audits for housing discrimination. FHANC will be an organizational complainant and initiate administrative complaints and/or lawsuits as appropriate, based upon evidence gathered from testing or other investigations.

- FHANC will be a proactive advocate for the effective enforcement and utilization of the federal Fair Housing Amendments Act, the California Fair Employment and Housing Act, and HUD Guidelines and Recommendations that exist to discourage and eliminate housing discrimination based on any protected class.
- FHANC will counsel homeowners and loan applicants who may have experienced lending discrimination in violation of the Fair Housing Amendments Act, and provide foreclosure prevention intervention services to residents at risk of foreclosure or who are facing the loss of their primary residence due to imminent foreclosure when appropriate, as resources allow.
- FHANC will provide pre-purchase counseling/education to homebuyers so they can better identify fair lending violations and avoid predatory loans, as resources allow.

According to FHANC, the above mentioned activities will help to overcome impediments to fair housing choice by safeguarding people in protected classes from discrimination in the housing market, increasing housing stability by fair housing advocacy and education for people from protected classes, and expanding housing options available to families by helping to ensure open, diverse, and equitable communities through continued outreach and enforcement.

### **Summary: Fair Housing Enforcement and Outreach Issues**

Disability status is the most common basis for a complaint filed with FHANC, Marin's Fair Housing provider. Testing on the basis of disability in the County revealed that persons with disabilities are likely received less favorable treatment or be denied reasonable accommodation. Most importantly, testing revealed higher rates of discrimination on the basis on disability in properties with less than 11 units, indicating a need for increased fair housing education with "mom and pop" landowners.

The use of housing subsidies and HCV vouchers has recently become protected under California law though it has been protected in Marin County since 2016. Testing in Marin County has revealed discriminatory treatment for HCV holder, but higher rates for Latinx and Black HCV holders. Of note is the finding that landlords made exceptions of HCV holders for White residents in areas of high opportunity. This indicates a higher need for outreach education on Source of Income and Race in areas with high resources.

Overall, FHANC's testing has focused on disability status, race, and source of income, as disability status and race have the highest reporting rates and source of income has recently become protected. As such, fair housing outreach and education is imperative to ensure that those experiencing discrimination know when and how to seek help.

## Integration and Segregation

Segregation is the separation of different demographic groups into different geographic locations or communities, meaning that groups are unevenly distributed across geographic space. ABAG/MTC<sup>14</sup> and UC Merced prepared AFFH Segregation Report to assist Bay Area jurisdictions with the Assessment of Fair Housing section of the Housing Element.

### Race/Ethnicity

According to ABAG/MTC's Segregation Report, segregation has resulted in vastly unequal access to public goods such as quality schools, neighborhood services and amenities, parks and playgrounds, clean air and water, and public safety<sup>15</sup> This generational lack of access for many communities, particularly people of color and lower income residents, has often resulted in poor life outcomes, including lower educational attainment, higher morbidity rates, and higher mortality rates.<sup>16</sup>

To measure segregation in a given jurisdiction, the US Department of Housing and Urban Development (HUD) provides racial or ethnic dissimilarity trends. Dissimilarity indices are used to measure the evenness with which two groups (frequently defined on racial or ethnic characteristics) are distributed across the geographic units, such as block groups within a community. The index ranges from zero (o) 0 to 100, with zero (0) denoting no segregation and 100 indicating complete segregation between the two groups. The index score can be understood as the percentage of one of the two groups that would need to move to produce an even distribution of racial/ethnic groups within the specified area. For example, if an index score above 60, 60 percent of people in the specified area would need to move to eliminate segregation.<sup>17</sup> The following shows how HUD views various levels of the index:

- <40: Low Segregation
- 40-54: Moderate Segregation
- >55: High Segregation

### *Regional Trends*

Non-Hispanic Whites make up 71.2 percent of Marin County's population, a significantly larger share than in the Bay Area region,<sup>18</sup> where only 39 percent of the population is non-

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<sup>14</sup> Metropolitan Transportation Commission

<sup>15</sup> Trounstine 2015. See references in Unincorporated Marin Report

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<sup>16</sup> Chetty and Hendren 2018, Ananat 2011, Burch 2014, Cutler and Glaeser 1997, Sampson 2012, Sharkey 2013. See references in Unincorporated Marin Report

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<sup>17</sup> Massey, D.S. and N.A. Denton. (1993). American Apartheid: Segregation and the Making of the Underclass. Cambridge, MA: Harvard University Press.

<sup>18</sup> The "Bay Area" data covers the members of the Association of Bay Area Governments (ABAG) which are the counties of: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma and the City of San Francisco.

Hispanic White. The next largest racial/ethnic group in Marin County is Hispanic/Latino, making up 16 percent of the population, followed by Asian population (5.8 percent), and population of two or more races (3.8 percent) ([Table D- 6](#)). Black residents make up the fifth highest share of the population, with 2.1 percent of the County’s residents identifying as African American/Black. Within the County, San Rafael has the most concentrated Hispanic population, where 31 percent of residents are Hispanic or Latino, while Belvedere has the smallest Hispanic population of only five percent (and inversely the largest White population of 92 percent). These trends differ from the Bay Area, where Asians make up the second largest share of the population (27 percent). While Asians make up the third largest share of the population in Marin County, they account for only six percent of the population.

**Table D- 6: Racial Composition in Neighboring Cities and County**

	Bay Area <sup>1</sup>	Marin County	Belvedere	Corte Madera	Fairfax	Larkspur	Mill Valley	Novato	Ross	San Anselmo	San Rafael	Tiburon
White, non-Hispanic	39.3%	71.2%	92.3%	78.5%	82.3%	77.9%	86.2%	63.5%	89.1%	85.9%	57.0%	86.7%
Black or African American, non-Hispanic	5.8%	2.1%	0.0%	2.3%	0.4%	0.7%	0.7%	3.4%	3.0%	0.8%	1.3%	0.9%
American Indian and Alaska Native, non-Hispanic	0.2%	0.2%	0.0%	0.0%	0.0%	0.4%	0.0%	0.2%	0.0%	0.0%	0.1%	0.2%
Asian, non-Hispanic	26.7% <sup>1</sup>	5.8%	2.0%	6.1%	4.3%	5.4%	5.0%	7.7%	3.8%	3.3%	6.7%	3.2%
Native Hawaiian and Other Pacific Islander, non-Hispanic	N/A	0.1%	0.0%	0.0%	0.4%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%
Some other race, non-Hispanic	N/A	0.9%	0.0%	1.6%	0.0%	0.5%	0.0%	2.3%	0.0%	0.3%	0.4%	0.6%
Two or more races, non-Hispanic	N/A	3.8%	0.6%	4.4%	3.2%	4.0%	3.8%	3.9%	0.5%	2.6%	3.4%	0.4%
Hispanic or Latino	23.5%	16.0%	5.1%	7.1%	9.4%	11.0%	4.2%	18.9%	3.5%	7.1%	31.0%	8.1%
Total	7,710,026	259,943	2,134	9,838	7,578	12,319	14,330	55,642	2,290	12,525	58,775	7,116

1. The “Bay Area” data covers the members of the Association of Bay Area Governments (ABAG) which are the counties of: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma.

2. Asian and Pacific Islander combined; ABAG Data Package presented data with some races combined.

Sources: American Community Survey, 2015-2019 (5-Year Estimates). ABAG Housing Needs Data Package.



As explained above, dissimilarity indices measures segregation, with higher indices signifying higher segregation. The dissimilarity index at the jurisdiction level can be interpreted as the share of one group that would have to move to a different tract to create perfect integration for these two groups.

In Marin County, all minority (non-White) residents are considered moderately segregated from White residents, with an index score of 42.6 in 2020 (Table D- 7). Since 1990, segregation between non-White (all non-white residents combined) and White residents has increased. Dissimilarity indices between Black, Hispanic, Asian/Pacific Islander, and White residents have also increased since 1990, indicating that Marin County has become increasingly racially segregated. Based on HUD’s definition of the index, Black and White residents are highly segregated and Hispanic and White residents are moderately segregated, while segregation between Asian/Pacific Islander and White residents is considered low.

**Table D- 7: Dissimilarity Indices for Marin County (1990-2020)**

	1990 Trend	2000 Trend	2010 Trend	Current
Marin County				
Non-White/White	31.63	34.08	35.21	42.61
Black/White	54.90	50.87	45.61	57.17
Hispanic/White	36.38	44.29	44.73	49.97
Asian or Pacific Islander/White	19.64	20.13	18.55	25.72

Sources: HUD Dissimilarity Index, 2020.

The County is making efforts to reduce segregation patterns through its sites inventory. About 26 percent (940 units) of the County’s sites inventory is located in tracts where minorities make up less than 20 percent of the population. These sites offer housing opportunities at various income levels, 452 are lower income, 218 are moderate income, and 270 are above moderate. This strategy reflects an effort to provide housing opportunities in areas with a low concentration of minorities to residents of all races and income levels.

According to the Othering and Belonging Institute located in Berkeley, CA, there were 3 counties in California that were more segregated in 2020 than they were in 2010 – Napa, Sonoma and Marin. And Marin County was the most segregated of all. While over 70% of White Marin residents own their homes, 71 percent of Latinx and 75 percent of African Americans rent. The high cost of housing, and its effects, are the main reasons why many people – particularly people of color move from Marin. Seniors, Latinx residents, African Americans, low-wage earners and families with children are the most financially burdened from the rising cost of housing and increasing rents are displacing residents to areas outside of Marin, which is further perpetuating racial segregation.

In California, based on the figures provided in the 2020 State AI, segregation levels between non-White and White populations were moderate in both entitlement and non-

entitlement areas<sup>19</sup>. However, segregation levels in non-entitlement areas are slightly higher with a value of 54.1, compared to 50.1 in entitlement areas. Segregation trends Statewide show an increase in segregation between non-White and White populations between 1990 and 2017 in both entitlement and non-entitlement areas. The 2020 State AI found that California’s segregation levels have consistently been most severe between the Black and White populations, a trend paralleled trends in Marin County. Also, like Marin County, State trends show Asian or Pacific Islander and White residents are the least segregated when compared to other racial and ethnic groups, but levels are still increasing.

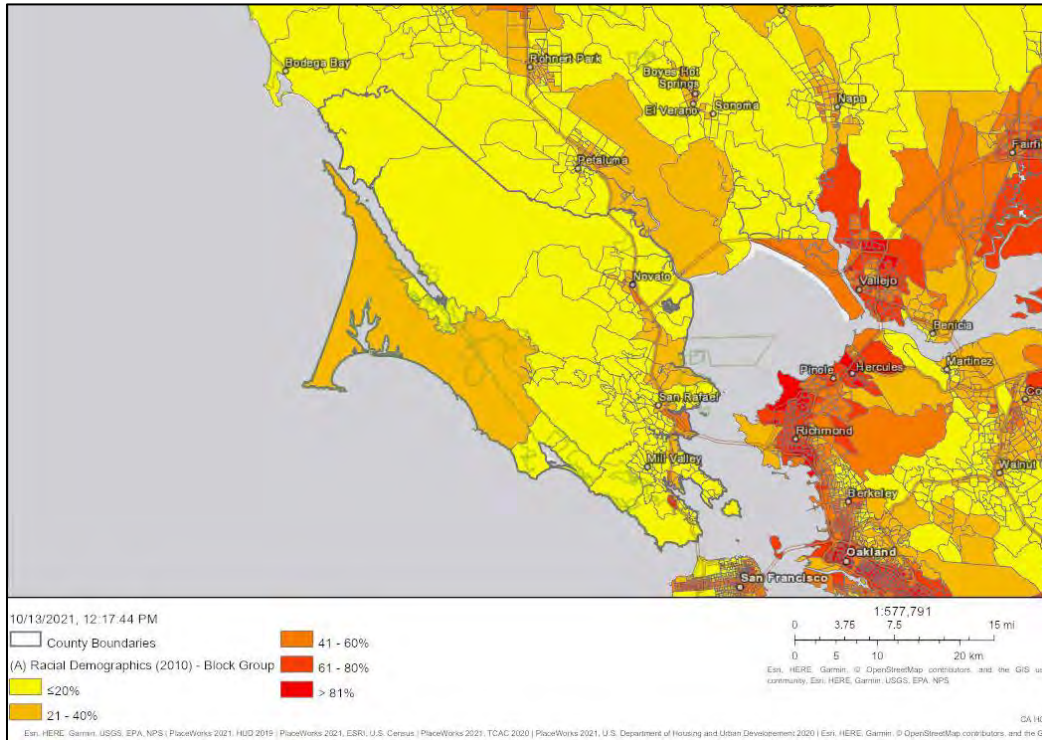
[Figure D- 2](#) and [Figure D- 3](#) below compare the concentration of minority populations in Marin County and the adjacent region by census block group<sup>20</sup> in 2010 and 2018. Since 2010, concentrations of racial/ethnic minority groups have increased in most block groups regionwide. In Marin County, non-White populations are most concentrated along the eastern County boundary, specifically in North and Central Marin in the cities of San Rafael, Novato, and the unincorporated communities of Marin City. Red block groups indicate that over 81 percent of the population in the tract is non-White. While non-White populations appear to be increasing across the Marin region, these groups are generally concentrated within the areas described above. However, minorities are more highly concentrated in North, Central, and Southern Marin. Most of the block groups along the San Pablo Bay and San Francisco Bay shores in Solano, Contra Costa, Alameda, and San Francisco County have higher concentrations of minorities (over 61 percent) compared to North Bay counties (Marin, Sonoma, and Napa).

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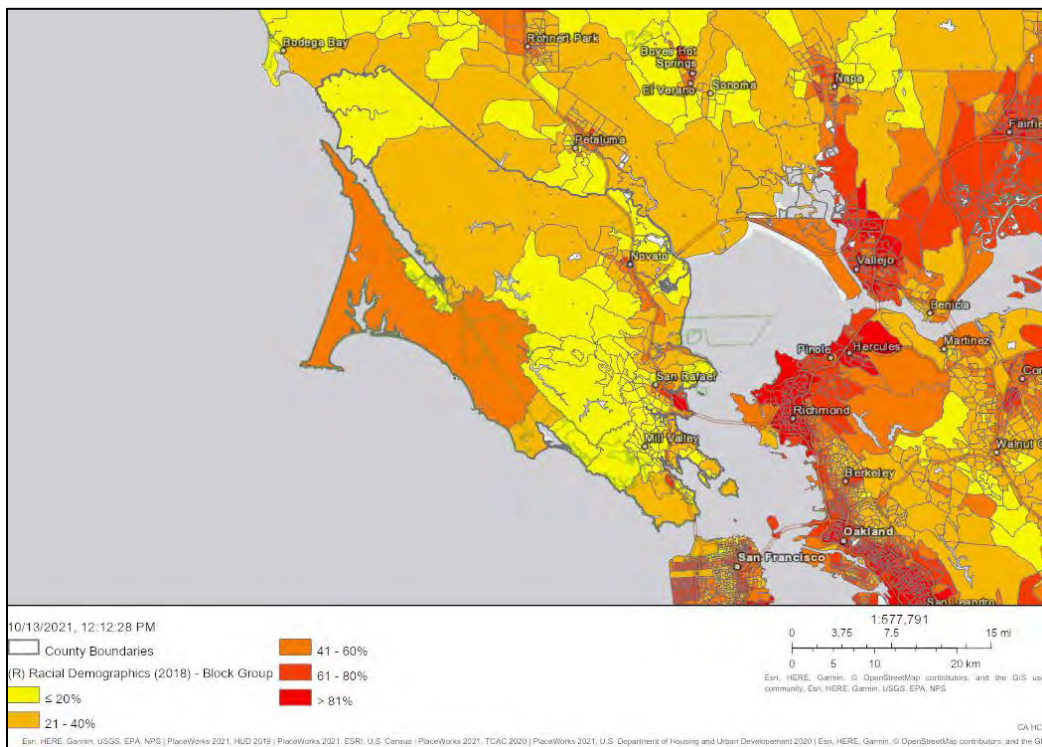
<sup>19</sup> Entitlement Area means a unit of general Local Government that has been designated by HUD to receive an allocation of HOME funds.

<sup>20</sup> Block groups (BGs) are the next level above census blocks in the geographic hierarchy (census blocks are the smallest geographic area for which the Bureau of the Census collects and tabulates decennial census data). A BG is a combination of census blocks that is a subdivision of a census tract or block numbering area (BNA). A county or its statistically equivalent entity contains either census tracts or BNAs; it cannot contain both. The BG is the smallest geographic entity for which the decennial census tabulates and publishes *sample* data.

**Figure D- 2: Regional Racial/Ethnic Minority Concentrations by Block Group (2010)**

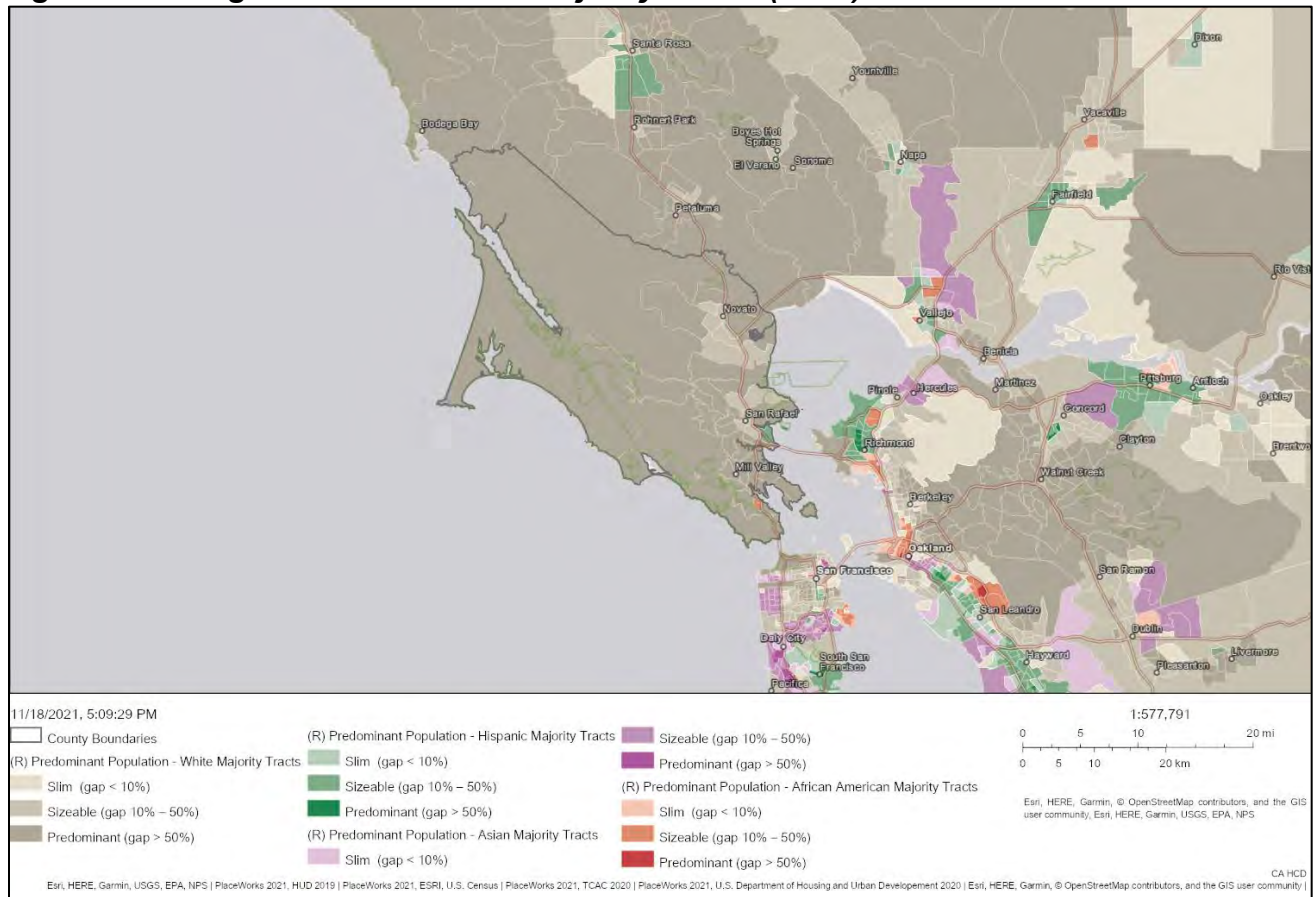


**Figure D- 3 : Regional Racial/Ethnic Minority Concentrations by Block Group (2018)**



**Figure D- 4** shows census tracts in Marin County and the neighboring region by predominant racial or ethnic groups. The intensity of the color indicates the population percentage gap between the majority racial/ethnic group and the next largest racial/ethnic group. The higher the intensity of the color, the higher the percentage gap between the predominant racial/ethnic group and the next largest racial/ethnic group. The darkest color indicator for each race indicates that over 50 percent of the population in that tract is of a particular race/ethnicity. Gray indicates a White predominant tract, green indicates a Hispanic predominant tract, purple indicates an Asian predominant tract, and red indicates a Black predominant tract. There are only four tracts in the County with non-White predominant populations. Three tracts in Central Marin and one tract in Southern Marin have predominant non-White populations. Two tracts in San Rafael have Hispanic predominant populations (green), one of which has a Hispanic population exceeding 50 percent (90 percent, darkest green) and the other covers predominantly the prison. In Southern Marin, one tract in unincorporated Marin City has a Black majority population (41 percent, red). In all other tracts countywide, Whites are the predominant race (grey). By comparison, many census tracts in Solano, Contra Costa, Alameda and San Francisco county have predominant minority populations (shades of purple, green, and red).

**Figure D- 4: Regional Racial/Ethnic Majority Tracts (2018)**





*Local Trends*

In the unincorporated area, Marin City has the largest proportion of Hispanic residents (25 percent) significantly greater than in the unincorporated County (10 percent) and Marin County as a whole (16 percent) ([Table D- 8](#)). All communities except Northern Coastal West Marin, the Valley, and Marinwood/Lucas Valley have a Hispanic population representing less than 10 percent of the total population.

**Table D- 8: Population by Race, Unincorporated Marin County Communities**

Community	American Indian or Alaska Native	Asian / API	Black or African American	White, Non-Hispanic	Other Race	Hispanic or Latinx	Total
Black Point-Greenpoint	0.0%	9.3%	0.0%	80.3%	3.2%	7.2%	1,622
Northern Coastal West Marin	0.0%	4.9%	0.0%	84.9%	0.0%	10.1%	445
Central Coastal West Marin	0.0%	0.0%	0.0%	91.3%	0.9%	7.9%	1,385
The Valley	0.6%	0.8%	0.1%	85.9%	1.7%	10.9%	3,412
Southern Coastal West Marin	0.0%	0.8%	0.0%	89.2%	5.1%	4.9%	2,010
Marinwood/Lucas Valley	0.0%	6.0%	0.1%	73.6%	7.1%	13.3%	6,686
Santa Venetia/ Los Ranchitos	0.0%	10.1%	3.7%	71.2%	9.3%	5.7%	4,474
Kentfield/ Greenbrae	0.0%	4.0%	0.0%	86.7%	3.4%	5.9%	7,020
Strawberry	0.0%	13.2%	1.2%	73.3%	4.7%	7.7%	5,527
Tam Valley	0.0%	5.8%	1.3%	82.3%	5.0%	5.6%	11,689
Marin City	0.0%	6.9%	21.7%	32.9%	13.8%	24.8%	3,126
Unincorporated Marin	0.3%	5.5%	3.0%	76.0%	5.0%	10.3%	68,252

Note: For the purposes of this table, the “Hispanic or Latinx” racial/ethnic group represents those who identify as having Hispanic/Latinx ethnicity and may also be members of any racial group. All other racial categories on this graph represent those who identify with that racial category and do not identify with Hispanic/Latinx ethnicity.

“Other race” refers to persons that identified as, “some other race” or “two or more races” but not Hispanic/Latinx

Source: American Community Survey 5-Year Data (2015-2019), Table B03002.

Marin City, a historic African American enclave, is also home to the County’s largest Black/African American population, (with the exception of San Quentin State Prison), at 22 percent, considerably higher than any other community in Marin County. Marin City was founded in 1942 as part of the wartime ship building efforts of World War II. In the early 1940s, many African American’s migrated from the South for better wages and more consistent work. Over time federal and local policies prevented people of color, particularly the Black population of Marin City, from moving out. This included low interest rate loans offered to white families only. Additionally, restrictive covenants were an effective way to segregate neighborhoods and beginning in 1934, the Federal Housing

Authority recommended the inclusion of restrictive covenants in the deeds of homes it insured because of its belief that mixed-race neighborhoods lowered property values. These racially restrictive covenants made it illegal for African Americans to purchase, lease or rent homes in many white communities. Restrictive covenants were placed in most communities in Marin County, making it impossible for people of color to become homeowners. Restrictive covenants are no longer enforceable.

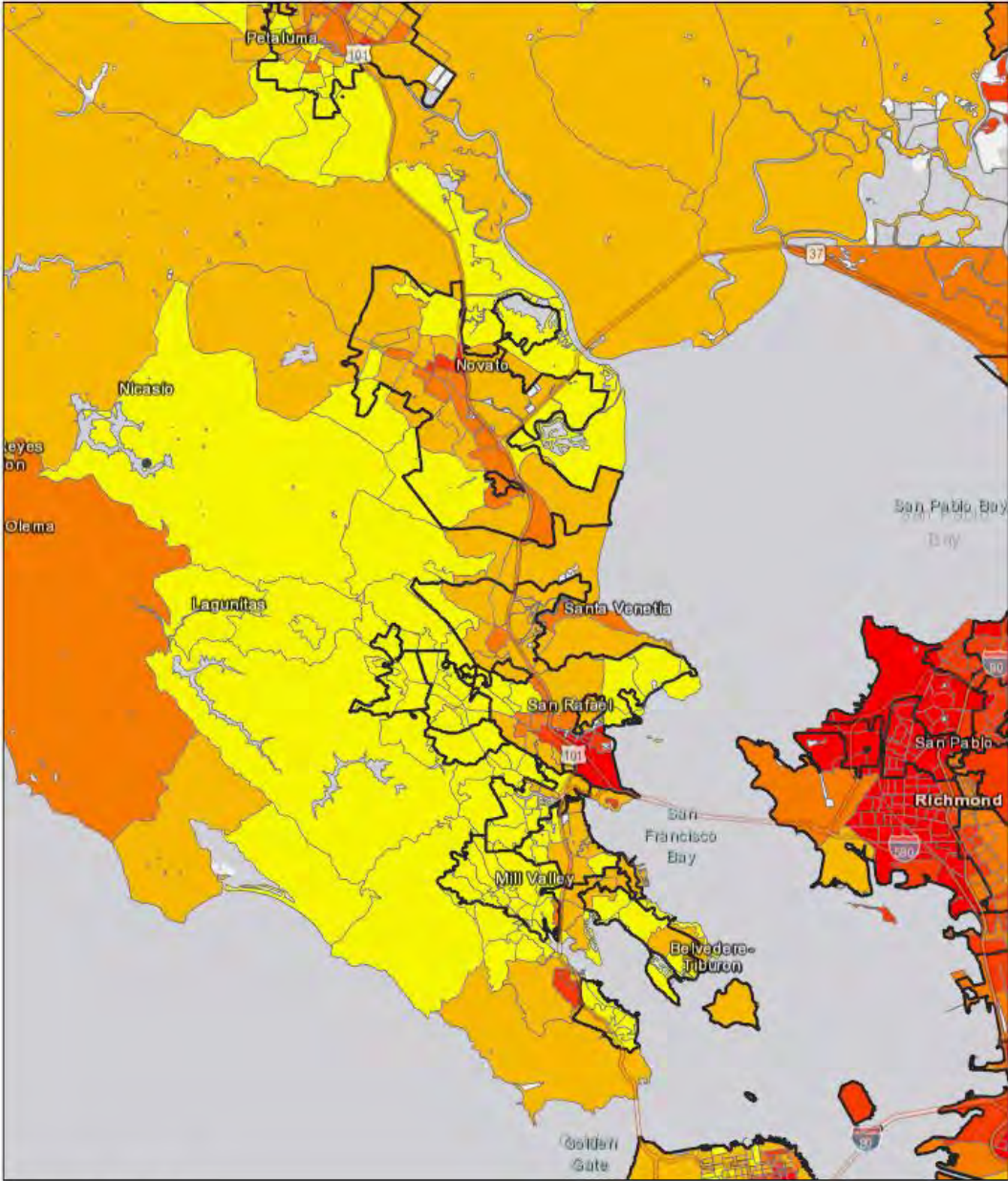
Today, Marin City has a sizable African American and low-income population, compared to surrounding communities, which are mostly affluent and white. The median income in Marin City is \$65,958, with nearly 30 percent of residents living below the poverty line. The Marin City community has experienced significant gentrification pressures and displacement of lower-income Black/African American residents. An important trend not pictured in [Figure D- 3](#) is that Marin City is experiencing significant declines in its African American population – in 2010, the community was about 40 percent and declined to 22 percent as of 2019, leading to concerns of displacement and gentrification. Gentrification and displacement is discussed at greater length in [the Displacement Risk](#) section in page [140](#).

Minority communities also have the greatest need for rental assistance in the unincorporated County. In 2021, Hispanic/Latinx populations represent about 16 percent of the County population, but 34 percent of Rental Assistance requests, while Black/African American residents represent about two percent of the County population, but 8.5 percent of Rental Assistance requests.

[Figure D- 5](#) below shows that minority populations are focused along in North, Central, and Southern Marin. While the majority of block groups have a minority population of less than 20 percent, there are some block groups in Santa Venetia where minority population ranges from 21 to 60 percent. Meanwhile in Marin City, one block group has 74 percent minority population while the other block group within Marin City's boundaries has a minority population of 21 percent.

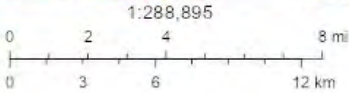
While there is no Dissimilarity Index data for the unincorporated County communities, the increasing segregation trends detected in the County ([Table D- 7](#)) also apply to the unincorporated communities. In the focus groups convened for the housing process, the County heard anecdotal evidence that Black and Asian residents in Corte Madera and Mill Valley did not feel welcome in many stores in the area. Mill Valley and Corte Madera are incorporated cities in the County with a very small minority population. Thus it is likely that minority populations are concentrating in areas where there is already a minority concentration due to the sense of community in those areas. This means integration will pose greater challenges than just providing affordable housing in areas without a concentration of minorities.

Figure D- 5: Racial Demographics in the Unincorporated County (2018)



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- City/Town Boundaries
- (R) Racial Demographics (2018) - Block Group
  - ≤ 20%
  - 21 - 40%
  - 41 - 60%
  - 61 - 80%
  - > 81%



County of Marin, Bureau of Land Management, Esri, HERE, Garmin, USGS, EPA, NPS, Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community

CA HCD  
County of Marin, Bureau of Land Management, Esri, HERE, Garmin, USGS, EPA, NPS | PlaceWorks 2021, HUD 2019 | PlaceWorks 2021, HUD 2020 | PlaceWorks 2021, ESRI, U.S. Census |



The 2011 AI found that redevelopment funds is often committed to project areas that are already highly segregated, which might perpetuate the concentration of minorities in certain communities. However, redevelopment funds are also for projects which increase neighborhood diversity. Further, affordable housing in the County is disproportionately senior housing. Senior housing comports with the idea of a “deserving poor,” whereas housing for minorities and families does not. Finally, affordable housing development tends to be studios and one-bedroom units – generally inappropriate for families with children. The AI recommended that the County and its jurisdictions should encourage and facilitate the development of more subsidized and affordable housing for families with children, particularly in areas with low concentrations of minorities. Substantial investment in acquisition and rehabilitation may also be a successful strategy for developing more affordable housing for families outside impacted areas; the County and other local jurisdictions should also consider working with community advocates and developers to develop non-traditional housing arrangements such as shared housing. However, the market for shared housing may be limited to tenants who prefer more involvement with their neighbors than occurs in traditional housing.

As of 2020, redevelopment funds are no longer available due to the dissolution of Redevelopment Agencies in 2012. However, under the County’s VCA with HUD, the County has prioritized funding housing for families outside impacted census tracts.

- CDBG and HOME funds are not used for housing in impacted census tracts, and housing for families is prioritized.
- The County issued a notice of funding availability (NOFA) in 2018 for affordable housing for families outside impacted census tracts.
- The County has continued to fund acquisition and preservation of housing opportunities for families, including the Forest Knolls Mobile Home Park in 2015, the Ocean Terrace Apartments in Stinson Beach and Piper Court Apartments in Fairfax in 2016 and the Coast Guard Housing Facility in Point Reyes Station. None of these housing developments are in areas of minority concentration.

#### Marin’s Native American Population

While Unincorporated Marin County’s Native American population is less than one percent, the Native American population has roots in Marin County as its native inhabitants. According to U.S. Department of Interior, the Coast Miwok first settled the Tomales Bay area between 2,000 and 4,00 years ago.<sup>21</sup> Evidence of villages and smaller settlements along the Bay are concentrated within Point Reyes National Seashore. The Coast Miwok are believed to have located their settlements on coves along the bay and to live a semisedentary lifestyle. The Tomales Bay area and other areas in what is now Marin County was changed dramatically by the Spanish colonization and Missionaries. In the late 1700s, Coast Miwok were interned in four San Francisco Bay area missions and

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<sup>21</sup> Avery, C. (2009). Tomales Bay environmental history and historic resource study- Point Reyes National Seashore. Pacific West Region National Park Service, U.S. Department of the Interior.

by the end of the Spanish occupation, Coast Miwok population had fallen from 3,000 to between 300 and 500.

Coast Miwoks were further excluded from their land during the Mexican California and Ranching Era in Marin County (1821-1848). During this time, “the Mexican government transformed Coast Miwok land into private property, and all the land surrounding Tomales Bay had been granted to Mexican citizens.”<sup>22</sup> The Coast Miwok were forced into the Mexican economy as ranch laborers and cooks and maids.

In 1848s, Tomales Bay changed hands to the United States through the Treaty of Guadalupe Hidalgo and underwent a radical transformation as San Francisco became a metropolitan center. While the treaty “guaranteed certain rights to California Indians... the Coast Miwok were increasingly marginalized under American rule.”<sup>23</sup> The government did not make any treaties with the Coast Miwok nor did they set aside a reservation for the group, probably due to the small number of survivors. There was an estimated only 218 Coast Miwoks in Marin County by 1852. The 1870 census only listed 32 Indians in Point Reyes and Tomales Townships and by 1920, only five remained.

In 1920, after the Lipps-Michaels Survey of Landless Indians (a congressional study) concluded that Native Americans in Marin and Sonoma County deserved their own reservation, the Bureau of Indian Affairs was unable to find land in the Tomales Bay for the Coast Miwok. According to the U.S. Department of the Interior “property owners were unwilling to sell land for an Indian reservation” and the government ended up purchasing a 15.5 acre parcel near Graton in Sonoma County- far from traditional Coast Miwok land. Some Coast Miwok moved to the site but the sites proved to be too small, steep, and lacked water and funds to build housing. Eventually the Coast Miwoks left the land as a community center and continued to pursue work elsewhere as farm workers or house keepers.

The Coast Miwok community also had ancestral land in Nicasio, Olompali, San Rafael, Corte Madera, Mill Valley, Strawberry, Tiburon, Angle Island, San Geronimo, Fairfax, Belvedere, Sausalito, Larkspur, Marin City, Novato areas.<sup>24</sup> In fact, Marin County’s namesake comes from Chief Marin, a Miwok leader whose name was Huicmuse but was later given the name Marino by missionaries after he was baptized at Mission Dolores in 180.<sup>25</sup> San Geronimo is also rumored to be named after another Coast Miwok leader.<sup>26</sup> The San Geronimo Valley Historical Association reports that Coast Miwoks have thousands of years of history in the San Geronimo. Southern Popo people are also known

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<sup>22</sup> Avery (2009). P. 31

<sup>23</sup> Avery (2009). P. 62

<sup>24</sup> Who We Are. Marin Coast Miwoks. <https://www.marinmiwok.com/who-we-are>

<sup>25</sup> Wilson, M.A. (2021, October 11). The story behind Marin County’s namesake, “Chief Marin” — how the Coastal Miwok left a cultural and physical legacy that lingers today. Marin Magazine. <https://marinmagazine.com/community/history/the-story-behind-marin-countys-namesake-chief-marin-and-how-the-coastal-miwok-left-a-cultural-and-physical-legacy-that-lingers-today/>

<sup>26</sup> Clapp, O. (2020, November 6). How did the San Geronimo Valley get its name? A mystery rooted in the troubled history of Spanish missions and the Coast Miwok. Marin Magazine. <https://marinmagazine.com/community/history/how-did-the-san-geronimo-valley-get-its-name-a-mystery-rooted-in-the-troubled-history-of-spanish-missions-and-the-coast-miwok/>

to have inhabited Marin before colonization. Colonization and private property systems excluded the Coast Miwoks from home/land ownership and left them with limited choices to make a living.

In the 1990s, Coast Miwok descendants began to lobby for federal recognition as a tribe and in 1997, they were granted official status as the Federated Indians of Graton Rancheria- which in 2009 included 1,000 members of Coast Miwok and Southern Pomo descent. The group remained landless at the turn of the 21<sup>st</sup> century.

Today, Native American communities are represented Federated Indian of Graton Rancheria as well as by active organizations such as the Coast Miwok Tribal Council of Marin- a core group of lineal Marin Coast Miwok descendants and the Marin American Indian Alliance - longstanding Marin County 501c3 non-profit organization connecting American Indians living in Marin and the San Francisco Bay Area at large.

### **Persons with Disabilities**

Persons with disabilities<sup>27</sup> have special housing needs and often higher health care costs associated with their disability. This general lack of accessible and affordable housing in Marin County makes the housing search even more difficult. In addition, many may be on fixed incomes that further limit their housing options. Persons with disabilities also tend to be more susceptible to housing discrimination due to their disability status and required accommodations associated with their disability.

#### *Regional Trends*

Marin County's population with a disability is similar to that in the Bay Area. As presented in [Table D- 9](#) in Marin County, 9.1 percent of the population has a disability, compared to 9.6 percent in the Bay Area. Black or African American, American Indian and Alaska Native, and non-Hispanic White populations experience disabilities at the highest rates in both the Bay Area and the County ( 16 percent, 18 percent, and 11 percent in the Bay Area and 15 percent, 12 percent, and 10 percent in Marin County, respectively). Nearly 37 percent of Marin County's population aged 75 and older and 14.6 percent aged 65 to 74 has one or more disability, lower shares than in the Bay Area. Ambulatory and independent living difficulties are the most common disability type in the County and Bay Area.

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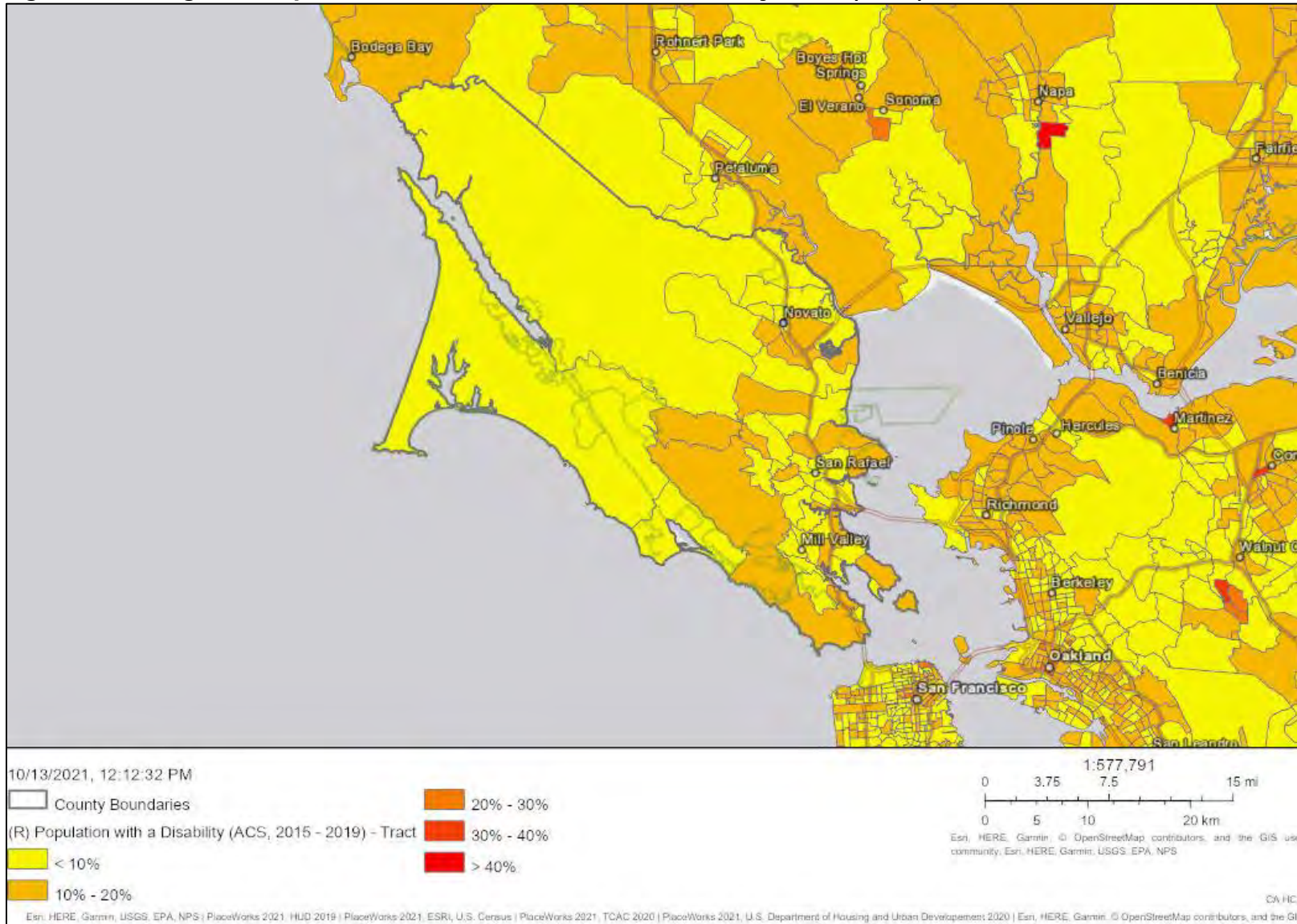
<sup>27</sup> The American Community Survey asks about six disability types: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty. Respondents who report anyone of the six disability types are considered to have a disability. For more information visit: <https://www.census.gov/topics/health/disability/guidance/data-collection-acs.html#:~:text=Physical%20Disability%20Conditions%20that%20substantially,reaching%2C%20lifting%2C%20or%20Ocarrying>. For more information visit: <https://www.census.gov/topics/health/disability/guidance/data-collection-acs.html#:~:text=Physical%20Disability%20Conditions%20that%20substantially,reaching%2C%20lifting%2C%20or%20Ocarrying>.

**Table D- 9: Populations of Persons with Disabilities – Marin County**

	Bay Area	Marin County
	Percent with a Disability	Percent with a Disability
Civilian non-institutionalized population	9.6%	9.1%
Race/Ethnicity		
Black or African American alone	15.9%	14.8%
American Indian and Alaska Native alone	17.5%	12.1%
Asian alone	7.3%	7.3%
Native Hawaiian and Other Pacific Islander alone	9.3%	0.8%
Some other race alone	6.8%	4.7%
Two or more races	8.2%	8.9%
White alone, not Hispanic or Latino	11.3%	9.9%
Hispanic or Latino (of any race)	7.9%	6.1%
Age		
Under 5 years	0.6%	0.7%
5 to 17 years	3.8%	2.9%
18 to 34 years	4.6%	5.9%
35 to 64 years	8.0%	6.1%
65 to 74 years	19.6%	14.6%
75 years and over	47.8%	36.8%
Type		
Hearing difficulty	2.7%	3.0%
Vision difficulty	1.7%	1.5%
Cognitive difficulty	3.7%	3.2%
Ambulatory difficulty	4.8%	4.3%
Self-care difficulty	2.2%	2.0%
Independent living difficulty	3.9%	4.3%
<b>1.</b> The “Bay Area” data covers the members of the Association of Bay Area Governments (ABAG) which are the counties of: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. <b>Sources: American Community Survey, 2015-2019 (5-Year Estimates).</b>		

According to the 2015-2019 ACS, populations of persons with disabilities in Marin County cities are generally consistent, ranging from 7.2 percent in Ross to 10 percent in Novato. [Figure D- 6](#) shows that less than 20 percent of the population in all tracts in the County has a disability. Persons with disabilities are generally not concentrated in one area in the region. [Figure D- 6](#) also shows that only a few census tracts in the region have a population with a disability higher than 20 percent. However, multiple census tracts with a population with disabilities between 15 and 20 percent are concentrated along San Pablo Bay and San Francisco Bay in Napa, Contra Costa, and Contra Costa Valley.

**Figure D- 6: Regional Populations of Persons with Disabilities by Tract (2019)**





*Local Trends*

The unincorporated County’s population with a disability is similar to that of the County and Bay Area. According to 2019 ACS data, approximately 9.2 percent of the unincorporated County’s population has a disability of some kind, compared to 9.1 percent and 9.6 percent of Marin County and the Bay Area’s population. [Table D- 10](#) shows the rates at which different disabilities are present among residents of unincorporated Marin County and its community areas. Among the unincorporated County communities, the Valley, Marinwood/Lucas Valley, Santa Venetia/Los Ranchitos, and Marin City have a higher proportion of persons with a disability than the unincorporated County. However, across all communities, ambulatory difficulties are the most prominent.

**Table D- 10: Persons with Disabilities by Disability Type**

Community	With Disability	With a Hearing Difficulty	With a Vision Difficulty	With a Cognitive Difficulty	With an Ambulatory Difficulty	With a Self-Care Difficulty	With an Independent Living Difficulty
Black Point-Green Point	9.4%	4.6%	0.6%	2.2%	4.3%	2.0%	4.0%
Northern Costal West Marin	5.8%	3.8%	2.0%	3.8%	5.8%	3.8%	3.8%
Central Coastal West Marin	10.3%	3.4%	2.2%	1.6%	4.3%	0.9%	1.6%
The Valley	11.2%	4.7%	2.8%	4.2%	7.2%	2.2%	2.6%
Southern Coastal West Marin	6.9%	3.1%	0.6%	2.1%	2.4%	0.0%	0.2%
Marinwood/Lucas Valley	12.0%	3.3%	1.4%	3.2%	6.8%	1.9%	6.7%
Santa Venetia/Los Ranchitos	16.0%	3.0%	4.7%	7.4%	8.1%	4.5%	9.5%
Kentfield/Greenbrae	7.1%	2.1%	0.5%	2.5%	2.9%	2.3%	3.6%
Strawberry	7.6%	2.2%	0.6%	2.0%	3.6%	2.1%	1.6%
Tam Valley	8.6%	3.0%	1.8%	2.5%	3.1%	1.8%	2.3%
Marin City	12.6%	0.4%	2.7%	6.1%	4.8%	1.9%	6.2%
Unincorporated	9.2%	2.6%	1.4%	2.8%	4.0%	1.7%	3.0%

Source: American Community Survey 5-Year Estimates, 2015-2019.

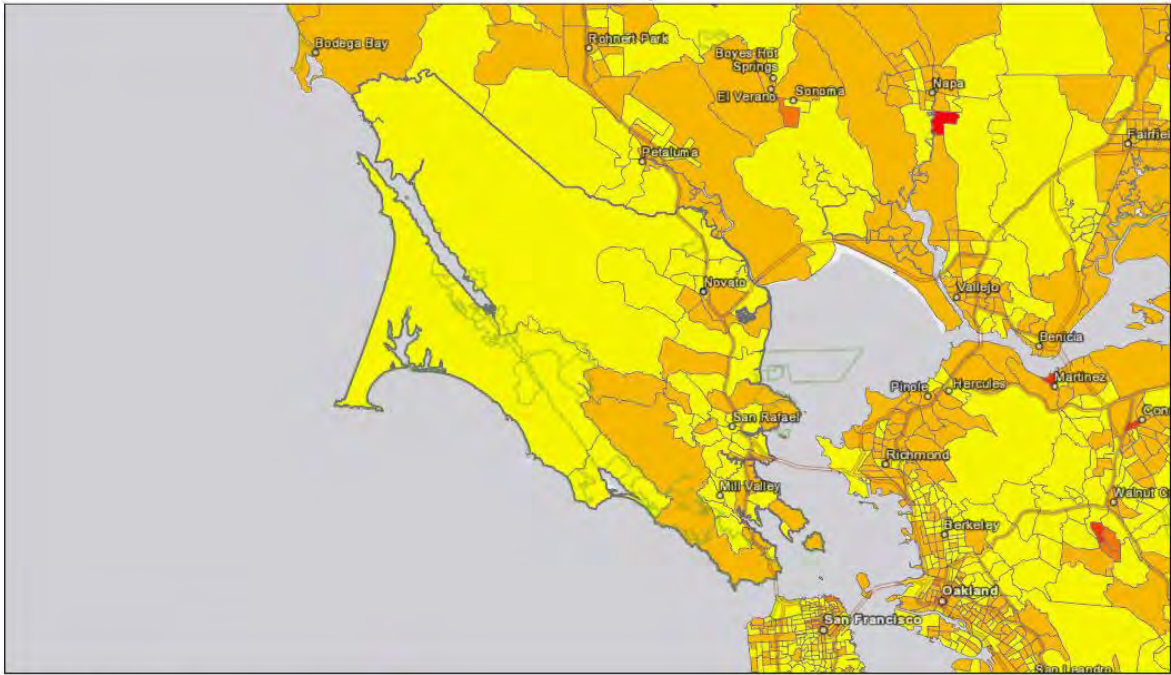
Persons with developmental disabilities<sup>28</sup> also have specific housing needs and the increased risk of housing insecurity after an aging parent or family member is no longer

<sup>28</sup> Senate Bill 812, which took effect January 2011, requires housing elements to include an analysis of the special housing needs of the developmentally disabled in accordance with Government Code Section 65583(e). Developmental disabilities are defined as severe, chronic, and attributed to a mental or physical impairment that begins before a person turns 18 years old.

able to care for them. The total number of persons served in unincorporated County communities cannot be estimated because the Department of Developmental Services does not give exact number of consumers when fewer than 11 persons are served (Table II- 38). However, based on the September 2020 Quarterly Consumer Reports, the communities of Marinwood/Lucas Valley, Santa Venetia/Los Ranchitos, and Black-Point Greenpoint have the greater population of persons with developmental disabilities. [Figure D-7](#) shows this concentration of persons with disabilities in Central Coastal West Marin, the Valley, Lucas Valley and Marin City. About 10 to 20 percent of the population in these census tracts have a disability.



Figure D- 7: Persons with Disabilities- Unincorporated Communities



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County Boundaries

(R) Population with a Disability (ACS, 2015 - 2019) - Tract

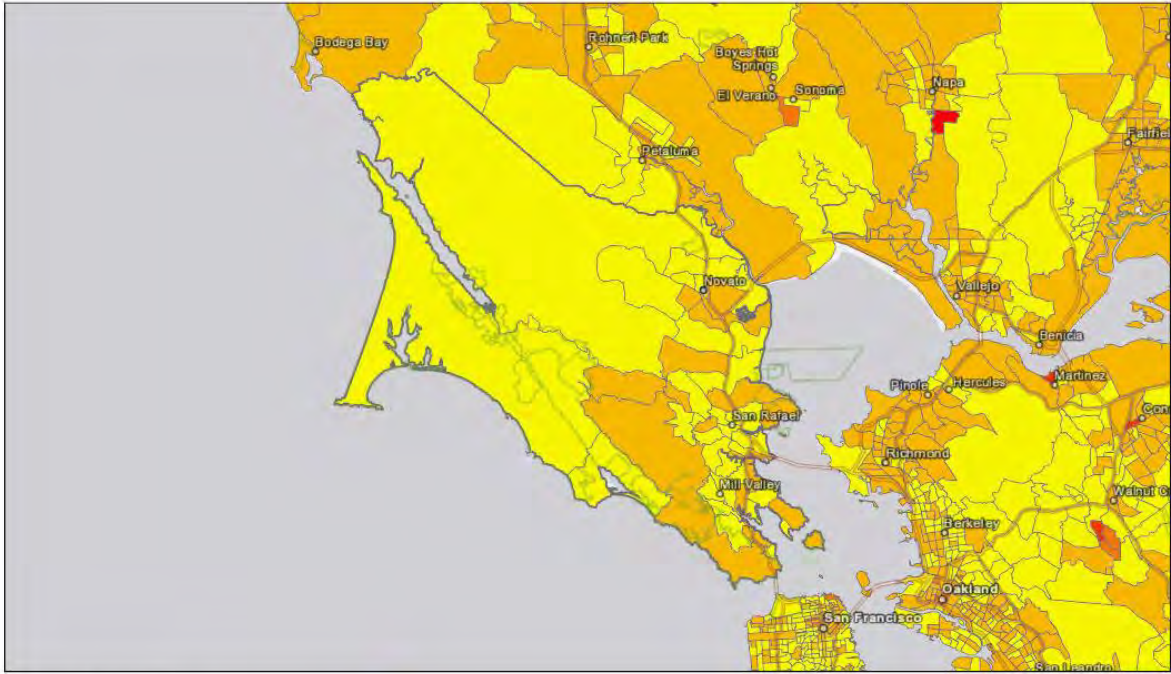
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County Boundaries

(R) Population with a Disability (ACS, 2015 - 2019) - Tract

- < 10%
- 10% - 20%
- 20% - 30%
- 30% - 40%
- > 40%

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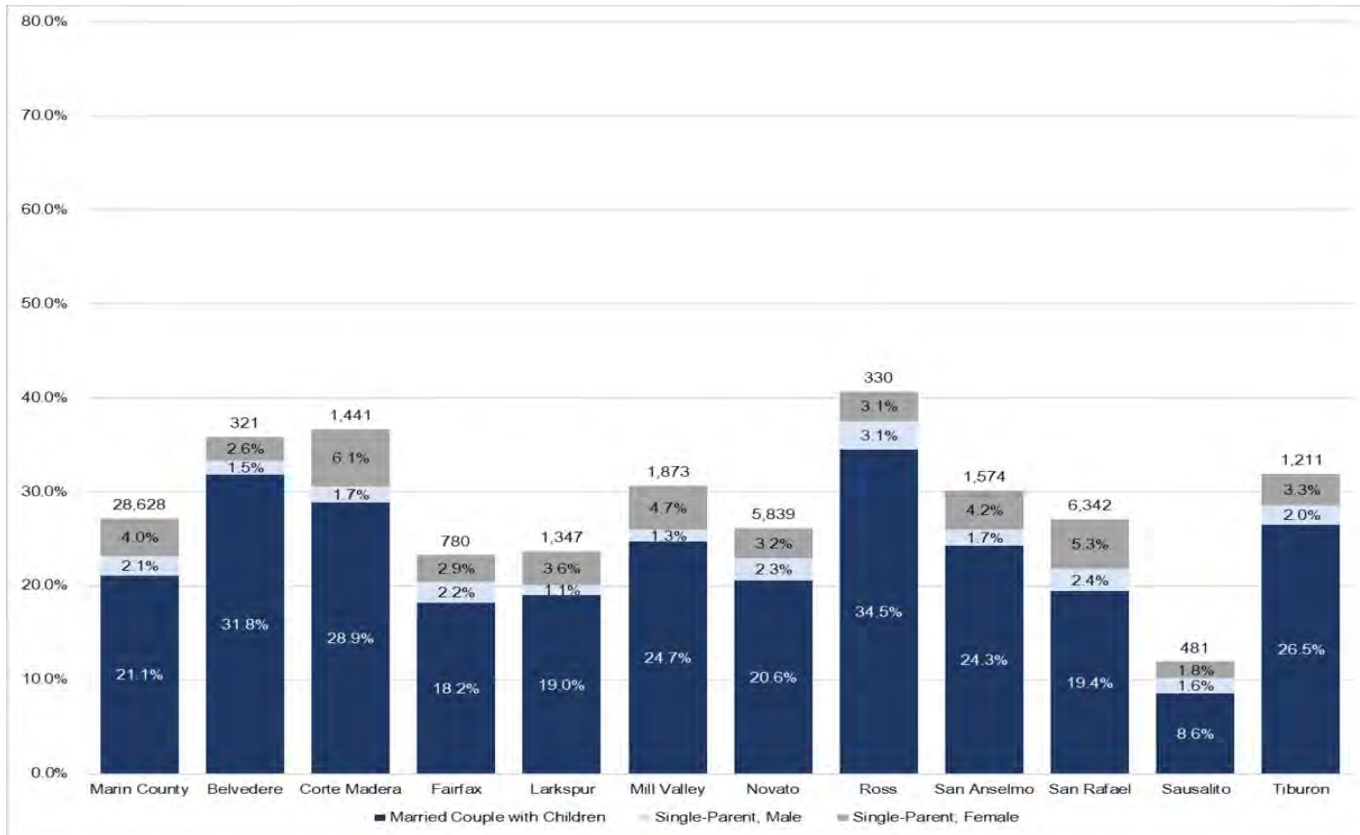
### **Familial Status**

Under the Fair Housing Act, housing providers may not discriminate because of familial status. Familial status covers: the presence of children under the age of 18, pregnant persons, any person in the process of securing legal custody of a minor child (including adoptive or foster parents). Examples of familial status discrimination include refusing to rent to families with children, evicting families once a child joins the family through, e.g., birth, adoption, custody, or requiring families with children to live on specific floors or in specific buildings or areas. Single parent households are also protected by fair housing law.

#### *Regional Trends*

According to the 2019 ACS, there are slightly fewer households with children in Marin County than the Bay Area. About 27 percent of households in Marin County have children under the age of 18, with 21 percent married-couple households with children and six percent single-parent households ([Figure D- 8](#)). In the Bay Area, about 32 percent of households have children and as in the County, the majority of households with children are married-couple households. Within Marin County, the cities of Belvedere, Corte Madera, and Ross have the highest percentage of households with children (36 percent, 37 percent, and 41 percent, respectively). Corte Madera and San Rafael have concentrations of single-parent households exceeding the countywide average. [Figure D- 9](#) shows the distribution of children in married households and single female headed households in the region. Census tracts with high concentrations of children living in married couple households are not concentrated in one area of Marin County. Most census tracts have over 60 percent of children living in married-persons households. Regionally, children in married-person households are more common in inland census tracts (away from the bay areas). The inverse trend is seen for children living in single-parent female-headed households, is shown in [Figure D- 10](#). In most tracts countywide, less than 20 percent of children live in female-headed households. Between 20 and 40 percent of children live in female-headed households in two tracts: one in Southern Marin in the unincorporated community of Marin City and one in West Marin near the unincorporated community of Bolinas. Regionally, tracts with a higher percentage of children in married-persons households are found along the San Pablo and San Francisco bays.

**Figure D-8: Households with Children in Bay Area, Marin County, and Incorporated Cities**



Source: American Community Survey, 2015-2019 ACS (5-Year Estimates)



**Figure D- 9: Regional Percent of Children in Married Couple Households by Tract (2019)**

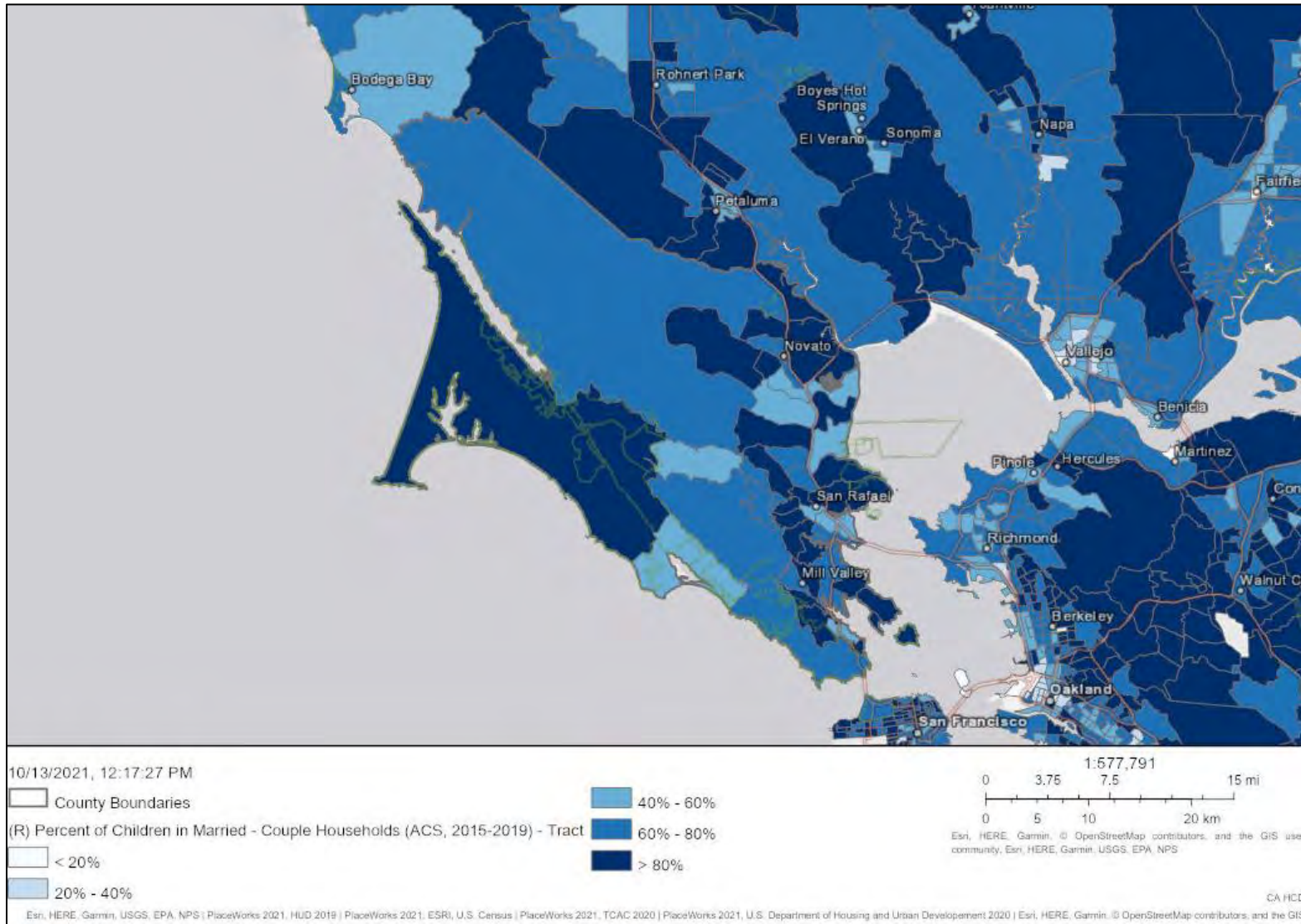
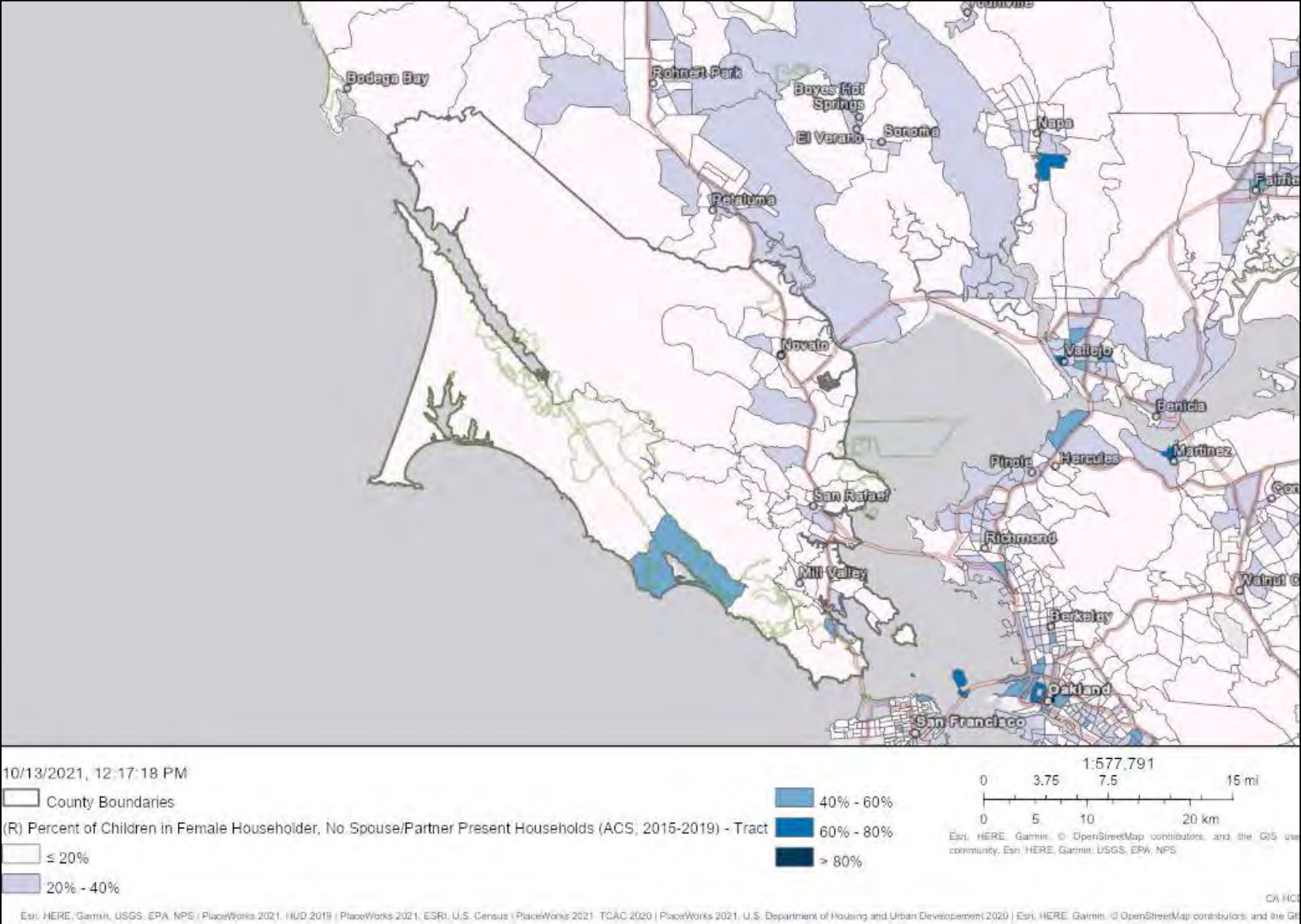


Figure D- 10 : Regional Percent of Children in Female-Headed Households by Tract (2019)



Local Trends

Within the unincorporated County, Marin City has the highest percentage of female-headed households (42 percent of all households are female-headed households) and female-headed households with children (11 percent) (Table D- 11). Marin City also has the highest poverty rates compared to all community areas and the unincorporated County; about 16 percent of all family households are living below the federal poverty line. Female-headed households also have higher rates of poverty (11 percent) in Marin City compared to other community areas. About six percent of all households in the Marin City are female-headed family household with children living below the poverty line.

**Table D- 11: Female-Headed Households (FHH) - Unincorporated County Communities**

<u>Community</u>	<u>Total households (HH)</u>	<u>Total FHH</u>	<u>FHH w/ children</u>	<u>Total Families</u>	<u>Total families under the poverty level</u>	<u>FHH under the poverty level</u>	<u>FHH w/ child</u>
<u>Black Point-Green Point</u>	<u>617</u>	<u>12.0%</u>	<u>0.0%</u>	<u>419</u>	<u>1.9%</u>	<u>0.0%</u>	<u>0.0%</u>
<u>Northern Coastal West Marin</u>	<u>212</u>	<u>36.8%</u>	<u>0.0%</u>	<u>129</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
<u>Central Coastal West Marin</u>	<u>853</u>	<u>39.4%</u>	<u>0.0%</u>	<u>381</u>	<u>4.2%</u>	<u>1.6%</u>	<u>0.0%</u>
<u>The Valley</u>	<u>1,500</u>	<u>28.9%</u>	<u>2.4%</u>	<u>769</u>	<u>6.2%</u>	<u>0.0%</u>	<u>0.0%</u>
<u>Southern Coastal West Marin</u>	<u>1,026</u>	<u>32.0%</u>	<u>1.2%</u>	<u>451</u>	<u>4.7%</u>	<u>1.8%</u>	<u>0.0%</u>
<u>Marinwood/Lucas Valley</u>	<u>2,412</u>	<u>25.9%</u>	<u>2.0%</u>	<u>1,762</u>	<u>3.2%</u>	<u>1.0%</u>	<u>1.0%</u>
<u>Santa Venetia/Los Ranchitos</u>	<u>1,717</u>	<u>34.7%</u>	<u>1.2%</u>	<u>1,051</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
<u>Kentfield/Greenbrae</u>	<u>2,567</u>	<u>20.6%</u>	<u>3.7%</u>	<u>1,874</u>	<u>2.2%</u>	<u>0.6%</u>	<u>0.6%</u>
<u>Strawberry</u>	<u>2,391</u>	<u>36.2%</u>	<u>7.2%</u>	<u>1,348</u>	<u>2.7%</u>	<u>0.9%</u>	<u>0.9%</u>
<u>Tam Valley</u>	<u>4,617</u>	<u>24.6%</u>	<u>3.9%</u>	<u>3,202</u>	<u>1.9%</u>	<u>0.0%</u>	<u>0.0%</u>
<u>Marin City</u>	<u>1,377</u>	<u>42.0%</u>	<u>10.5%</u>	<u>698</u>	<u>16.3%</u>	<u>10.5%</u>	<u>6.3%</u>
<u>Unincorporated</u>	<u>25,850</u>	<u>26.1%</u>	<u>3.1%</u>	<u>17,061</u>	<u>2.8%</u>	<u>0.9%</u>	<u>0.6%</u>

FHH = Female-Headed Households

Source: American Community Survey, 5-Year Estimates 2015-2019, Tables DP02 and B17012.

This concentration of female-headed households is reflected in Table D- 11 which shows that between 40 and 60 percent of children in that tract live in single female-headed households. Additionally, the Southern Coastal West Marin census tracts (Stinson Beach and Bolinas CDPs) also have the highest concentration of children in single female-

headed households (40 to 60 percent), although these families only account for 1.2 percent of households in the community.

**Income Level**

Household income is the most important factor determining a household’s ability to balance housing costs with other basic life necessities. A stable income is the means by which most individuals and families finance current consumption and make provision for the future through saving and investment. The level of cash income can be used as an indicator of the standard of living for most of the population.

Households with lower incomes are limited in their ability to balance housing costs with other needs and often the ability to find housing of adequate size. While economic factors that affect a household’s housing choice are not a fair housing issue per se, the relationships among household income, household type, race/ethnicity, and other factors often create misconceptions and biases that raise fair housing concerns.

For purposes of most housing and community development activities, HUD has established the four income categories based on the Area Median Income (AMI) for the Metropolitan Statistical Area (MSA). HUD income definitions differ from the State of California income definitions. [Table D- 12](#) compares the HUD and State income categories. HUD defines a Low and Moderate Income (LMI) area as a census tract or block group where over 51 percent of the households earn extremely low, low, or moderate incomes (<81 percent AMI). This means LMI areas (<81 percent AMI) as defined by HUD, are lower income areas (extremely low, very low, and low), as defined by HCD. These terms may be used interchangeably.

**Table D- 12: Income Category Definitions**

HCD Definition		HDD Definition	
Extremely Low	0%-30% of AMI	Extremely Low	0%-30% of AMI
Very Low	31%-50% of AMI	Low	31%-50% of AMI
Low Income	51%-80% of AMI	Moderate	51%-80% of AMI
Moderate income	81-120% of AMI	Middle/Upper	> 81% of AMI
Above Moderate Income	>120% of AMI	--	--

*Income groups are based on HUD calculations for Area Median Income (AMI). HUD calculates the AMI for different metropolitan areas and uses San Francisco Metro Area (Marin, San Francisco, and San Mateo Counties) for Marin County.*

*Regional Trends*

According to Comprehensive Housing Affordability Strategy (CHAS)<sup>29</sup> data based on the 2017 ACS, 40.5 percent of Marin County households earning 80 percent or less than the

<sup>29</sup> Each year, the U.S. Department of Housing and Urban Development (HUD) receives custom tabulations of American Community Survey (ACS) data from the U.S. Census Bureau. These data, known as the "CHAS" data (Comprehensive Housing Affordability Strategy), demonstrate the extent of housing problems and housing needs, particularly for low income households.



area median income (AMI) and are considered lower income ([Table D- 13](#)). A significantly larger proportion of renter households in Marin County are lower income. Nearly 60 percent of renter households are considered lower income compared to only 29.8 percent of owner households. [Figure D- 11](#) shows that lower income populations (LMI areas<sup>30</sup>) are most concentrated in tracts in West Marin, North Marin (Novato), Central Marin (San Rafael), and the unincorporated communities of Marin City and Santa Venetia. Comparison to the Bay Area is not available as the ABAG Data Package does not provide CHAS data for the region as a whole.

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<sup>30</sup> LMI refers to an AREA where 51 percent or more of the households are earn low and moderate incomes ( based on HUD definition) or lower incomes (based on HCD definition).

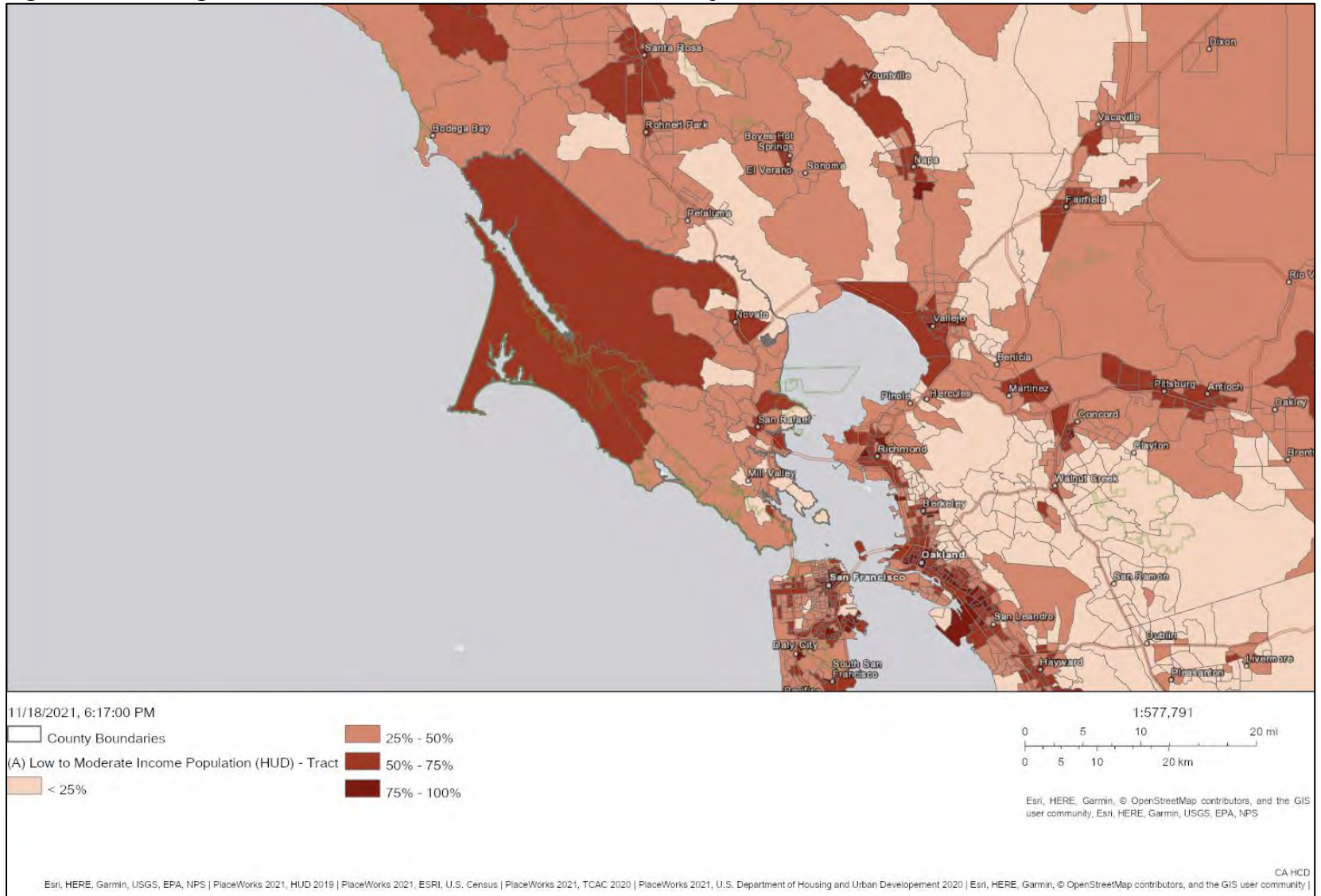
**Table D- 13: Marin County Households by Income Category and Tenure**

Income Category	Owner	Renter	Total
0%-30% of AMI	8.7%	26.0%	14.9%
31%-50% of AMI	8.5%	16.0%	11.2%
51%-80% of AMI	12.6%	17.6%	14.4%
81%-100% of AMI	8.4%	10.0%	8.9%
Greater than 100% of AMI	61.8%	30.4%	50.5%
Total	67,295	37,550	104,845

1. Income groups are based on HUD calculations for Area Median Income (AMI). HUD calculates the AMI for different metropolitan areas and uses San Francisco Metro Area (Marin, San Francisco, and San Mateo Counties) for Marin County.

Sources: ABAG/MTC Housing Needs Data Workbook, 2021; HUD CHAS (based on 2013-2017 ACS), 2020.

**Figure D- 11: Regional Concentrations of LMI Households by Tract**



*Local Trends*

For the unincorporated communities, [Figure D- 12](#) illustrates many unincorporated communities have a higher percentage of LMI/lower income households than the entire unincorporated County (38 percent) and Marin County (41 percent). The communities of Central Coastal West Marin and Marin City have the highest percentages of LMI households (62 and 71 percent, respectively). In addition, both Central Coast West Marin and Marin City have the highest percent of extremely low income households (29 percent and 40 percent, respectively).

The concentration of lower income population in central and northwestern Marin coincides with the Inland-Rural Corridor. The Inland-Rural Corridor is designated primarily for agriculture and compatible uses, as well as for preservation of existing small communities. While less than 2 percent of Marin County's population lives in the Inland Rural Corridor, between 75 percent and 100 percent of that population is considered lower income ([Figure D- 11](#)). The population in this area also likely works in the agriculture industry, which has low paying wages. According to the Quarterly Census of Employment and Wages (QCEW) for the third quarter in 2021, average weekly pay for Agriculture, Forestry, Fishing & Hunting industries was \$813 ( with Cattle Ranching and Farming having even lower weekly incomes. Based on those averages, farmworkers in Marin County earn less than \$43,000 per year, meaning they earn less than 30 percent the 2021 Area Median Income of \$149,600, and are thus considered extremely low income.

In addition to earning extremely low incomes, farmworker populations are physically and linguistically isolated from County processes. Based on comments from Public outreach, linguistic barriers and fear due to being undocumented makes it hard to reach this population. County staff is working on bridging this gap by convening the Agricultural Worker Housing Collaborative, including the Marin Community Foundation, the Community Land Trust of West Marin, Marin Agricultural Land Trust, UC Cooperative Extension, West Marin Community Services, local ranchers, and ranch workers to address the needs of agricultural worker housing. The Agricultural Worker Housing Collaborative is expanding to include agricultural workers and their families, as well as representatives of the Park Service. The collaborative will continue its work to expand housing choices and quality of housing for agricultural workers and their families.

**Figure D- 12: Percent Low and Moderate Income (LMI) Households: Unincorporated County**

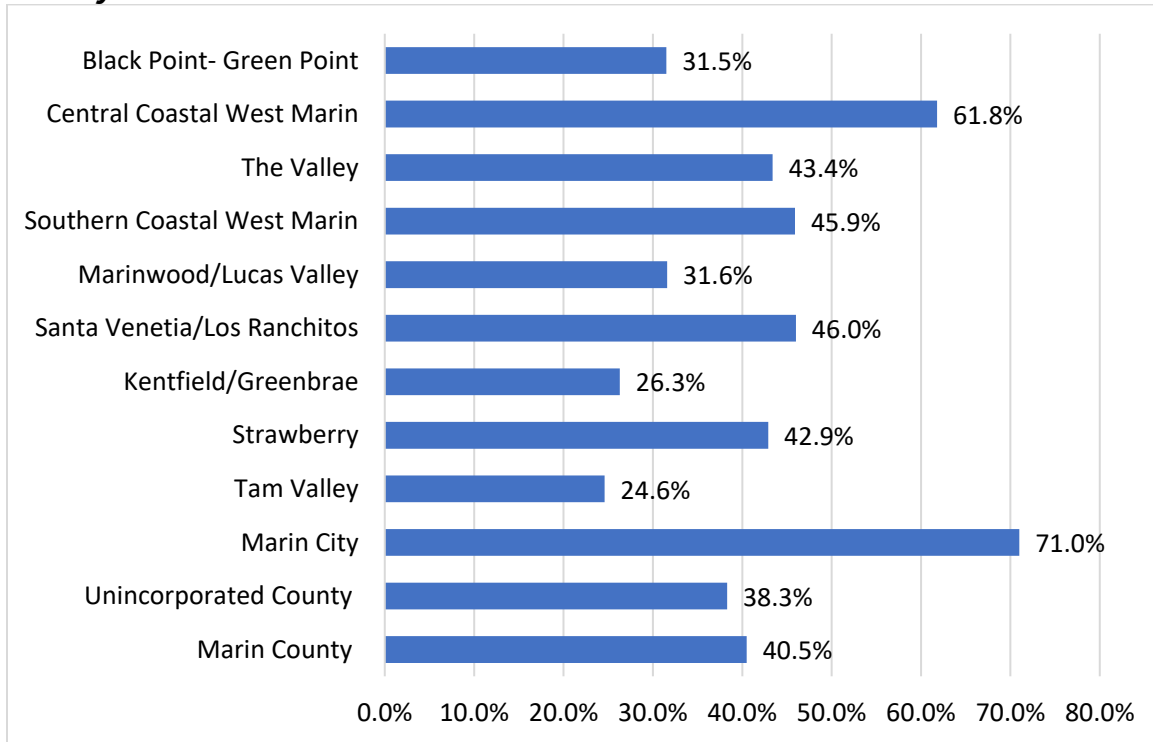
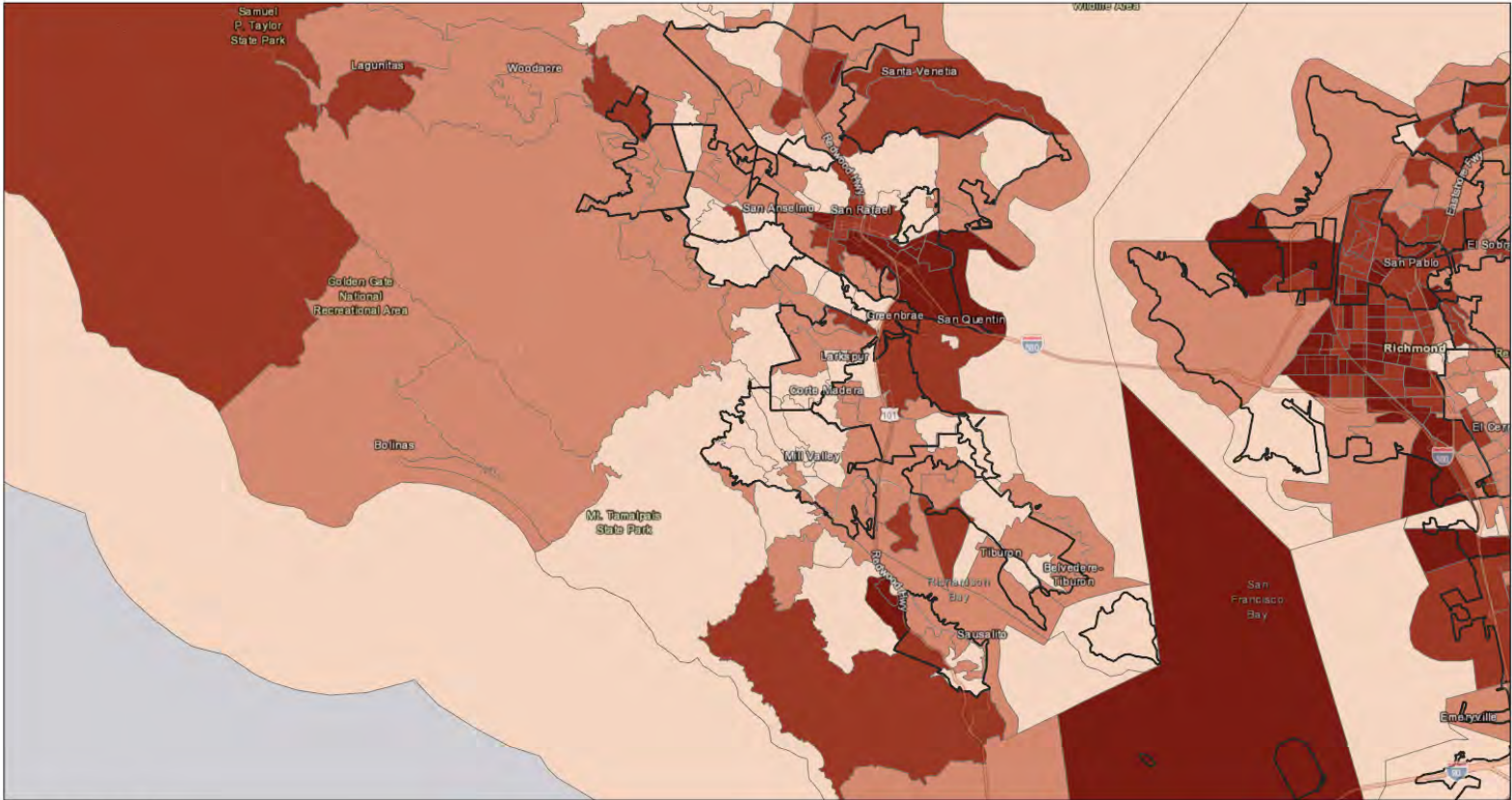


Figure D- 13 shows LMI population concentration at a smaller scale- by block group. A Marin City block group has the highest concentration of LMI population, with over 75 percent of the population earning low incomes. Block groups adjacent to Marin City as well as in Santa Venetia and the Valley and Central Coastal West Marin (Point Reyes and Inverness) also have a high concentration of LMI persons. In these block groups between 50 and 75 percent of the population is LMI. Again, the concentration of LMI persons in West Marin likely reflects the extremely low income farmworker population in the area.

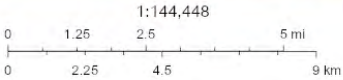
As explained earlier, a concentration in northern West Marin is likely due to the farmworker population in the area. Meanwhile, Marin City also has a concentration of African American population, minority populations, and lower income persons. It is important to note that Marin City has one of the largest concentration of public housing in the County. Since tenants in public housing are required to have lower incomes, analysis of concentration by income level reflects this concentration of lower income households.

Figure D- 13: LMI Population by Block Group- Unincorporated Communities



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- City/Town Boundaries
- (A) Low to Moderate Income Population (HUD) - Block Group
- < 25%
- 25% - 50%
- 50% - 75%
- 75% - 100%



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ABAG/MTC’s Segregation report provided an analysis of income segregation in the incorporated County based on isolation indices and dissimilarity indices. The isolation index values for all income groups in Unincorporated Marin County for the years 2010 and 2015 in [Table D- 14](#) show Above Moderate income residents are the most isolated income group in Unincorporated Marin County. Unincorporated Marin County’s isolation index of 51.0 for these residents means that the average Above Moderate income resident in Unincorporated Marin County lives in a neighborhood that is 51.0% Above Moderate income. Among all income groups, the Very Low income population’s isolation index has changed the most over time, becoming more segregated from other income groups between 2010 and 2015.

<b>Table D- 14: Income Group Isolation Index Values for Segregation within Unincorporated Marin County</b>		
Income Category	2010	2015
Very Low Income (< 50% of AMI)	26.9	35.8
Low Income (50%-80% of AMI)	16.5	14.2
Moderate Income (80%-120% of AMI)	17.8	20.7
Above Moderate (>120% AMI)	54.0	51.0

*Data for 2015 is from U.S. Department of Housing and Urban Development, American Community Survey 5-Year 2011-2015 Low- and Moderate-Income Summary Data. Data for 2010 is from U.S. Department of Housing and Urban Development, American Community Survey 5-Year 2006-2010 Low- and Moderate-Income Summary Data.*  
 Sources: ABAG/MTC Segregation Report

[Table D- 15](#) below provides the dissimilarity index values indicating the level of segregation in Unincorporated Marin County between residents who are lower-income (earning less than 80 percent of AMI) and those who are not lower-income (earning above 80 percent of AMI). This data aligns with the requirements described in HCD’s AFFH Guidance Memo for identifying dissimilarity for lower-income households. Segregation in Unincorporated Marin County between lower-income residents and residents who are not lower-income has not substantively changed between 2010 and 2015. Additionally, [Table D- 15](#) shows dissimilarity index values for the level of segregation between residents who are very low-income (earning less than 50 percent of AMI) and those who are above moderate-income (earning above 120 percent of AMI). This supplementary data point provides additional nuance to an analysis of income segregation, as this index value indicates the extent to which a jurisdiction’s lowest and highest income residents live in separate neighborhoods.



**Table D- 15: Income Group Dissimilarity Index Values for Segregation within Unincorporated Marin County**

Income Category	2010	2015
Below 80% AMI vs. Above 80% AMI	29.9	29.5
Below 50% AMI vs. Above 120% AMI	38.4	40.2

*Data for 2015 is from U.S. Department of Housing and Urban Development, American Community Survey 5-Year 2011-2015 Low- and Moderate-Income Summary Data. Data for 2010 is from U.S. Department of Housing and Urban Development, American Community Survey 5-Year 2006-2010 Low- and Moderate-Income Summary Data.*  
Sources: ABAG/MTC Segregation Report

**Housing Choice Vouchers (HCV)**

An analysis of the trends in HCV concentration can be useful in examining the success of the program in improving the living conditions and quality of life of its holders. The HCV program aims to encourage participants to avoid high-poverty neighborhoods and promote the recruitment of landlords with rental properties in low poverty neighborhoods. HCV programs are managed by Public Housing Agencies (PHAs), and the programs assessment structure (SEMAPS) includes an “expanding housing opportunities” indicator that shows whether the PHA has adopted and implemented a written policy to encourage participation by owners of units located outside areas of poverty or minority concentration<sup>31</sup>. The County of Marin funds Marin Housing Authority’s Landlord Partnership Program, which aims to expand rental opportunities for families holding housing choice vouchers by making landlord participation in the program more attractive and feasible, and by making the entire program more streamlined. The program also includes a requirement to include affirmative marketing.

A study prepared by HUD’s Development Office of Policy Development and Research found a positive association between the HCV share of occupied housing and neighborhood poverty concentration and a negative association between rent and neighborhood poverty<sup>32</sup>. This means that HCV use was concentrated in areas of high poverty where rents tend to be lower. In areas where these patterns occur, the program has not succeeded in moving holders out of areas of poverty.

*Regional Trends*

As of December 2020, 2,100 Marin County households received HCV assistance from the Housing Authority of the County of Marin (MHA). The map in [Figure D- 14](#) shows that HCV use is concentrated in tracts in North Marin (Hamilton and the intersection of Novato Boulevard and Indian Valley Road). In these tracts, between 15 and 30 percent of the renter households are HCV holders. In most Central Marin tracts and some Southern

<sup>31</sup> For more information of Marin County’s SEMAP indicators, see: the County’s Administrative Plan for the HCV Program. <https://irp.cdn-website.com/4e4dab0f/files/uploaded/Admin%20Plan%20Approved%20December%202021.pdf> <https://irp.cdn-website.com/4e4dab0f/files/uploaded/Admin%20Plan%20Approved%20December%202021.pdf>

<sup>32</sup> Devine, D.J., Gray, R.W., Rubin, L., & Taghavi, L.B. (2003). *Housing choice voucher location patterns: Implications for participant and neighborhood welfare*. Prepared for the U.S. Department of Housing and Urban Development, Office of Policy Development and Research, Division of Program Monitoring and Research.

Marin tracts (which are more densely populated), between five and 15 percent of renters are HCV recipients. The correlation between low rents and a high concentration of HCV holders holds true in North Marin tracts where HCV use is the highest ([Figure D- 15](#)). Overall, patterns throughout most Marin County communities also show that where rents are lower, HCV use is higher.

Figure D- 14 : Regional HCV Concentration by Tract

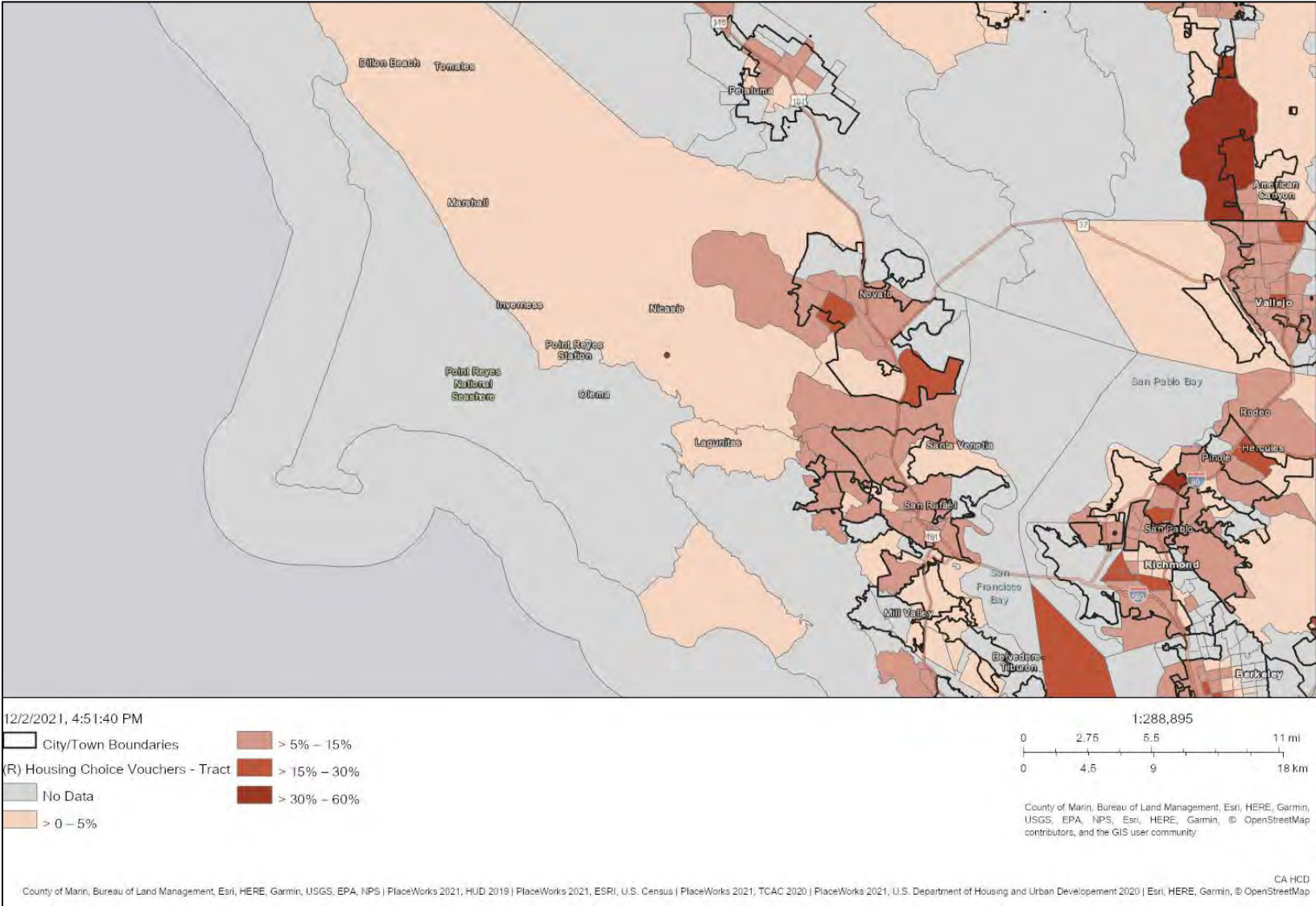
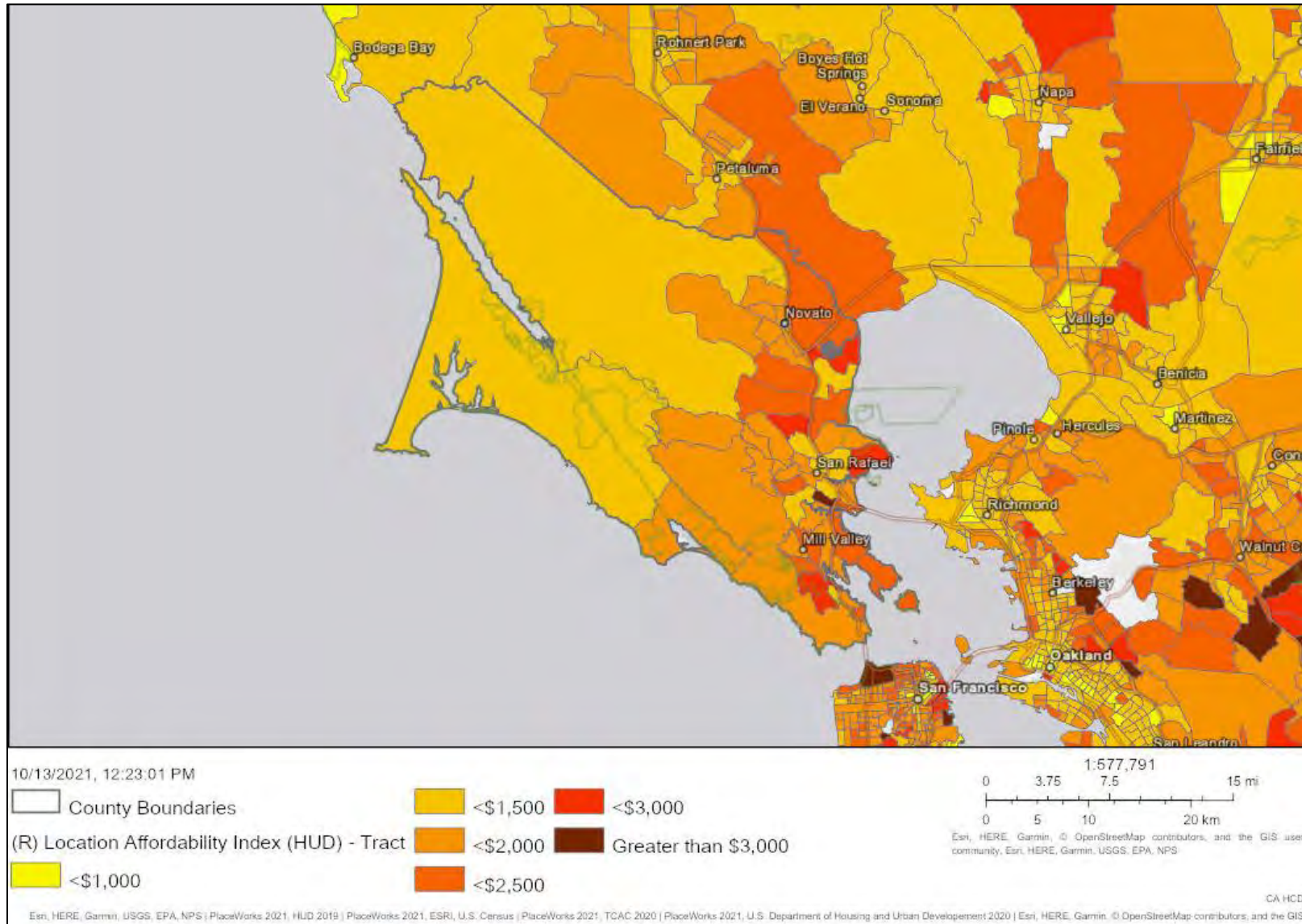


Figure D- 15 : Regional Median Gross Rent/Affordability Index by Tract





*Local Trends*

Section 8 voucher holders are disproportionately represented in localities with higher than-average proportions of minorities, which may perpetuate patterns of residential segregation. However, these are also the localities where there are higher-than-average concentrations of rental housing and greater availability of public transit service. As many Section 8 voucher holders are people of color, people with disabilities, and families with children, this perpetuates patterns of segregation. As shown in Figure D- 14, within the unincorporated County, the Lucas Valley-Marino and Marin City communities have the highest concentration of HCV use; between five and 15 percent of renters in those tracts are HCV users. Low gross rents (i.e. location affordability index) also coincide with high HCV use in both Marin City (<\$1,500) and in Lucas Valley-Marino (<\$2,000). As explained in the section Income Level section of this analysis, Marin City also has a concentration of lower income persons due to the affordability of the areas as well as the concentration of public housing. In addition, Marin City is high concentration of multi-family housing, condos, and townhomes that offer one of the least expensive housing costs in the area, especially compared to surrounding communities of Mill Valley and Tam Valley, where gross rents are over \$3,000 (compared to <1,500 in Marin City, Figure D-15).

Some landlords are reticent to participate in the program, in part due to negative stereotypes about race, ethnicity, and recipients of public assistance, which exacerbates the concentration of protected classes in certain neighborhoods and communities. In 2015, with the support and funding from the Marin County Board of Supervisors, the Marin Housing Authority initiated the Landlord Partnership Program. According to MHA, this program, “aims to expand rental opportunities for families holding housing choice vouchers by making landlord participation in the program more attractive and feasible, and by making the entire program more streamlined.” Incentives include security deposit, loss mitigation, vacancy loss, building and planning permit fees waived, and access to a dedicated landlord liaison 24-hour hotline to address immediate issues as well as landlord workshops and training. It is estimated that from June 2015 to June 2018, the number of available rental units for Section 8 vouchers has increased by more than 22 percent.

MHA has focused on insuring voucher recipients have access to housing in all parts of the County. Prior to the 2020 enactment of SB 329 Housing Opportunities Act of 2019, the State’s law on housing discrimination based on source of income (California Government Code Section 12927) did not protect individuals or families with third party rental subsidies.

**Zoning and Racial Distribution***Regional Trends*

In 2020, the County conducted a Multi-Family Land Use Policy and Zoning Study to implement Marin County Housing Element Goal 1 (Use Land Efficiently) and the Housing Element Program 1.b (Evaluate Multi-Family Land Use Designations), which states:

“Conduct a comprehensive analysis of multi-family land use to evaluate whether multi-family zoning is appropriately located.”



The study also implemented, the County's Voluntary Compliance Agreement with the Federal Department of Housing and Urban Development (HUD) which calls for the County to:

"Evaluate existing multi-family Land Use Designations within the unincorporated county to determine whether zoning is appropriate to allow additional affordable housing development beyond existing areas of racial or ethnic concentration."

The study assessed existing zoning and policy conditions that affect where the "multi-family dwelling" was currently an allowed use and further evaluates impediments to its development. In addition, the study assessed the impediments of zoning to fair housing choice and whether it is overrepresented in areas of minority concentration.

The predominance of single-family zoned lots is primarily due to the historic development patterns in the unincorporated county, which accelerated after construction of the Golden Gate Bridge opened Marin as a suburban bedroom community. The County's zoning ordinance has also been permissive to this development pattern by allowing single-family housing in all zoning districts that allow residential use. In contrast, multi-family housing is not permitted in single family zoning districts. The deference given to single-family development has in some cases resulted in areas zoned primarily for multi-family housing to be developed with single-family homes, thereby reducing the County's potential housing stock due to the greater land area devoted to larger dwellings and outdoor yard areas.

The resulting findings reflected the historical patterns of development, the early zoning framework, and the naturally occurring physical constraints of Marin's diverse landscape. A significant number of properties across all seven Countywide Plan Planning Areas are designated within a zoning district intended for low density, single-family uses. Additionally, these zoning practices have also determined the type of housing within communities and who it is available to, where "exclusionary zoning practices, including those that limit where, how, or if affordable housing can be developed, can result in creating and maintaining segregated communities".

The Supreme Court ruled exclusionary zoning unconstitutional in 1917. However, the UC Berkeley Haas Institute report entitled "Roots, Race and Place: A History of Racially Exclusionary Housing in the San Francisco Bay Area" released in October 2019 found that many jurisdictions, including Marin, enacted regulations that disproportionately impacted minority communities. The study also found that many of the regulatory tools that were implemented, including zoning ordinances, resulted in the prevention of people of color from moving into these communities. Some examples of impediments more generally include low-density development patterns, large lot-sizes, consumer preferences for suburban neighborhoods and low tax rates, and "a belief that neighborhoods without apartments, low-income residents, or people of color would successfully maintain high property values and/or appreciate the most over time" (Moore et al., "Roots, Race and Place: A History of Racially Exclusionary Housing in the San Francisco Bay Area", p. 15). The 2020 Marin County AI demonstrates that "while current laws and ordinances do not specifically mention race, they can have the same effect as racial and economic zoning." For instance, an analysis of the zoning districts and racial

distribution of the seven planning areas in Marin County point to the historic impacts of zoning restrictions as reflected in the racial demographics of communities in Marin. The Countywide Plan Planning Areas that have a higher proportion of parcels zoned for detached single-family housing also have higher proportions of non-Hispanic White residents. An example is Lower Ross Valley, which has the highest proportion of non-Hispanic White residents of all the planning areas, representing 87 percent of this community, and an equally high proportion of low density, single-family zoned parcels, representing 89 percent of the total (Table D- 16).

**Table D- 16: Race and Zoning in Planning Areas and Marin City**

	West Marin (3,025 parcels)	Novato (3,091 parcels)	San Rafael Basin (692 parcels)	Las Gallinas Valley (4,386 parcels)	Upper Ross Valley (1,448 parcels)	Lower Ross Valley (2,628 parcels)	Richardson Bay (7,864 parcels)	Marin City
SF	33%	48%	92%	69%	80%	89%	71%	N/A
MF/Duplex	<1%	4%	6%	21%	15%	2%	20%	64%
Non-Hisp White	85.5%	81.6%	74.2%	71.9%	82.1%	86.7%	73.2%	24%
People of Color	15.5%	18.4%	25.8%	28.1%	17.9%	13.3%	26.8%	76%

Source: County of Marin Multi-Family Land Use Policy and Zoning Study (November 2020)

**Local Trends**

One key finding in the Zoning Study was that zoning practices are correlated to the concentration of multi-family rental housing in Marin City, a historically African American community and an area identified as a Racially/Ethnically Concentrated Area of Poverty (see next section). According to zoning data, Marin City, has the highest concentration of people of color (76 percent) and a higher concentration of multifamily zoned parcels (64 percent) than its Planning Area (Richardson Bay, 20 percent) and all Planning Areas in the County. This is in contrast with adjacent areas such as the Lower Ross Valley Countywide Plan Planning Area which has the highest proportion of non-Hispanic White residents (86.7 percent) and a similarly high proportion of low density, single-family zoned parcels. Though conclusive evidence may be difficult to demonstrate, the correlation between the percentage of multi-family zoned properties in an area, the percentage of housing units that are renter-occupied, and the racial diversity of that area suggests there may be opportunities worth exploring in increasing the diversity of housing opportunities in areas currently dominated by detached single-family residences.

**Development Code**

The 2020 AI found that some of the stated purposes of local jurisdictions’ development codes may be interpreted as potentially conflicting with affirmatively furthering fair

housing. For example, the County's Development Code includes language to "protect the character and social and economic stability" and maintain "community identity and quality development." The AI suggested that the County consider amending its Development Code to limit the language that could be used as a pretext for discrimination against minorities, people with disabilities, and families with children, and add clarifying language noting that the code is intended to expand housing opportunities for all people, regardless of their membership in a protected class, as well as to implement other public policy objectives. Other local jurisdictions should undertake similar amendments where needed.

As of 2020, the Development Code was amended to clarify and narrow the use of "community character" by defining that a new development be harmonious and in character with existing and future developments with phrases such as, "The project design includes cost-effective features that foster energy and natural resource conservation while maintaining compatibility with the prevailing architectural character of the area." Clarifying the phrase, "preserve the character and integrity of neighborhoods," has resulted in phrases such as "Landscaping should be utilized to enhance and preserve the characteristics which give a neighborhood its identity and integrity by providing a prescribed selection of trees and plant materials which are compatible with those existing in the neighborhood."

### **Community Plans**

The Community Plans and other area plans contain policies for land use and development related specifically to a local area, for example Bolinas, Strawberry, and Tamalpais Valley. They set forth goals, objectives, policies, and programs for specific communities. Most Community Plans were completed in the 1980s and 1990s. The most recent Community Plans, the Blackpoint and Greenpoint Community Plans, were completed in 2016. They are intended to reflect the specific design of local communities and are used to evaluate discretionary applications. Staff found that the Community Plans contained exclusionary language for the development of multi-unit projects and include discriminatory language such as "protecting community character." For example, one of the Community Plans says, "It is important that the social patterns, personal interactions, sights and sounds that typify single family neighborhoods be maintained and strengthened" and "...discourage any expansion of the areas designated for multi-family housing development." Others prescribe very low-density development and discuss the preservation of community character as predominately single-family neighborhoods. Some aspects of the Community Plans are inconsistent with State law and have the effect of limiting multi-unit housing. Amendments to the Countywide Plan included in the Housing Element Update restrict the use of Community Plans where they conflict with additional multi-unit development. Additionally, one of the programs included in the Housing Element is a comprehensive review of zoning and planning policies, including making revisions to remove discriminatory language and policies.

### **Summary: Integration and Segregation**

Most communities in unincorporated Marin are predominantly white. However, protected groups appear to be segregated in the unincorporated community of Marin City. Marin City has the highest concentration of Black/African American and Hispanic/Latinx residents compared to other unincorporated communities. In addition, Marin City was identified as R/ECAP (see following section), indicating a concentration of minority population<sup>33</sup> and poverty. Marin City also has the highest concentration of persons with disabilities and single-female headed households with children compared to other unincorporated communities. This indicates a concentration of special needs populations within Marin City. Marin City is also dealing with a confluence of economic pressures (proximity to the Bay area, lower rents, multi-family and townhome/condo housing stock), which make it vulnerable to displacement. Integration efforts need to balance displacement pressures with preserving the existing resident population.

### **Racially and Ethnically Concentrated Areas of Poverty (R/ECAP)**

In an effort to identify racially/ethnically-concentrated areas of poverty (R/ECAPs), HUD has identified census tracts with a majority non-White population (greater than 50 percent) and a poverty rate that exceeds 40 percent or is three times the average tract poverty rate for the metro/micro area, whichever threshold is lower.

#### *Regional Trends*

The Othering and Belonging Institute at UC Berkley has published a report<sup>34</sup> on Racial Segregation in the Bay Area and found that each of the nine counties as well as the two major “Metropolitan Statistical Areas” (MSAs) are marked by high levels of racial segregation. Most of the traditionally recognized “segregated neighborhoods,” where people of color were historically restricted on account of redlining and other forms of housing discrimination, are typically found within the larger, broadly diverse municipalities such as San Francisco, Oakland, San Jose, and mid-sized cities such as Berkeley and Richmond. The displacement of many people of color from these communities and the corresponding in-migration of white families over the last twenty years has diversified the municipal populations in these cities, but has not always resulted in more integrated neighborhoods. Thus, although these cities are diverse in aggregate, they tend to contain some of the most racially segregated non-white neighborhoods in the Bay Area. The Institute also reported that the effects of racial segregation include negative life outcomes for all people in those communities, including rates of poverty, income, educational attainment, home values, and health outcomes.

They concluded that, “the most segregated cities in the Bay Area are those that are either historically places where people of color were permitted to live, when locked out of other places, or are highly exclusionary and heavily white mid-sized to smaller suburbs, exurbs or rural cities and towns in places like Marin and San Mateo counties.” The section below expands on Racially Concentrated Areas of Affluence. **In a 2021 update to their report<sup>35</sup>,**

<sup>33</sup> Persons who are not non-Hispanic White

<sup>34</sup> <https://belonging.berkeley.edu/segregationinthebay>

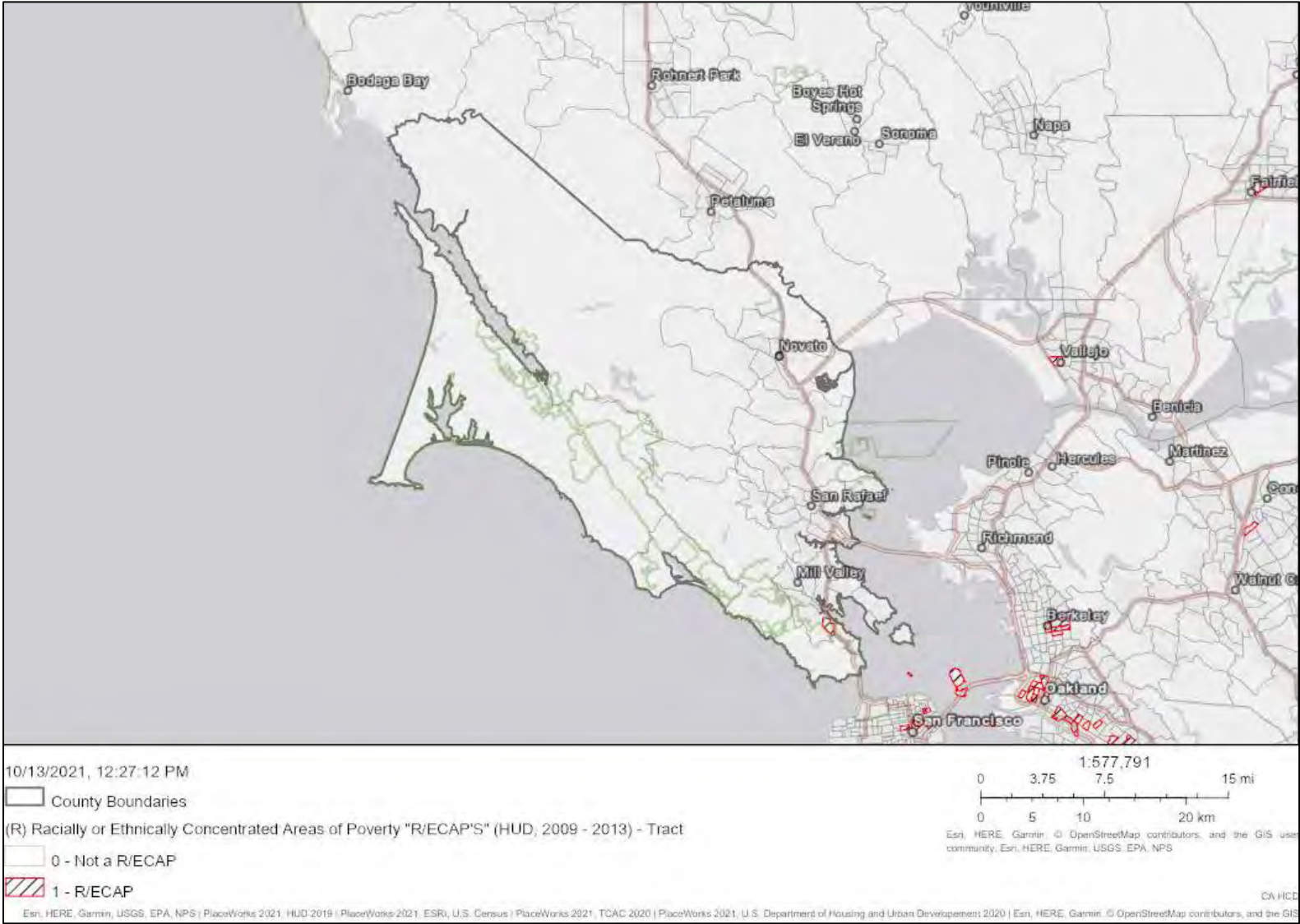
<sup>35</sup> <https://belonging.berkeley.edu/most-segregated-cities-bay-area-2020>

the Othering and Belonging institute reported that three counties in the Bay Area were more segregated in 2020 than they were in 2010: Marin, Napa, and Sonoma, with Marin being the most segregated county in the region by far.

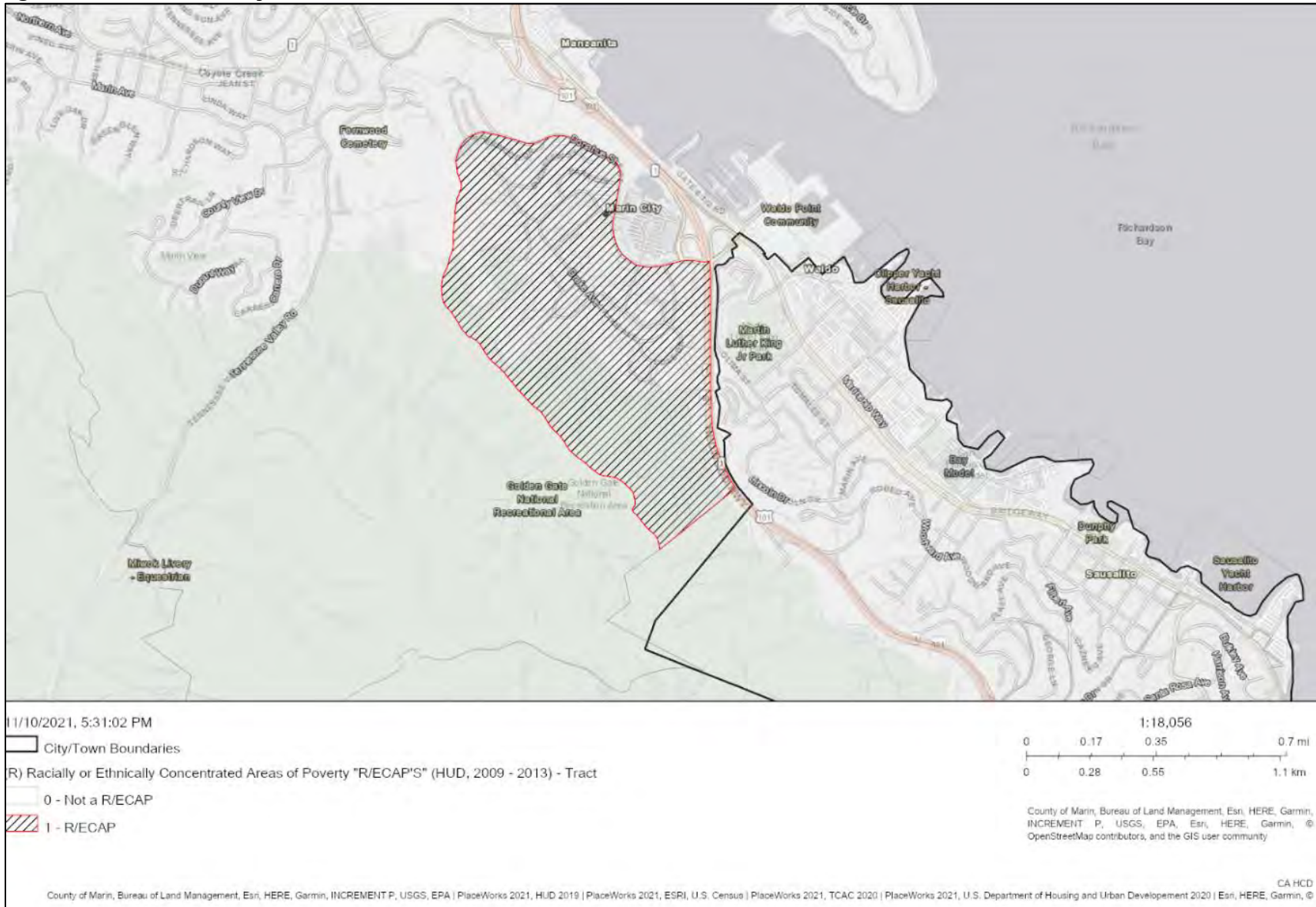
According to HCD's AFFH mapping tool, R/ECAPs in the Bay area are concentrated in metropolitan areas- specifically in San Francisco, San Jose, and Oakland. There is one R/ECAP in Southern Marin located in Marin City west of State Highway 101 ([Figure D-16](#)). Marin City is part of the unincorporated County area.



Figure D- 16: Regional Racially and Ethnically Concentrated Areas of Poverty (R/ECAPs)



**Figure D- 17: Marin City R/ECAP**



*Local Trends*

Data from Census shows that from 1990 to 202, Marin County became increasingly diverse. In 1990, the Non-Hispanic White population totaled 89 percent of the overall population and decreased to about 66 percent in 2020. On the other hand, in the same period, the Hispanic population increased from seven percent (1990) to 70.5 percent (2020). Additionally, the total populations for those who identified as Asian increased from four percent to six, while total population of those who are Non-Hispanic Black decreased from four percent to two percent.

However, during the same time period that the County became increasingly diverse in the aggregate, it has become more segregated. Table D- 7 in the Race/Ethnicity section of this analysis shows the dissimilarity between the County's racial/ethnic population and the White population. The higher scores indicate higher levels of segregation between that racial/ethnic group and Whites. These scores correlate directly with the percentage of people within that racial or ethnic group that would need to move into a predominately White census tract in order to achieve a more integrated community.

Between 1990 and 2010, dissimilarity indices for all groups increased. Dissimilarity indices between non-Whites and Whites increased from 32 to 43. However the greatest increase in dissimilarity indices occurred between Hispanics and Whites, from 37 percent to 50 percent. This means that 50 percent of the Hispanic population would need to move into predominately White census tract areas to achieve perfect integration. Despite this increase in dissimilarity indices between Hispanic and White population, Black communities are still the most segregated group in the County, with a dissimilarity score of 57. Though Marin County had no racial or ethnic populations with a dissimilarity index above 60 in 2010 (which HCD considers the score threshold for "high segregation"), most populations (except Asian) have a score above 30, meaning they experience moderate segregation from the White population.

While segregation may be a result of ethnic enclaves or persons of similar cultures living nearby, federal, state, and local government policy, past and present, are intertwined with private housing decisions, as is the case in Marin County's identified RECAP in Marin City.

The concentration of African American residents in Marin City is due to historic policies barred African American residents of Marin City from accessing housing in places with greater opportunities. Discriminatory policies like redlining, restrictive covenants, and exclusionary zoning promoted racial segregation – entrenching racial disparities in access to well-resourced neighborhoods. Marin City is considered a community vulnerable to displacement (see Displacement Risk section) due to increased housing costs as well interest in redevelopment and the continued pressures of being surrounded by affluent neighbors in one of the most exclusive counties in the country.

The County's zoning patterns have contributed to these areas of concentration. A significant number of properties across all seven Countywide Plan Planning Areas are designated within a zoning district intended for low density, single-unit uses. This is due in part to the early applications of low-density zoning and the constrained physical conditions that present a fundamental impediment to increased subdivision potential or

density. Additionally, as noted in the 2020 Marin County Analysis of Impediments to Fair Housing Choice, these zoning practices have also determined the type of housing within communities and who it is available to, where “exclusionary zoning practices, including those that limit where, how, or if affordable housing can be developed, can result in creating and maintaining segregated communities”. Marin City has a disproportionately higher percentage of multi-unit zoned parcels within its community, representing 64 percent of all parcels, in contrast with 10 percent of parcels zoned multi-unit in the unincorporated regions of the County as a whole.

**Table D- 17 shows the demographic and housing characteristics Marin City (Marin City CDP) compared to Marin County overall.** Marin City tract is characterized by a concentration of African American residents. Approximately 25 percent of Marin City’s residents are African American- significantly higher than the County’s and unincorporated County’s African American population (two percent and three percent, respectively). Marin City residents also earn significantly lower median incomes than the County. Marin City’s median household income estimates in 2021 were almost half of the County’s (\$76,000 in Marin City compared to \$131,008). In addition, Marin City’s poverty is contrasted by high median incomes in adjacent neighborhoods. Figure D- 18 shows Marin City households earned less than \$55,000 while median incomes in neighboring jurisdictions were higher than \$125,000 in 2019. Marin City’s also has a higher proportion of lower income households (earning less than 80 percent AMI) and renter-households. About two thirds (61.7 percent) of all households in Marin City are renters, compared to only 36 percent in the County. In addition, a higher share of renter-households in Marin City are lower income (82 percent in the City vs 63 percent in the County) and experience cost burdens (55 percent in Marin City compared to 46 percent in the County overall).

<b>Table D- 17: Demographic and Housing Characteristics of Marin County and Marin City</b>		
	Marin County	Marin City
<b>Demographic Characteristics</b>		
% African American	2.1%	25.0%
% Lower income HH (<80% AMI)	44.7%	70.5%
% Lower income renter HH (<80% AMI)	62.9%	82.2%
% Lower inc owner HH (<80% AMI)	34.3%	38.4%
Total HH	103751	37608
% Median HH Income	\$131,008	\$76,148
% HH Below poverty	6.9%	11.2%
% African American HH below	15.9%	22.8%
<b>Housing Characteristics</b>		
% renter-occupied	36.2%	61.7%
% MF structures (5 or more)	19.9%	51.2%
% Overcrowding	2.8%	3.5%
% overcrowding renter	6.6%	5.7%



% overcrowding owner	0.6%	0.0%
% cost burden	37.2%	48.9%
% cost burden renter	46.5%	55.0%
% cost burden owner	31.9%	32.3%
Sources: American Community Survey 5-Year Data (2017-2021) and HUD C Comprehensive Housing Affordability Strategy (CHAS) data based on American Community Survey 5-Year Data (2015-2019).		

Marin County’s only family public housing is located in Marin City, contributing concentration of extremely low-income households in the County; about 40 percent of households earn less than 30 percent the Area Median Income, whereas only 14 percent of unincorporated County households are considered extremely low income. In addition, the majority of Marin City public housing tenants are Black. Although public housing applicants with families express the desire to live outside Marin City, there is no other family public housing in the county. Public housing effectively perpetuates segregation based on race and familial status, although there has been some increase in racial diversity in the family public housing in the last 15 years, and the most recent redevelopment project has made Marin City a more diverse community. The County and other local jurisdictions should devote resources to developing more subsidized housing outside impacted areas. According to the 2020 AI, given current funding patterns, new subsidized housing is unlikely to be public housing, and instead will most likely be owned or sponsored by non-profit organizations.

As part of the County’s Voluntary Compliance Agreement with the Department of Housing and Urban Development, “the County commits to take the following actions to encourage and facilitate an increase of at least 100 affordable housing units outside areas of minority concentration that are available to families with children. Consistent with the County’s intention to provide funding for affordable housing on a multi-jurisdictional basis, these units may be located in the unincorporated county, cities and towns in Marin. The County has taken the following actions to meet this commitment:

- The County has committed one million dollars of general funds for the construction or acquisition of affordable rental housing for families with children outside areas of minority concentration. To the maximum extent possible, these funds will be leveraged to obtain additional sources of funding such as the County’s Housing Trust Fund, CDBG and HOME funds, and the funding from the Marin Community Foundation and the Tamalpais Pacific Foundation.
- The County has transferred \$4.1 million from the County’s General Fund to the Housing Trust Fund to assist in creating new affordable housing units.
- The County and the Marin Community Foundation will continue their joint funding partnership for construction and acquisition of affordable housing. To the maximum extent possible, these funds will be leveraged to obtain additional sources of funding such as the County’s Housing Trust Fund, CDBG and HOME funds.
- The County has issued a Notice of Funding Availability (NOFA) announcing the availability of the one million dollars for the development of affordable rental



housing outside areas of minority concentration that is available to families with children

- To encourage submission of competitive housing applications, the aforementioned NOFA includes the following information.
  - Identification of housing site inventories located outside areas of minority concentration were included in the 2015-2023 Housing Elements and were adopted respectively by the County and cities in towns in Marin.
  - Statement(s) that application processing will be expedited, which will be accomplished by dedicating sufficient County staff resources, proactively managing the review process with other reviewing agencies, and implementing state permit streamlining laws for housing.
  - Statement(s) that there will be a waiver or reduction in the application processing fees proportionate to the percentage of proposed dwelling units which meet the County criteria for low and very low-income levels, and which exceed the County's inclusionary housing requirement.

AI's prior to 2020 noted that Marin's Housing Authority's "One-Strike" Policy, if implemented as written, could disproportionately affect Black residents, women who are victims of domestic violence, and people with mental disabilities, jeopardizing their tenancies and destabilizing housing opportunities. It was recommended that the MHA should consider modifying its written policy to make it clear that only residents who present a direct threat to the health or safety of others will be evicted from public housing or terminated from public housing assistance, and that there will be an opportunity for case-by-case review of specific circumstances. The MHA should include specific language in its lease alerting victims of domestic violence to their rights under the Violence Against Women Act (VAWA). The administration of the One-Strike Policy should be monitored to ensure that it does not disparately impact any protected classes.

As of 2020, MHA reported that they have modified their policies to look at illegal activity on a case by case basis. They reported that both their Administrative Plan and Admissions and Continued Occupancy Requirement Policy have been updated to address the need to review case by case, and their lease was amended in 2014 to allow for more discretion regarding illegal activity and terminations. In addition, MHA provides VAWA documentation/information as part of its annual recertification.

#### Golden Gate Village

MHA oversees the County's only family public housing development, known as Golden Gate Village, which is located approximately 5 miles north of the Golden Gate Bridge in Marin City. Golden Gate is the only housing property operated by Marin Housing Authority located in an area an of minority concentration. In addition, Marin City is considered a food desert. According to the U.S. Department of Agriculture, "Food deserts are defined as parts of the country vapid of fresh fruit, vegetables, and other healthful whole foods, usually found in impoverished areas. This is largely due to a lack of grocery stores, farmers' markets, and healthy food providers". According to Marin County's Department of Health and Human Services, in 2013, Marin City did not have a full-service grocery store for its residents. There were no small markets, grocery stores, convenient stores or

farmer's markets. In 2017, Target moved into Marin City and now provides an assortment of groceries.

According to the Marin Housing Authority, in May 2019, there were 667 people living in Golden Gate Village with an average of 3 people living in each residence. At the time of this report about 56 percent of Golden Gate Village residents self-identified as African American, about 16 percent were over the age of 55, 14 percent had a disability, and about three percent of residents were seniors.

In 2015, a HUD mandated Physical Needs Assessment was conducted and determined that for Golden Gate Village, "MHA would need to make a minimum of \$16 million dollars of short term investments in the property to bring existing building and site components up to HUD minimum standards. This short-term investment would only replace certain existing building and site components that have exhausted their useful life and does not include substantial items that would exhaust their useful life over the next twenty years. A site-wide complete rehabilitation to provide modern systems using energy-saving, green building concepts would require approximately \$50million. This amount is further increased to roughly \$63 million when costs for legal, other professional fees, and contingency are added (otherwise known as soft costs)."

Due to the lack of funding from HUD to meet the complete rehabilitation requirements, MHA developed a strategy to identify options for the revitalization of Golden Gate Village. In 2015, MHA engaged consultants and began Phase I of the Golden Gate Village Revitalization. The Community Working Group adopted the following list of Guiding Principles to serve as the foundation for any revitalization efforts for Golden Gate Village:

1. Protect Existing Golden Gate Households
2. Restore Golden Gate Village Economic Sustainability
3. Assure Resident Participation Throughout the Planning and Revitalization Process
4. Preserve Historic Marinship Heritage
5. Promote High Quality Open Space
6. Collaborate with the Marin County Community to Expand Economic Development and Job Training/Education Opportunities for Golden Gate Village Residents

The number one priority of the Community Working Group was to ensure that Golden Gate Village residents were not displaced from their homes and their community. At the end of Phase I, the Community Working Group identified 2 possible options for the revitalization -- a mixed-income housing model, and an Historic Preservation model. Residents have asked for MHA to look into the viability of creating a community land trust.

In 2017, Golden Gate Village received notification that it had been granted national historic status from the National Register of Historic Places, and in 2018, MHA contracted with a developer to oversee its development plans. In 2020, MHA had set out to redevelop Golden Gate Village by selectively razing some buildings, renovating the remaining buildings, and building back more units of the site that were removed. This plan was

intended to both address the physical condition of units and increase the supply of affordable housing in Marin County. However, this plan did not move forward, and additional time was needed to create an alternative.

In March 2022, the Commission resolved to focus on the rehabilitation of the existing units. This approach was strongly advocated by the Resident Council. On November 2022, MHA sought approval from the Board of Commissioners for a redevelopment plan that is based on significant resident input, Resident Council input, and input from stakeholders. The Golden Gate Village Revitalization Plan aims to accomplish the following three goals:

- Preserve Golden Gate Village as affordable rental housing for current and future residents.
- Protect Residents' Rights. Strengthen and Expand Affordable Housing as a Social Safety Net.
- Create Economic Opportunity for GGV Residents.

As part of the \$330 million Golden Gate Village Revitalization Plan—aging electrical systems will be replaced with state-of-the-art equipment that is cleaner and more efficient, while landscapes and outdoor spaces will be improved. Additionally, every single unit in Golden Gate Village will be renovated with new kitchen appliances, flooring, cabinets, tiles, bathroom fixtures and other amenities. MHA's plan will both invest in the physical and social fabric of Marin City and offer residents from communities of color the choice to make a decision that is in the best interest of their families. Capital investments of over \$170 million will substantially improve the living conditions of GGV residents who are disproportionately persons of color. In addition, the creation of a \$2 million endowment fund will greatly enhance the level of support services provided to residents including job training, wealth creation and pathways to home ownership.

In May 2023, the Board of Supervisors authorized \$2 million in County funds for the establishment of the initiative through the Marin Community Foundation (MCF). As part of the approval, the Marin Housing Authority (MHA) has requested another \$1 million for the Resident Investment Fund, to be provided by the MCF. Residents have already been actively taking part in discussions on potential ideas for the fund, which include assistance for home ownership programs, credit building and repair, funding to match escrow funds from HUD's Family Self-Sufficiency (FSS) program, small business development grants, tuition reimbursement, and training in the arts and entertainment fields, among other alternatives.

There is a crucial equity component to the Resident Investment Fund, as Black families make up more than 60 percent of the Golden Gate Village community and nearly 20 percent of the residents identify as Hispanic or Latino. A Fund Advisory Committee will be also established to plan and implement the Funds policies, with input and ongoing feedback provided through the facilitated resident listening sessions. The Committee will also play an important ongoing role in reviewing and monitoring the distribution of funds as well as the fund priorities. The Committee will convene on no less than an annual basis and will be comprised of GGV residents and the Golden Gate Village Resident Council,

MCF representatives, County representatives, local Community Based Organization representatives, and MHA representatives.

Segregation does not only apply to isolation of minority population from other groups but also the isolation of Whites from other groups. Because the location of residence can have a substantial effect on access to resources such as education opportunities, economic opportunities, and transit, it is important to investigate the effects of both kinds of segregation.

### **Racially Concentrated Areas of Affluence (RCAs)**

While racially concentrated areas of poverty and segregation (R/ECAPs) have long been the focus of fair housing policies, racially concentrated areas of affluence (RCAs) must also be analyzed to ensure housing is integrated - a key to fair housing choice. Identifying RCAs is also important for underserved populations to be able to participate in resources available to populations living in areas of influence. According to a policy paper published by HUD, RCAs are defined as communities with a large proportion of affluent and non-Hispanic White residents. According to HUD's policy paper, non-Hispanic Whites are the most racially segregated group in the United States. In the same way neighborhood disadvantage is associated with concentrated poverty and high concentrations of people of color, conversely, distinct advantages are associated with residence in affluent, non-Hispanic White communities.

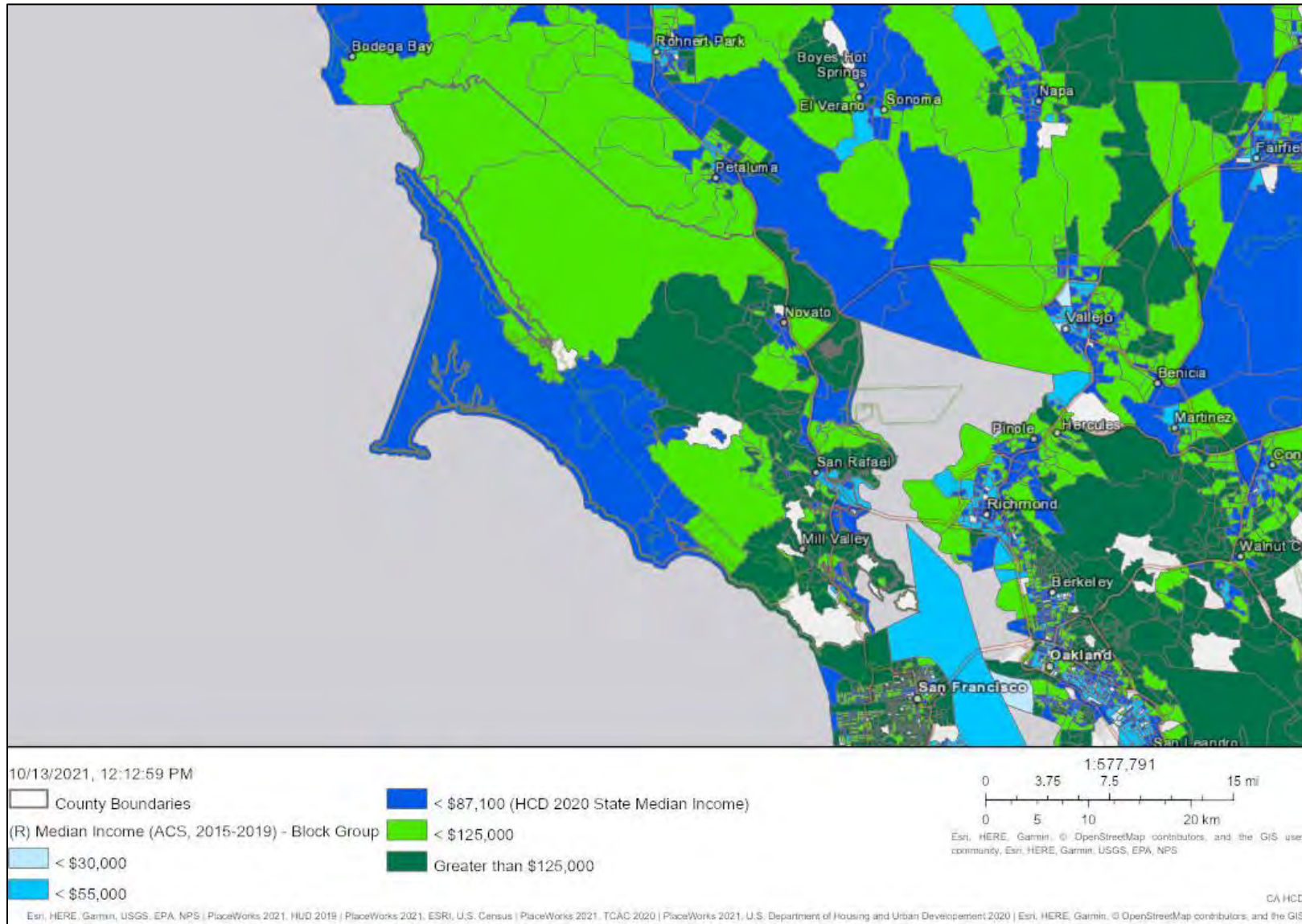
This analysis relies on the definition curated by the scholars at the University of Minnesota Humphrey School of Public Affairs cited in HCD's memo: "RCAs are defined as census tracts where 1) 80 percent or more of the population is white, and 2) the median household income is \$125,000 or greater (slightly more than double the national median household income in 2016) as well as the RCA maps available through HCD's AFFH Data Viewer Tool

#### *Regional Trends*

According to ABAG/MTC's Segregation Report, across the San Francisco Bay Area, white residents and above moderate-income residents are significantly more segregated from other racial and income groups. [Figure D- 3](#) and [Figure D- 4](#) shows the concentration of minority/non-White population and majority populations across the region. In [Figure D- 3](#), census tracts in yellow have less than 20 percent non-white population, indicating over 80 percent of the population is white. There are a number of tracts with over 80 percent non-Hispanic White population located throughout the County, especially in Southern Marin, parts of Central Marin, coastal North Marin, and central West Marin. The cities of Belvedere, Mill Valley, Fairfax, Ross, and some areas of San Rafael and Novato are also predominantly white. However, of all these predominantly white areas (incorporated jurisdictions and unincorporated communities), only Belvedere, the San Geronimo Valley, Tam Valley, Black Point- Green Point and the eastern tracts of Novato are census tracts with a median income over \$125,000 ([Figure D- 18](#)). Although not all census tracts have the exact relationship of over 80 percent White and median income over \$125,000 to qualify as "RCAs," throughout the County tracts with higher White population tend to have greater median incomes.



**Figure D- 18: Regional Median Income by Block Group (2019)**





*Local Trends*

Within the Unincorporated County, all of the West Marin communities, Black Point- Green Point in North Marin, and Greenbrae in Central Marin have a white population over 80 percent (Table D- 5), though these concentrations are not represented in Figure D- 5, perhaps due to differences in geographical unit (block group versus the entire community). Median incomes exceeding \$125,000 overlap with Muir Beach in West Marin and the Tamalpais-Homestead CDP in Southern Marin, making them the potential RCAAs in the unincorporated County (Figure D- 18). Of note is that Tamalpais- Homestead CDP is adjacent to Marin City, which was identified as a racially and ethnically concentrated area of poverty (R/ECAP).

On July 8, 2022, HCD released a map illustrating census tracts designated as RCAAS, in addition to an updated data methodology. A census tract is designated an RCAA if its proportions of non-Hispanic White residents and households earning above the region's area median income are overrepresented. The map in Figure D- 19 illustrates that a majority of Marin communities are designated as RCAAs, including many parts of unincorporated Marin such as Black Point-Green Point, Marinwood/Lucas Valley, Kentfield and Tam Valley. While areas of West Marin are not designated as RCAAs under this methodology, many of the census tracts in these communities follow similar trends for the data factors involved. For example, West Marin census tracts range from having a proportion of 81.2 percent (Northern Coastal West Marin) to 89.6 percent (Central Coastal West Marin) non-Hispanic White residents, as opposed to 40% in the overall Bay Area region. The census tracts are excluded from this designation due to lower reported median income than the region. The tracts range from \$85,903 in Southern Coastal West Marin to \$97,321 in the Valley, as opposed to \$113,597 in the Bay Area and \$115,246 in Marin County.

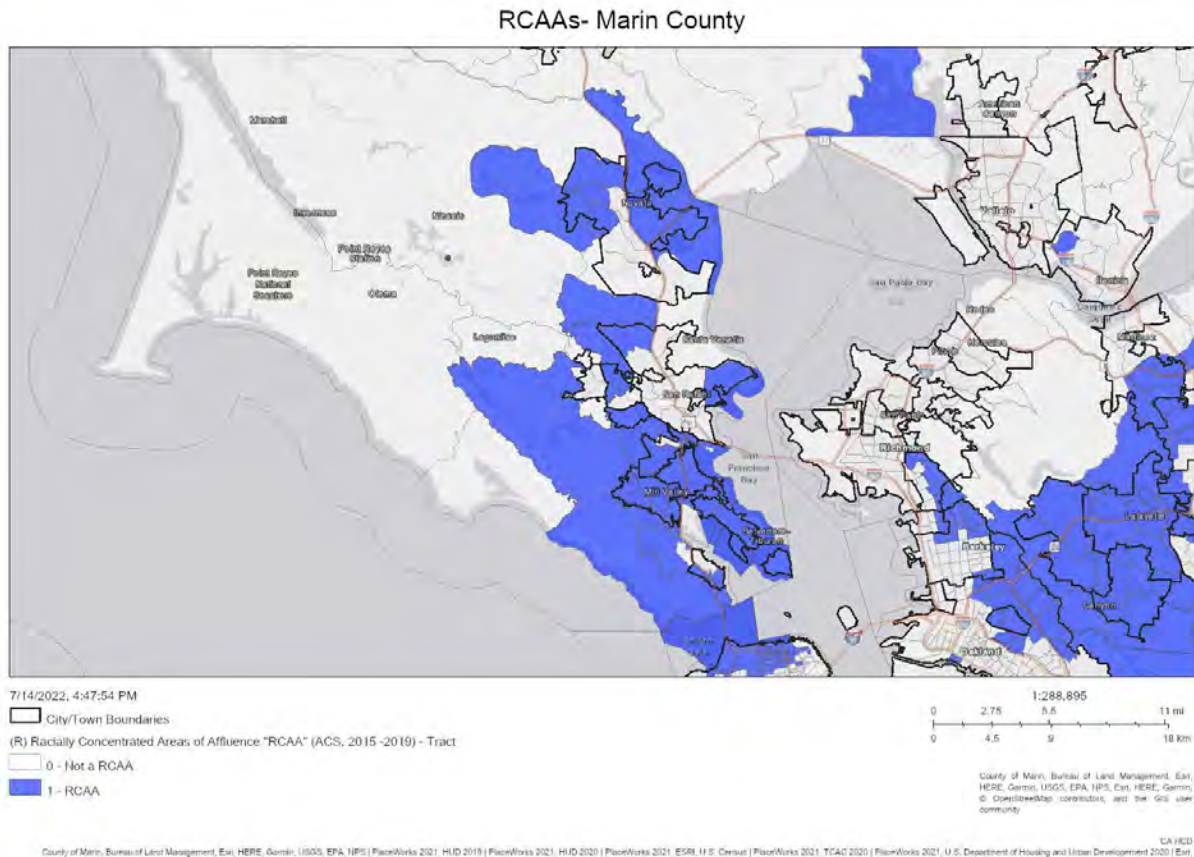
A contributing factor to these areas is a large proportion of the County's residentially zoned areas allow only single-unit development (and associated Accessory Dwelling Units). Only eleven percent of the parcels in the County are zoned with a zoning district intended for multi-unit housing, a pattern that prevents the wide-scale availability of multi-unit rental housing. Furthermore, the predominant land use patterns in the unincorporated county characterized by protected agricultural and park lands and single-unit zoning have limited the parcels available for a variety of multi-unit housing. Additionally, as noted in the 2020 Marin County Analysis of Impediments to Fair Housing Choice, these zoning practices have also determined the type of housing within communities and who it is available to, where "exclusionary zoning practices, including those that limit where, how, or if affordable housing can be developed, can result in creating and maintaining segregated communities".

The racial disparities within Marin and between Marin and other Bay Area counties are stark. While it may be difficult to find conclusive evidence that increasing rental housing will increase racial diversity, there are correlations between the percentage of multi-unit zoned properties in an area, the percentage of housing units that are renter-occupied, and the racial diversity of that area. This suggests that it may be possible to increase racial

diversity by increasing the diversity of housing opportunities in areas currently dominated by detached single-unit residences.

To address these patterns, this Housing Element proposed to re-zone parcels as multifamily throughout the County, with a focus on areas of opportunity.

**Figure D- 19: RCAAs- Marin County**



**Summary: RECAPs/RCAAs**

Not only are there areas of concentrated special needs populations and poverty concentrated in a single area- Marin City- but affluent and white populations are concentrated and segregated from these populations. Regional trends show that white residents and above moderate-income residents are significantly more segregated from other racial and income groups. This trend is also seen in unincorporated Marin County where above moderate-income residents are the most isolated income group while very-low income communities have become more isolated (Table D- 14: and Table D- 15: .). As a result, segregation between very-low income communities and above moderate communities remains moderate (compared to slightly lower segregation indices between lower income residents and non-lower income residents).

The only RECAP identified in the entire County is in Marin City, a community with a historical concentration of minorities, specifically Black residents. Black residents settled

in Marin City during the 1940s and later federal policies such as restrictive covenants and low interest loans for white residents in other communities maintained the concentration of Blacks in Marin City. Today, Marin City has a sizable (through decreasing) African American and low-income population, compared to surrounding communities, which are mostly affluent and white. An especially unique condition of Marin City is that it is next to some of the most affluent communities in the County- Tamalpais-Homestead CDP (Tam Valley) and Sausalito. In 2019, median income in Tam Valley and Sausalito exceeded \$100,000 (\$111,906 and \$163,071, respectively), while Marin City's median income was only \$45,841. White population also exceeded 80 percent in both Tam Valley and Sausalito, while it was only 33 percent in Marin City. Another unique characteristic of Marin City compared to other areas of with a concentration of minorities and lower income households (like San Rafael in Central Marin and Novato in Northern Marin) is its proximity to the Bay Area. As explained in later sections, this proximity to a jobs-rich center and its relatively cheaper home values and rents compared the Bay Area homes make this community vulnerable to displacement. Berkley's Urban Displacement Project's case study of Marin City noted that a "concern in this community is future displacement due to potential increases in population, interest in redevelopment and the continued pressures of being surrounded by affluent neighbors in one of the most exclusive counties in the country."<sup>36</sup>

This is important in formulating Housing Mobility Strategies to facilitate the movement of persons from areas with high concentration of special needs populations (especially Marin City) to other high resource areas. The County has already signed a voluntary agreement to avoid an overconcentration of affordable units in areas of minority concentration, including Marin City and the Canal neighborhood.

Racially concentrated areas of affluence are widespread in the County but are less prevalent in Central and Northern Marin. Specifically, all of the unincorporated communities in Central and Northern Marin are RCAAs. Black Point-Green Point, Lucas Marinwood, Ross, Kentfield, and Larkspur are all RCAAs. Tracts that are not RCAAs are located within the entitled jurisdictions of Novato and San Rafael. Two common features of some RCAAs are their higher ownership rates and high access to automobiles compared to other areas in the County (Figure D- 20 and Figure D- 21<sup>37</sup>). Green colors in the maps indicate higher ownership and auto access and correspond with RCAAs. This pattern may be due to higher income households being less likely to need to rely on public transportation and can take advantage of housing opportunities away from transit, whereas lower income households tend to be closer to transit. This may present a challenge when creating housing opportunities for lower income households in RCAAs like Black Point-Green Point, or Lucas-Marinwood or other areas with higher resources

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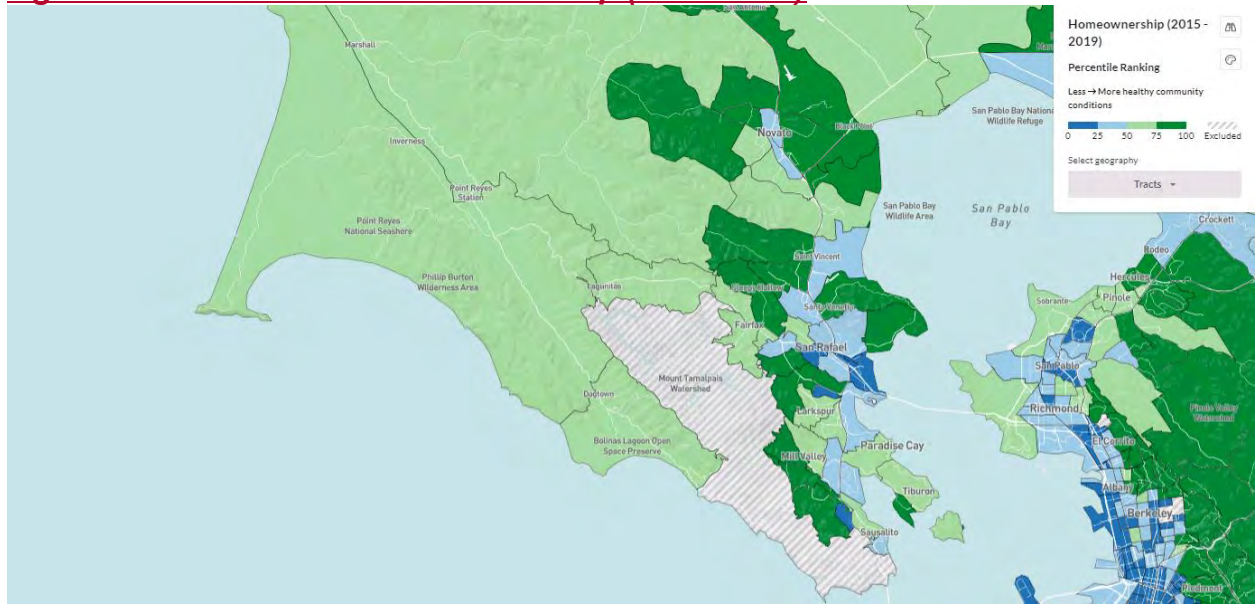
<sup>36</sup> [https://www.urbandisplacement.org/wp-content/uploads/2021/08/marin\\_city\\_final.pdf](https://www.urbandisplacement.org/wp-content/uploads/2021/08/marin_city_final.pdf)

<sup>37</sup> The California Healthy Places Index, developed by the Public Health Alliance of Southern California and visualized by Axis Maps, is a powerful tool to help prioritize public and private investments, resources, and programs in neighborhoods where they are needed most. The HPI combines 25 community characteristics, like access to healthcare, housing, education, and more, into a single indexed HPI score. The healthier a community, the higher the HPI score.

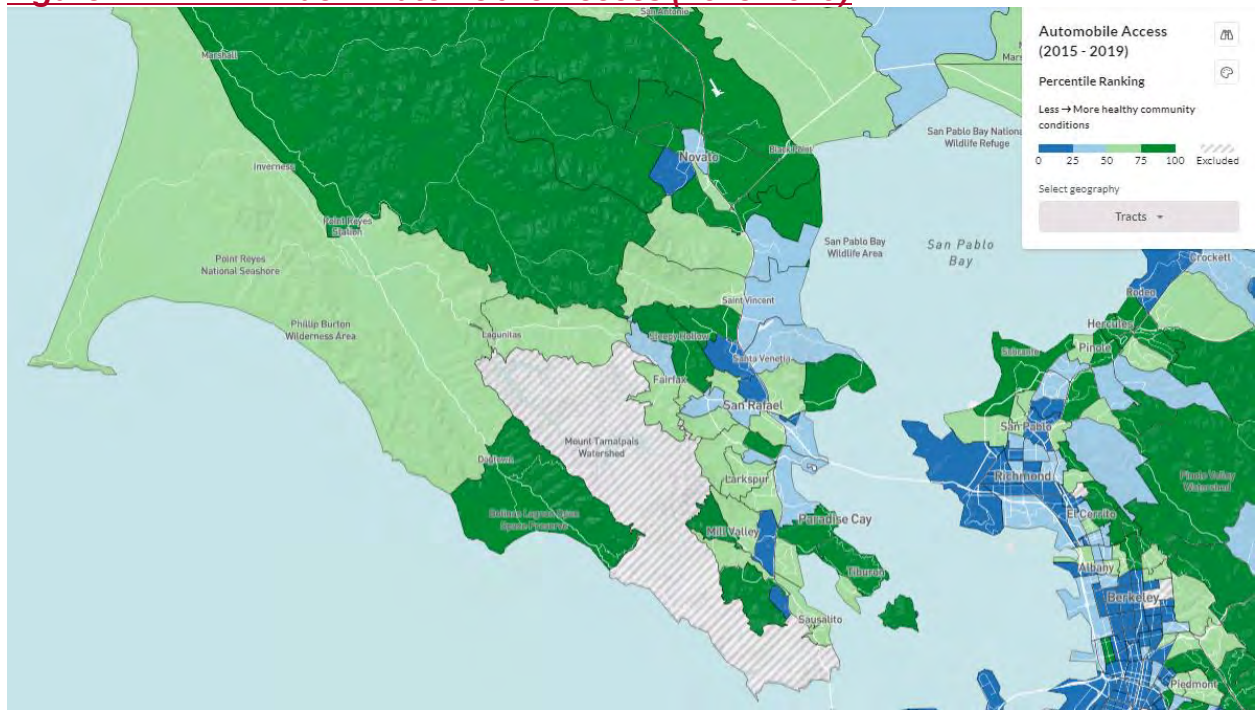


since these areas require either automobile use or have lower access to transit. Homeownership opportunities need to balance avoiding concentration in areas where there is already a concentration of lower income households (near transit corridors) while also supporting smart growth and environmental goals.

**Figure D- 20: HPI Index- Homeownership (2015-2019)**



**Figure D- 21: HPI Index- Automobile Access (2015-2019)**



**Access to Opportunities**

Significant disparities in access to opportunity are defined by the AFFH Final Rule as “substantial and measurable differences in access to educational, transportation, economic, and other opportunities in a community based on protected class related to housing.”

**TCAC Opportunity Maps**

The Department of Housing and Community Development (HCD) and California Tax Credit Allocation Committee (TCAC) convened the California Fair Housing Task force to “provide research, evidence-based policy recommendations, and other strategic recommendations to HCD and other related state agencies/ departments to further the fair housing goals (as defined by HCD).” The Task Force has created Opportunity Maps to identify resources levels across the state “to accompany new policies aimed at increasing access to high opportunity areas for families with children in housing financed with nine percent Low Income Housing Tax Credits (LIHTCs)”. These opportunity maps are made from composite scores of three different domains made up of a set of indicators. [Table D- 18](#) shows the full list of indicators. The opportunity maps include a measure or “filter” to identify areas with poverty and racial segregation. To identify these areas, census tracts were first filtered by poverty and then by a measure of racial segregation. The criteria for these filters were:

- **Poverty:** Tracts with at least 30 percent of population under federal poverty line;
- **Racial Segregation:** Tracts with location quotient higher than 1.25 for Blacks, Hispanics, Asians, or all people of color in comparison to the County

<b>Table D- 18: Domains and List of Indicators for Opportunity Maps</b>	
Domain	Indicator
Economic	Poverty Adult education Employment Job proximity Median home value
Environmental	CalEnviroScreen 3.0 pollution Indicators and values
Education	Math proficiency Reading proficiency High School graduation rates Student poverty rates
<i>Source: California Fair Housing Task Force, Methodology for the 2021 TCAC/HCD Opportunity Maps, December 2020</i>	

TCAC/HCD assigns “scores” for each of the domains shown in [Table D- 18](#) by census tracts as well as computing “composite” scores that are a combination of the three domains. Scores from each individual domain range from 0-1, where higher scores indicate higher “access” to the domain or higher “outcomes.” Composite scores do not



have a numerical value but rather rank census tracts by the level of resources (low, moderate, high, highest, and high poverty and segregation).

The TCAC/HCD Opportunity Maps offer a tool to visualize areas of highest resource, high resource, moderate resource, moderate resource (rapidly changing), low resource, and high segregation and poverty and can help to identify areas within the community that provide good access to opportunity for residents or, conversely, provide low access to opportunity. They can also help to highlight areas where there are high levels of segregation and poverty.

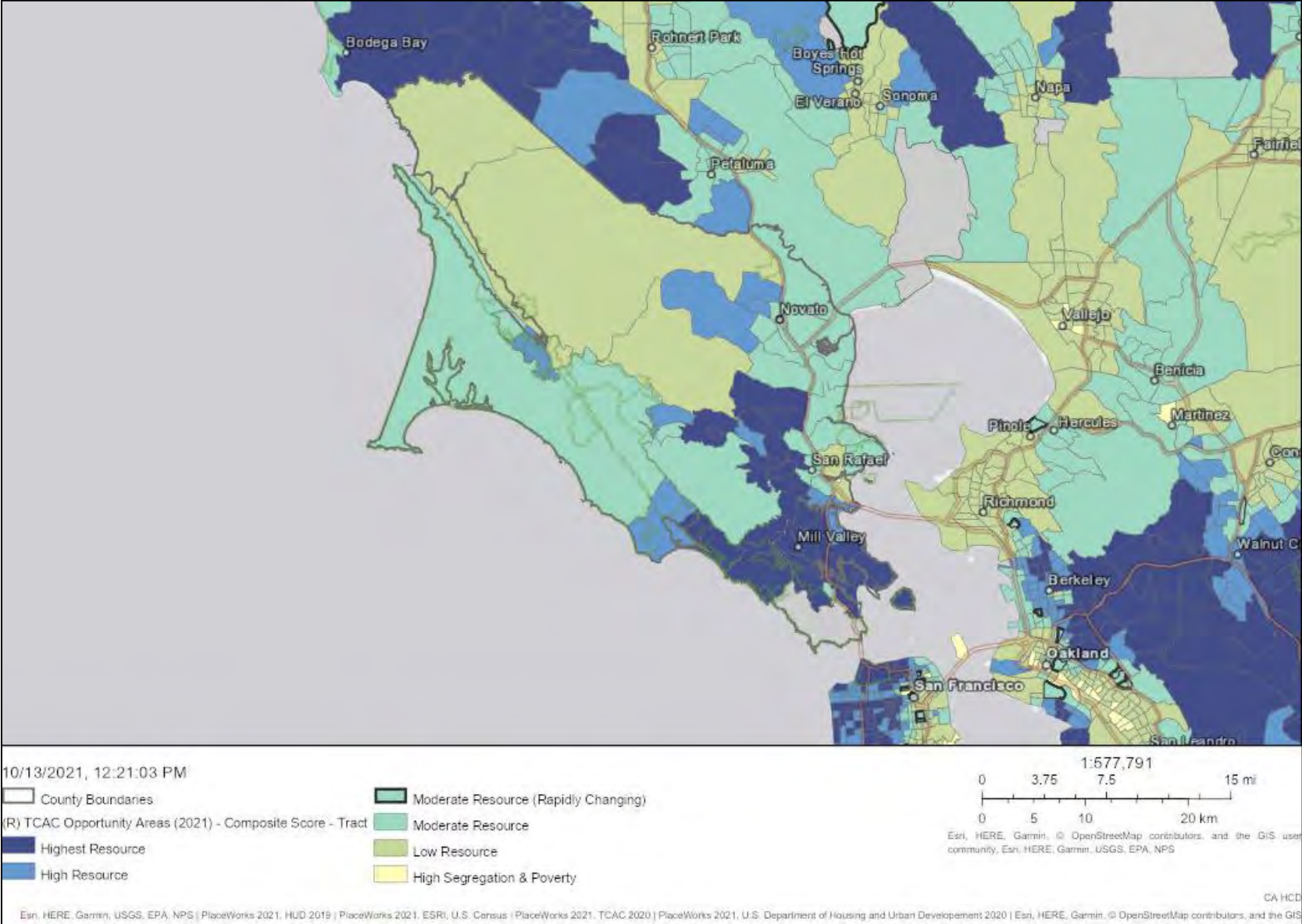
The information from the opportunity mapping can help to highlight the need for housing element policies and programs that would help to remediate conditions in low resource areas and areas of high segregation and poverty and to encourage better access for low and moderate income and black, indigenous, and people of color (BIPOC) households to housing in high resource areas.

#### *Regional Trends*

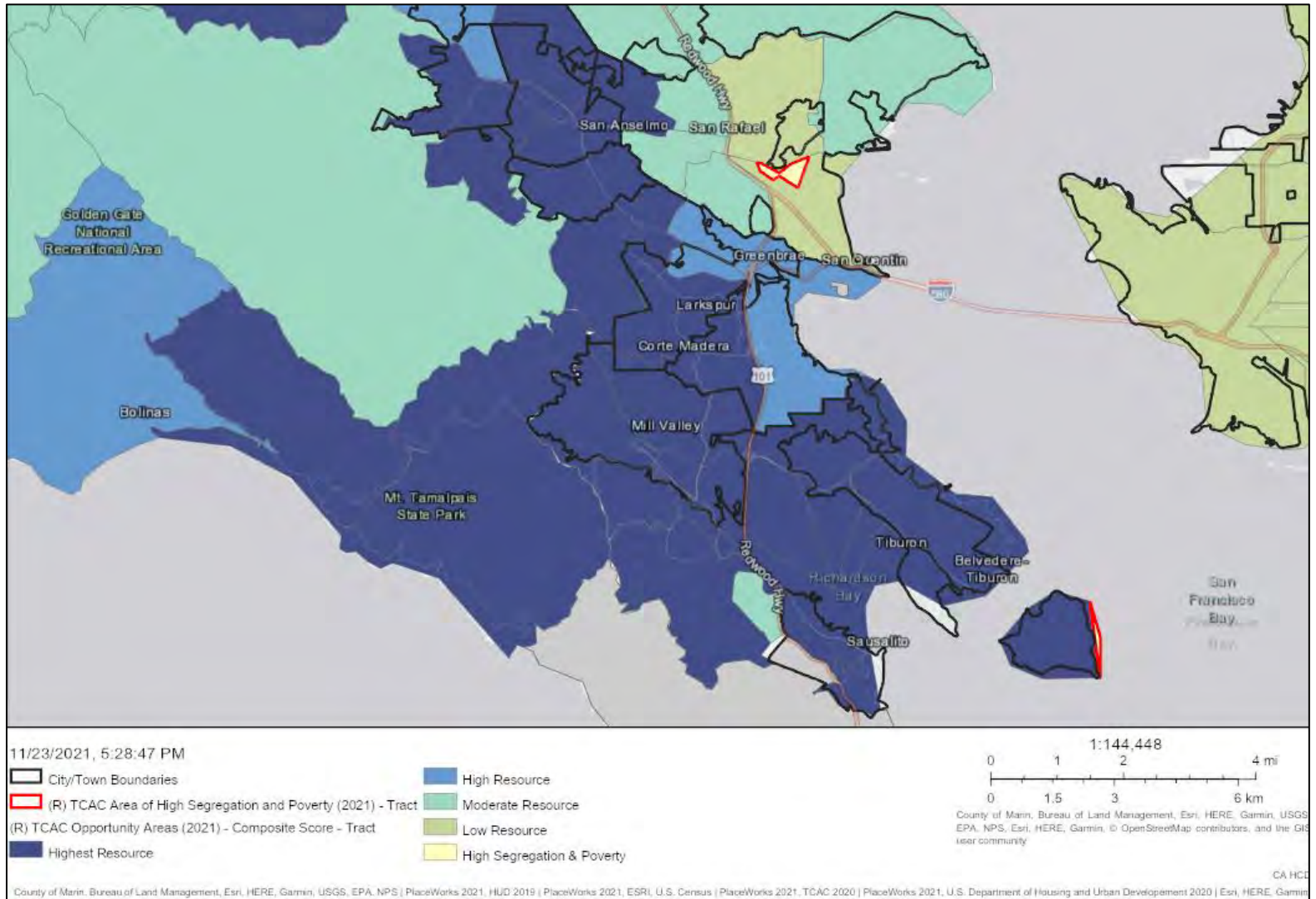
As explained earlier, TCAC composite scores categorize the level of resources in each census tract. Categorization is based on percentile rankings for census tracts within the region. Counties in the region all have a mix of resource levels. The highest concentrations of highest resource areas are located in the counties of Sonoma and Contra Costa ([Figure D- 22](#)). Marin and San Francisco counties also have a concentration of high resource tracts. All counties along the San Pablo and San Francisco Bay area have at least one census tract considered an area of high segregation and poverty, though these tracts are most prevalent in the cities of San Francisco and Oakland.

There is only one census tract in Marin County considered an area of “high segregation and poverty” ([Figure D- 23](#)[Figure D- 23](#)). This census tract is located in Central Marin within the Canal neighborhood of the incorporated City of San Rafael. In the County, low resource areas (green) are concentrated in West Marin, from Dillon Beach to Nicasio. This area encompasses the communities of Tomales, Marshall, Inverness, and Point Reyes Station. In Central Marin, low resource areas are concentrated in San Rafael. As shown in [Figure D- 23](#) all of Southern Marin is considered a highest resource area, with the exception of Marin City which is classified as moderate resource.

Figure D- 22: Regional TCAC Composite Scores by Tract (2021)



**Figure D-23: Local TCAC Areas of High Segregation and Poverty Areas (2021)**



Note: The area in outlined in red in Tiburon is Angel Island State Park (no residential).

### Local Trends

Many unincorporated Marin communities have high and highest resource tracts, except for Northern Coastal and Central Coastal West Marin, where tracts have low resources ([Table D- 19](#)). Most unincorporated communities are classified as highest resource. Of note is that Marin City, which has been identified as a RECAP, is classified as having moderate and highest resources. This apparent contradiction may reflect the gentrification forces occurring in that tract. Marin City has been identified as a “sensitive community” by the UC Berkley Urban Displacement project. Residents in sensitive communities may be particularly vulnerable to displacement in the context of rising property values and rents. Overall, the lower resources are located in areas further from the County’s concentration of communities and development., which are farther from employment and community colleges. West Marin (especially Northern and Central Coastal) is far from the other communities where resources are concentrated.

**Table D- 19: TCAC Score by Community and CDPs**

	Community Name	CDP	TCAC Score
North Marin			
	Black Point-Green Point	Black Point - Greenpoint	Moderate Resource
	Marinwood/Lucas Valley	Lucas Valley-Marinwood	Highest Resource
West Marin			
	Northern Coastal West Marin	Dillon Beach	Low Resource
		Tomales	Low Resource
	Central Coastal West Marin	Point Reyes Station	Low Resource
		Inverness	Moderate Resource
	The Valley	Nicasio	Low Resource
		San Geronimo Valley	Highest Resource
		Woodacre	Highest Resource
		Lagunitas- Forest Knolls	High Resource
	Southern Coastal West Marin	Stinson Beach,	Highest Resource
		Bolinas	High Resource
		Muir Beach	Highest Resource
Central Marin			
	Santa Venetia/Los Ranchitos	Santa Venetia	Moderate Resource
	Kentfield/Greenbrae	Kentfield	High and Highest Resource
Southern Marin			
	Strawberry	Strawberry	Highest Resource
	Tam Valley	Tamalpais-Homestead Valley	Highest Resource
	Marin City	Marin City	Highest/Moderate Resource



### Opportunity Indices

While the Federal Affirmatively Furthering Fair Housing (AFFH) Rule has been repealed, the data and mapping developed by HUD for the purpose of preparing the Assessment of Fair Housing (AFH) can still be useful in informing communities about segregation in their jurisdiction and region, as well as disparities in access to opportunity. This section presents the HUD-developed index scores based on nationally available data sources to assess Marin County residents' access to key opportunity assets by race/ethnicity and poverty level<sup>38</sup>. [Table D- 20](#) provides index scores or values (the values range from 0 to 100) for the following opportunity indicator indices:

- **School Proficiency Index:** The school proficiency index uses school-level data on the performance of 4th grade students on state exams to describe which neighborhoods have high-performing elementary schools nearby and which are near lower performing elementary schools. *The higher the index value, the higher the school system quality is in a neighborhood.*
- **Labor Market Engagement Index:** The labor market engagement index provides a summary description of the relative intensity of labor market engagement and human capital in a neighborhood. This is based upon the level of employment, labor force participation, and educational attainment in a census tract. *The higher the index value, the higher the labor force participation and human capital in a neighborhood.*
- **Transit Trips Index:** This index is based on estimates of transit trips taken by a family that meets the following description: a 3-person single-parent family with income at 50 percent of the median income for renters for the region (i.e. the Core-Based Statistical Area (CBSA)). *The higher the transit trips index value, the more likely residents in that neighborhood utilize public transit.*
- **Low Transportation Cost Index:** This index is based on estimates of transportation costs for a family that meets the following description: a 3-person single-parent family with income at 50 percent of the median income for renters for the region/CBSA. *The higher the index value, the lower the cost of transportation in that neighborhood.*
- **Jobs Proximity Index:** The jobs proximity index quantifies the accessibility of a given residential neighborhood as a function of its distance to all job locations within a region/CBSA, with larger employment centers weighted more heavily. *The higher the index value, the better the access to employment opportunities for residents in a neighborhood.*
- **Environmental Health Index:** The environmental health index summarizes potential exposure to harmful toxins at a neighborhood level. The higher the index value, the less exposure to toxins harmful to human health. *Therefore, the higher*

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<sup>38</sup> Index scores not available for unincorporated County or its communities.



*the index value, the better the environmental quality of a neighborhood, where a neighborhood is a census block-group.*

**Table D- 20: Opportunity Indices by Race/Ethnicity – Marin County**

	School Proficiency Index	Labor Market Index	Transit Trip Index	Low Transportation Cost Index	Jobs Proximity Index	Environmental Health Index
<i>Marin County</i>						
<i>Total Population</i>						
White, Non-Hispanic	78.73	86.48	61.00	86.45	64.50	81.33
Black, Non-Hispanic	75.59	48.89	68.54	89.57	74.96	76.55
Hispanic	55.96	68.11	68.08	89.65	69.72	83.84
Asian or Pacific Islander, Non-Hispanic	74.41	82.57	64.24	87.81	66.89	81.01
Native American, Non-Hispanic	77.09	67.25	62.28	87.19	69.32	80.55
<i>Population below federal poverty line</i>						
White, Non-Hispanic	74.28	84.68	61.13	87.02	64.01	82.93
Black, Non-Hispanic	66.79	55.04	74.1	91.52	66.84	76.07
Hispanic	38.54	56.82	75.83	91.68	76.48	83.81
Asian or Pacific Islander, Non-Hispanic	68.97	82.89	67.01	89.11	71.69	78.95
Native American, Non-Hispanic	56.77	66.49	71.22	88.33	67.14	85.29
<p><i>Note: American Community Survey Data are based on a sample and are subject to sampling variability. See page 92 for index score meanings. Table is comparing the total Marin County by race/ethnicity, to the County population living below the federal poverty line, also by race/ethnicity. No data is available for analysis at the unincorporated level.</i></p> <p><i>Source: AFFHT Data Table 12; Data Sources: Decennial Census; ACS; Great Schools; Common Core of Data; SABINS; LAI; LEHD; NATA</i></p>						

## Education

### *Regional Trends*

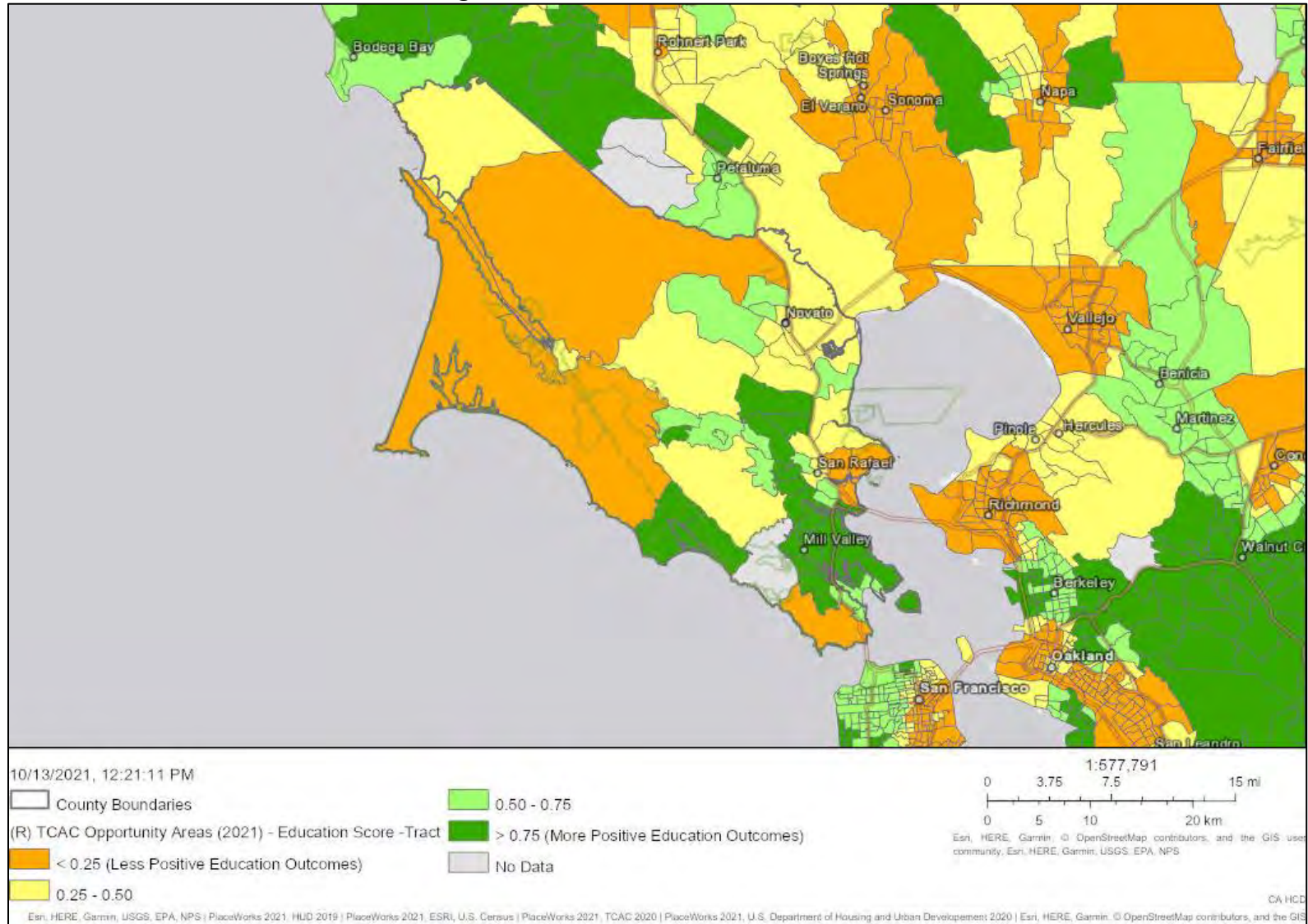
The school proficiency index is an indicator of school system quality, with higher index scores indicating access to higher school quality. In Marin County, Hispanic residents have access to lower quality schools (lowest index value of 56) compared all other residents (for all other racial or ethnic groups, index values ranged from 74 to 78, [Table D- 20](#)). For residents living below the federal poverty line, index values are lower for all races but are still lowest for Hispanic and Native American residents. White residents have the highest index values, indicating a greater access to high quality schools, regardless of poverty status.

The HCD/TCAC education scores for the region show the distribution of education quality based on education outcomes ([Figure D- 24](#)). As explained in [Table D- 18](#), the Education domain score is based on a variety of indicators including math proficiency, reading proficiency, high School graduation rates, and student poverty rates. The education scores range from 0 to 1, with higher scores indicating more positive education outcomes. In the County, lower education scores are found in census tracts in all counties along the San Pablo Bay. In counties surrounding San Francisco Bay, there are concentrations of both low and high education scores. For example, in San Francisco County, the western coast has a concentration of high education scores while the eastern coast has a concentration of low education scores. In Marin County, low education scores are concentrated in Novato and San Rafael along San Pablo Bay and along the western coast.

According to Marin County’s 2020 Analysis of Impediments to Fair Housing Choice [2020 AI], while the County’s overall high school graduation rates are among the highest in the nation, Marin County, “has the greatest educational achievement gap in California.” According to data from Marin Promise, a nonprofit of education and nonprofit leaders, from 2017 – 2018:

- 78 percent of White students in Marin met or exceeded common core standards for 3rd Grade Literacy, while only 42 percent of students of color met or exceeded those standards;
- 71 percent of White students met or exceeded common core standards for 8th grade math, while only 37 percent of students of color met or exceeded those standards;
- 64 percent of White students met or exceeded the college readiness standards, defined as completing course requirements for California public universities, while only 40 percent of students of color met or exceeded those requirements.

**Figure D- 24: TCAC Education Scores- Region**



### *Local Trends*

There is a Countywide pattern of lower education scores in Northern Marin and highest in Southern Marin ([Figure D- 24](#)[Figure D- 24:](#)). This pattern also applies to unincorporated communities in these areas. Low education scores are found in Black Point-Green Point and Santa Venetia in the North Marin. However, the TCAC education score for the community does not solely reflect the demographics of the community itself. Rather, data factors for this category are calculated based on the nearest 1-3 schools, which are shared more broadly. While Black Point-Green Point's education score is low, only 8.0% of the community is aged 18 or under, in comparison to 20.2% in the overall County and 18.7 percent in Novato, the nearest jurisdiction. Furthermore, while about 90% of the community identifies as non-Hispanic White, about 40% of students at the nearest school (Olive Elementary) identify as Hispanic/Latin. There are no schools located within the boundaries of the community.

Higher education scores are prominent in Central and Southern Marin areas including the unincorporated communities of Kentfield, Strawberry, and Tam Valley. In West Marin, education scores are among the lowest. Northern and Central Coast West Marin (Dillon Beach, Tomales, Inverness, and Point Reyes Station) have education scores of less than 0.25 ([Figure D- 24](#)). The Countywide pattern of higher education scores in the south and lower education scores in the north correlate with the location of schools throughout the unincorporated County. [Figure D- 25](#) shows that most schools are concentrated in North, Central, and Southern Marin along major highways (Highway 101 and Shoreline Highway), with few schools in West Marin.

Marin County has 17 school districts, with 78 public schools. [Table D- 21](#) shows a list of the 13 elementary school districts, two joint union districts, and two high school districts in Marin County. District boundaries do not separate incorporated areas from unincorporated areas, though some do serve unincorporated communities only ([Figure D- 26](#)). For example, Shoreline Unified School District only serves Northern and Central Coastal West Marin, which are all unincorporated communities.

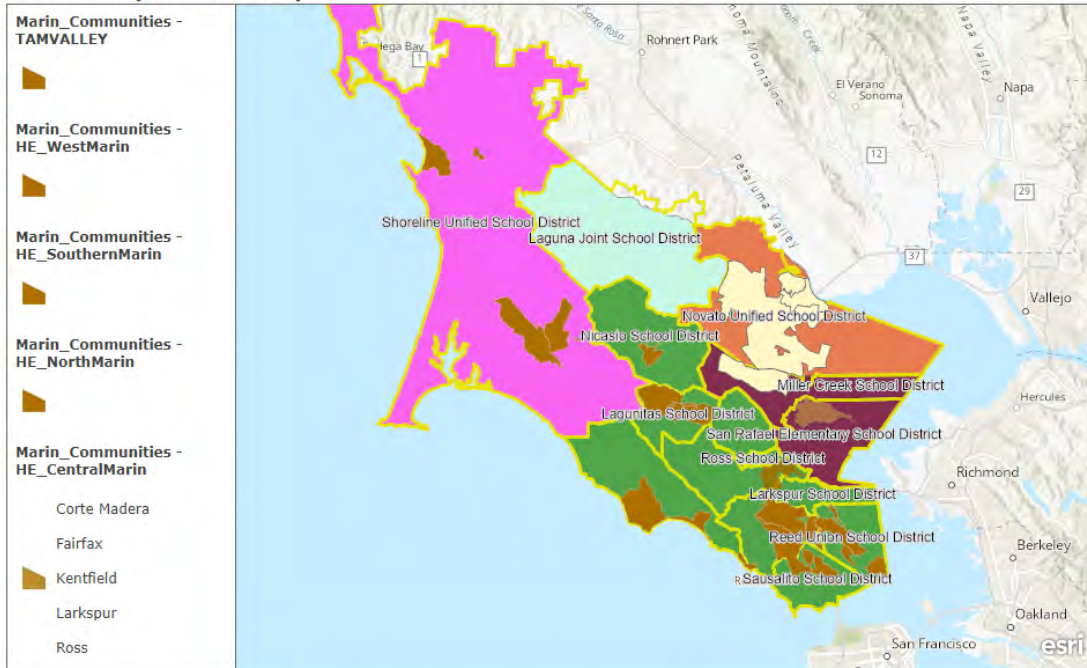


**Figure D-25: Marin County Schools**



**Table D- 21: Marin County School Districts by Communities Served**

District Name	Unincorporated Community Served
Marin County Elementary School Districts	
Bolinas-Stinson Union (Elementary) <sup>1</sup>	Southern Coastal West Marin
Kentfield Elementary <sup>1</sup>	Kentfield
Laguna Joint Elementary	N/A- Petaluma
Lagunitas Elementary <sup>1</sup>	The Valley- Lagunitas-Forest Knolls, San Geronimo, Woodacre
Larkspur-Corte Madera <sup>1</sup>	N/A
Mill Valley Elementary <sup>1</sup>	Tam Valley/Strawberry
Miller Creek Elementary <sup>2</sup>	Lucas Valley
Nicasio Elementary <sup>1</sup>	Nicasio
Reed Union Elementary <sup>1</sup>	N/A
Ross Elementary <sup>1</sup>	N/A
Ross Valley Elementary	N/A
San Rafael City Elementary <sup>2</sup>	Santa Venetia
Sausalito Marin City <sup>1</sup>	Marin City, Sausalito
High School Districts	
Tamalpais Union High	West and South Marin
San Rafael City High	Santa Venetia-Lucas Valley
Unified School Districts	
Novato Unified	Black Point- Green Point
Shoreline Unified	Northern and Central Coastal West Marin
Notes: 1. Students attend Tamalpais Union High School District. 2. Students served by San Rafael City High School District. Source: Marin County Office of Education, February 2022.	

**Figure D- 26: Marin County School District Boundaries****Marin County Reference Map**

Esri, CGIAR, USGS | County of Marin, California State Parks, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA | Marin County Community Development Agency

Marin Promise Partnership publishes district-level Progress Reports showing data along six key indicators from Cradle to Career. The Cradle to Career indicators show a set of six key milestones outcomes along a student's educational journey: Kindergarten Readiness, 3<sup>rd</sup> Grade Literacy, 8<sup>th</sup> Grade Math, College & Career Readiness, College & Career Program Enrollment, and College and Career Completion. The Progress Reports summarized in [Table D- 22](#) also highlight racial disparity gaps. Disparity gaps occur for all indicators and in all districts, with a greater proportion of white students meeting milestones than students of color.

According to [Table D- 22](#), kindergarten readiness is similar across each school district and all Marin County districts combined. Tamalpais Unified School District, which serves West and Southern Marin, had the highest proportion of its entire student population meeting each milestone as well as the smallest gaps between White students and students of color. By contrast, San Rafael City Schools, which serve Lucas Valley and Santa Venetia students, had the lowest proportion of students meeting all milestones (except college completion) and often the largest gaps. For example, while 32 percent of all students reached 3<sup>rd</sup> Grade Literacy, the proportion of White students reaching this milestone far exceeded this (76 percent) while only 17 percent of students of color reached 3<sup>rd</sup> Grade Literacy. It appears that student performance is more likely affected by

school resources rather than proximity to schools given that Tamalpais Unified District only has a few schools over a large geographical area <sup>39</sup> ([Figure D- 25](#) and [Figure D- 26](#)).

**Table D- 22: Educational Progress Report for School Districts Serving Unincorporated Communities**

Indicator	Students Meeting Milestones	All Marin County Districts	San Rafael City Schools	Shoreline Unified School	Tamalpais Unified
Kindergarten Readiness <sup>1</sup>	All Students	54%	54%	54%	54%
	White Students	59%	N/A	N/A	N/A
	Students of Color	33%	N/A	N/A	N/A
	Gap	36%	N/A	N/A	N/A
3 <sup>rd</sup> Grade Literacy <sup>2</sup>	All Students	50%	32%	37%	75%
	White Students	74%	76%		79%
	Students of Color	30%	19%	27%	51%
	Gap	44%	57%		28%
8 <sup>th</sup> Grade Math <sup>2</sup>	All Students	41%	20%	42%	62%
	White Students	59%	49%		65%
	Students of Color	24%	12%	29%	41%
	Gap	35%	37%		24%
College & Career Readiness <sup>3</sup>	All Students	52%	39%	45%	67%
	White Students	65%	73%	67%	70%
	Students of Color	33%	22%	28%	55%
	Gap	32%	51%	39%	15%
College & Career Program Enrollment <sup>4</sup>	All Students	73%	69%	58%	77%
	White Students	77%	83%	< 10 students	79%
	Students of Color	71%	67%	68%	72%
	Gap	6%	16%	68%	7%
College and Career Completion <sup>5</sup>	All Students	56%	45%	33%	68%
	White Students	67%	71%	50%	74%
	Students of Color	40%	32%	17%	49%
	Gap	27%	39%	33%	25%

Notes: 1. Received "Ready to Go" Kindergarten Student Entrance Profile (KSEP) score. 2. Met or exceeded Common Core Standard. 3. Placed in the "prepared" level by California School Dashboard\* C- or better in all UC/CSU prep courses. 4. Enroll in a postsecondary program by Fall after graduation. 5. Complete a postsecondary program within 6 six years. Source: Marin Promise Partnership, January 2022. <https://www.marinpromisepartnership.org/progress-reports-race/#> <https://www.marinpromisepartnership.org/progress-reports-race/#> GreatSchools provided data comparisons by the School Districts shown. Tamalpais Unified is only made up of high schools while San Rafael Schools and Shoreline Unified Districts have a variety of school levels. This table provides context on the educational progress and disparities in access to education and is being used to identify trends.

<sup>39</sup> Often proximity to schools is used a proxy for educational outcomes or access.



Of special note in Marin County is the California State Justice Department’s finding in 2019 that the Sausalito Marin City School District, which serves the unincorporated communities of Marin City and Tam Valley, and nearby Town of Sausalito, as having “knowingly and intentionally maintained and exacerbated” existing racial segregation and deliberately established a segregated school and diverted County staff and resources to Willow Creek School while depriving the students at Bayside MLK an equal educational opportunity.

There are two K-8 elementary schools in the Sausalito Marin City School District (SMCSD): Bayside Martin Luther King Jr. Academy, located in Marin City which is the only public school in the District, and Willow Creek Academy, a charter school located in nearby Sausalito. The majority of students from both Bayside MLK and Willow Creek attend Tamalpais High School in nearby Mill Valley. The combined enrollment of both schools is just under 500 students. The two communities SMCSD serves while geographically adjacent, have very different demographic profiles and histories, with large disparities in racial/ethnic representation and economic diversity. While less than two miles apart, both schools replicate and reinforce these patterns of segregation.

In the case of the Sausalito Marin City School District (SMCSD), the asymmetrical dynamics between both communities combined with the implementation of biased educational policies further exacerbated the harm of segregation. Black and Latinx students were limited from accessing educational opportunities. Segregation separates students of color from power, opportunity, and supportive spaces that honor and value their identities. According to the 2020 AI, students of color from Marin City who attend Tamalpais High School in Mill Valley consistently report not feeling welcomed or included, and as reported in 2016, zero percent of African American students in Marin felt connected to their school.

As a result of the State Justice Department’s finding in 2019, Sausalito Marin City School District prepared an Integration Generation Plan which would include reparations to graduates in the form of long-term academic and career counseling and support higher education applications and skilled workforce employment. The Plan was adopted in June 2021.<sup>40</sup> Unification of the two schools in the district, Bayside MLK and WCA into one single school was one of the most expedient ways to achieve the goals of integration and the benefits of diverse classrooms for all students in the district. The District opened a single unified TK-8 grade school on August 23rd, 2021 and was considered a successful process – retaining over 92% of Willow Creek families and 99% of Bayside MLK families. As of April 2022, the District has met all 5 -10 and 15-year benchmarks of the settlement agreement and is in a monitoring stage.

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<sup>40</sup> [https://www.smcsd.org/documents/About-Us/Strategic%20Plan/Comprehensive-Education-Plan-Revised-6\\_17\\_2021.pdf](https://www.smcsd.org/documents/About-Us/Strategic%20Plan/Comprehensive-Education-Plan-Revised-6_17_2021.pdf) [https://www.smcsd.org/documents/About-Us/Strategic%20Plan/Comprehensive-Education-Plan-Revised-6\\_17\\_2021.pdf](https://www.smcsd.org/documents/About-Us/Strategic%20Plan/Comprehensive-Education-Plan-Revised-6_17_2021.pdf)



## Transportation

### *Regional Trends*

According to ABAG’s Plan Bay Area 2040, regional mismatch between employment growth relative to the housing supply has resulted in a disconnect between where people live and work. Overall, the Bay Area has added nearly two jobs for every housing unit built since 1990. The deficit in housing production has been particularly severe in terms of housing affordable to lower- and middle wage workers, especially in many of the jobs-rich, high-income communities along the Peninsula and in Silicon Valley. As a result, there have been record levels of freeway congestion and, before the COVID pandemic, historic crowding on transit systems like Bay Area Rapid Transit (BART), Caltrain and San Francisco’s Municipal Railway (Muni).

HUD’s opportunity indicators can provide a picture of transit use and access in Marin County through the transit index<sup>41</sup> and low transportation cost.<sup>42</sup> Index values can range from zero to 100 and are reported per race so that differences in access to transportation can be evaluated based on race. In the County, transit index values range from 61 to 69, with White residents scoring lower and Black and Hispanic residents scoring highest. Given that higher the transit trips index, the more likely residents utilize public transit, Black and Hispanics are more likely to use public transit. For residents living below the poverty line, the index values have a larger range from 61 for White residents to 75 for Hispanic residents. Regardless of income, White residents have lower index values- and thus a lower likelihood of using transit.

Low transportation cost index values have a larger range than transit index values from 65 to 75 across all races and were similar for residents living below the poverty line. Black and Hispanic residents have the highest low transportation cost index values, regardless of poverty status. Considering a higher “low transportation cost” index value indicates a lower cost of transportation, public transit is less costly for Black and Hispanics than other groups in the County.

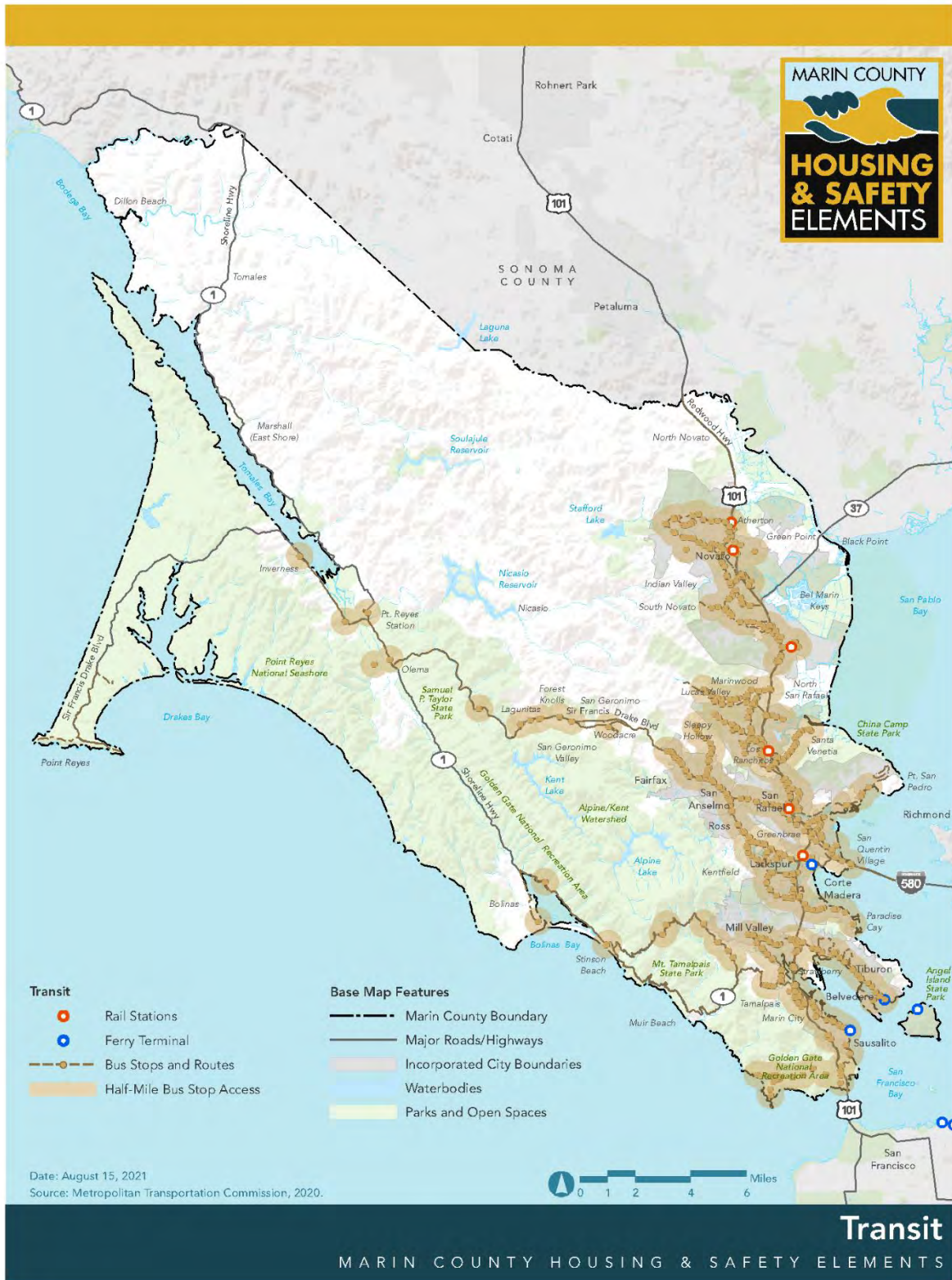
Transit patterns in [Figure D- 27](#) show that transit is concentrated throughout North, Central, and Southern Marin along the City Centered Corridor from Novato to Marin City/Sausalito. In addition, there are connections eastbound; San Rafael connects 101 North/South and 580 Richmond Bridge going East (Contra Costa County) and Novato connects 101 North/South and 37 going East towards Vallejo (Solano County) Internally, public transit along Sir Francis Drake Blvd connects from Olema to Greenbrae.

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<sup>41</sup> Transit Trips Index: This index is based on estimates of transit trips taken by a family that meets the following description: a 3-person single-parent family with income at 50 percent of the median income for renters for the region (i.e. the Core-Based Statistical Area (CBSA). The higher the transit trips index, the more likely residents in that neighborhood utilize public transit.

<sup>42</sup> Low Transportation Cost Index: This index is based on estimates of transportation costs for a family that meets the following description: a 3-person single-parent family with income at 50 percent of the median income for renters for the region/CBSA. The higher the index, the lower the cost of transportation in that neighborhood.

**Figure D- 27: Public Transit**



All nine Bay Areas counties are connected via public transportation. Marin Transit Authority (MTA) operates all bus routes that begin and end in the County. Golden Gate Transit provides connections from Marin to San Francisco, Sonoma and Contra Costa County. In 2017, MTA conducted an onboard survey of their ridership and identified the Canal District of San Rafael as having a high rating of a “typical” transit rider”. That typical rider was described as, “42 percent of households have annual income of less than \$25,000, 90 percent of individuals identify as Hispanic or Latino, 19 percent of households have no vehicle, 17 percent have three or more workers in their homes, 30 percent have five or more workers living with them, and Spanish is spoken in 84 percent of households.”<sup>43</sup> According to the survey, residents in the Canal area had the highest percentage of trips that began or ended in routes provided by Marin Transit.

In addition to its fixed routes, MTA offers several other transportation options and some that are available for specific populations:

- Novato Dial-A-Ride - designed to fill gaps in Novato's local transit service and connects service with Marin Transit and Golden Gate Transit bus routes.
- ADA Paratransit Service – provides transportation for people unable to ride regular bus and trains due to a disability. It serves and operates in the same areas, same days and hours as public transit.
- Discount Taxi Program – called Marin-Catch-A-Ride, it offers discount rides by taxi and other licensed vehicles if you are at least 80 years old; or are 60 and unable to drive; or you are eligible for ADA Paratransit Service.
- West Marin Stage – provides public bus service from West Marin to Highway 101 corridor which connects with Marin Transit and Golden Gate Transit bus routes.

### *Local Trends*

There are no opportunity indices at the unincorporated County level. However, regional trends show a need for connecting West Marin to the transportation hubs in North, Central, and South Marin. For this reason, MTA operates the West Marin Stagecoach which consists of two regularly operating bus routes between central and West Marin. Route 61 goes to Marin City, Mill Valley, and Stinson Beach. Route 68 goes to San Rafael, San Anselmo, Point Reyes and Inverness ([Figure D- 28](#)). The Stagecoach also connects with Marin Transit and Golden Gate Transit bus routes. However, the Northern Coastal West Marin area does not have any public transit connection to the south. Bus transit (brown dots in [Figure D- 27](#) and routes 61 and 86 of Stagecoach [Figure D- 28](#)) only connect as far north as Inverness. This lack of transit connection affects the minority populations and the persons with disabilities concentrated in the west part of the County ([Figure D- 3](#) and [Figure D- 7](#)). The lack of infrastructure as far as Northern Coastal West Marin is due to its low population density. Overall, West Marin has historically been rural with a focus on agriculture, open space preservation, and park lands. The population of West Marin is approximately 16,000 people, or about 6.5 percent of the population of

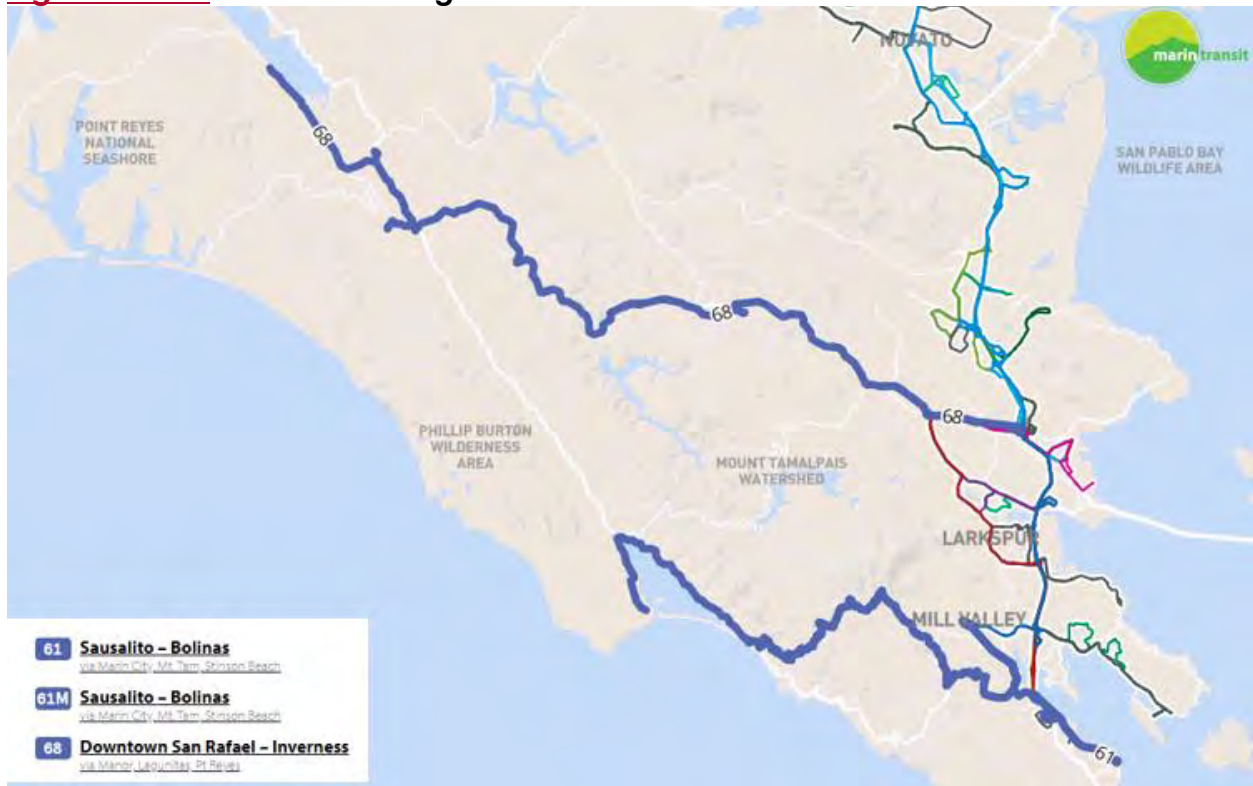
<sup>43</sup> From the 2020 County of Marin Analysis of Impediments to Fair Housing Choice



Marin County, residing in more than half the land area of the county. While the overall density of the community is very low, residents cluster in towns and villages, with the vast areas of designated open space in West Marin being virtually uninhabited. Further impacting the area is the Coastal Act, which preserves access to the coast and promotes visitor serving uses over uses for local residents.

Together these factors have resulted in less access to infrastructure such as public transportation, which likely resulted in the areas' low TCAC Opportunity scores as well. Due to the small widely distributed population, community services such as grocery stores and health clinics are also absent in much of the area.

**Figure D- 28: West Marin Stagecoach Routes**



## Economic Development

### Regional Trends

The Bay Area has a regional economy which has grown to be the fourth largest metropolitan region in the United States today, with over 7.7 million people residing in the nine-county, 7,000 square-mile area. In recent years, the Bay Area economy has experienced record employment levels during a tech expansion surpassing the “dot-com” era of the late 1990s. The latest boom has extended not only to the South Bay and Peninsula — the traditional hubs of Silicon Valley — but also to neighborhoods in San Francisco and cities in the East Bay, most notably Oakland. The rapidly growing and changing economy has also created significant housing and transportation challenges due to job-housing imbalances.

HUD's opportunity indicators provide values for labor market index<sup>44</sup> and jobs proximity index<sup>45</sup> that can be measures for economic development in Marin County. Like the other HUD opportunity indicators, scores range from 0 to 100 and are published by race and poverty level to identify differences in the relevant "opportunity" (in this case economic opportunity). The labor market index value is based on the level of employment, labor force participation, and educational attainment in a census tract- a higher score means higher labor force participation and human capital in a neighborhood. Marin County's labor market index values have a significant range from 49 to 86, with Black residents scoring lowest and White residents scoring highest. Scores for Marin County residents living below the poverty line drop notably for Hispanic residents (from 68 to 57), increase for Black residents (from 49 to 55) and remain the same for all other races. These values indicate that Black and Hispanic residents living in poverty have the lowest labor force participation and human capital in the County.

HUD's jobs proximity index quantifies the accessibility of a neighborhood to jobs in the region. Index values can range from 0 to 100 and a higher index value indicate better the access to employment opportunities for residents in a neighborhood. County jobs proximity index values range from 65 to 75 and are highest for Hispanic and Black residents. The jobs proximity value map in [Figure D- 29](#) shows the distribution of scores in the region. Regionally, tracts along the northern San Pablo Bay shore and northern San Francisco Bay shore (Oakland and San Francisco) have the highest job proximity scores

In Marin County, the highest values are in Central Marin at the intersection of Highway 101 and Highway 580 from south San Rafael to Corte Madera. Some census tracts in North and Southern Marin along Highway 101 also have high jobs proximity values, specifically in south Novato and Sausalito. The Town of Tiburon in Southern Marin also has the highest scoring census tracts. Western North and Central Marin and some West Marin tracts, including the unincorporated Valley community (west of Highway 101) have the lowest jobs proximity scores.

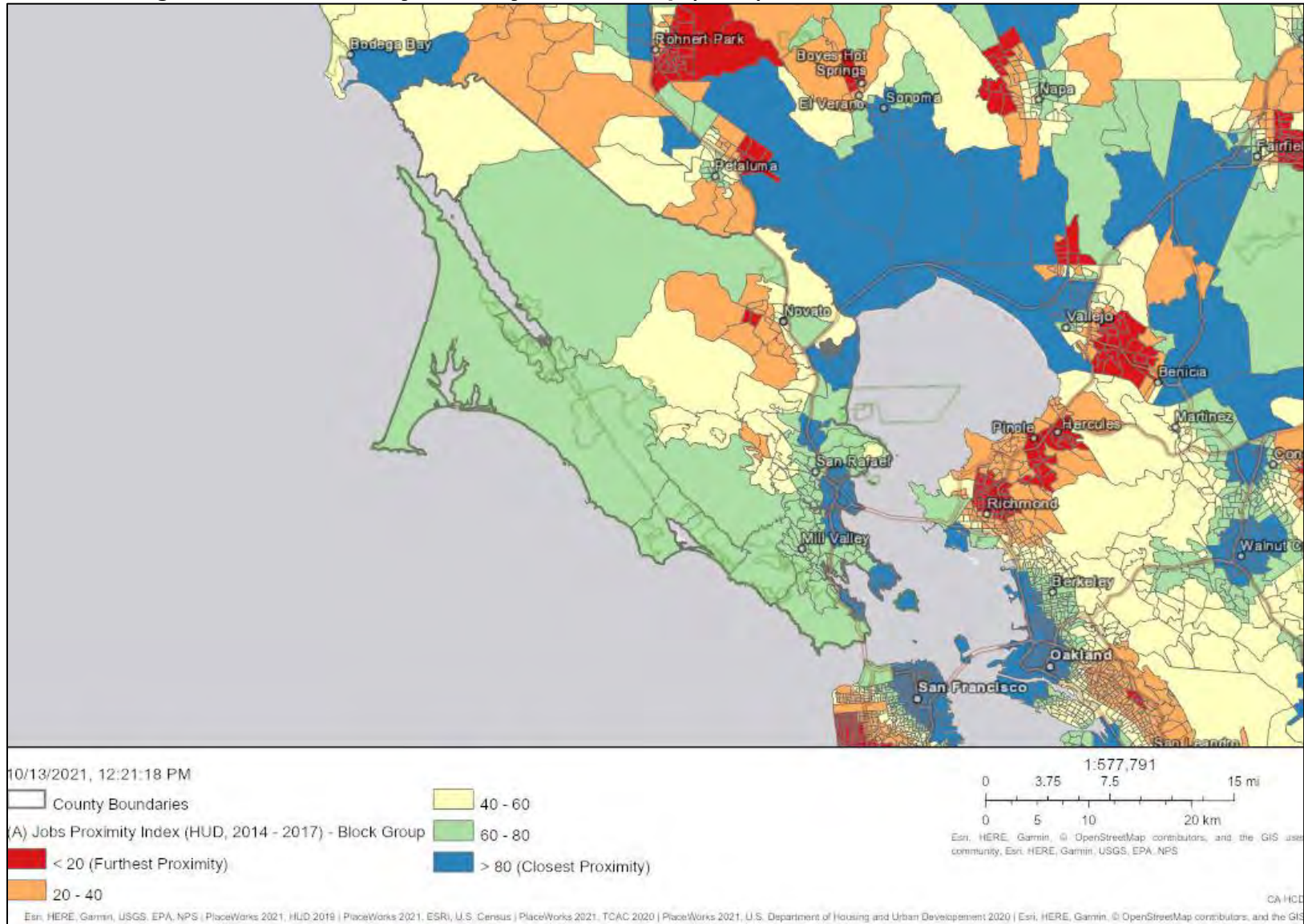
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<sup>44</sup> Labor Market Engagement Index: The labor market engagement index provides a summary description of the relative intensity of labor market engagement and human capital in a neighborhood. This is based upon the level of employment, labor force participation, and educational attainment in a census tract. The higher the score, the higher the labor force participation and human capital in a neighborhood.

<sup>45</sup> Jobs Proximity Index: The jobs proximity index quantifies the accessibility of a given residential neighborhood as a function of its distance to all job locations within a region/CBSA, with larger employment centers weighted more heavily. The higher the index value, the better the access to employment opportunities for residents in a neighborhood.

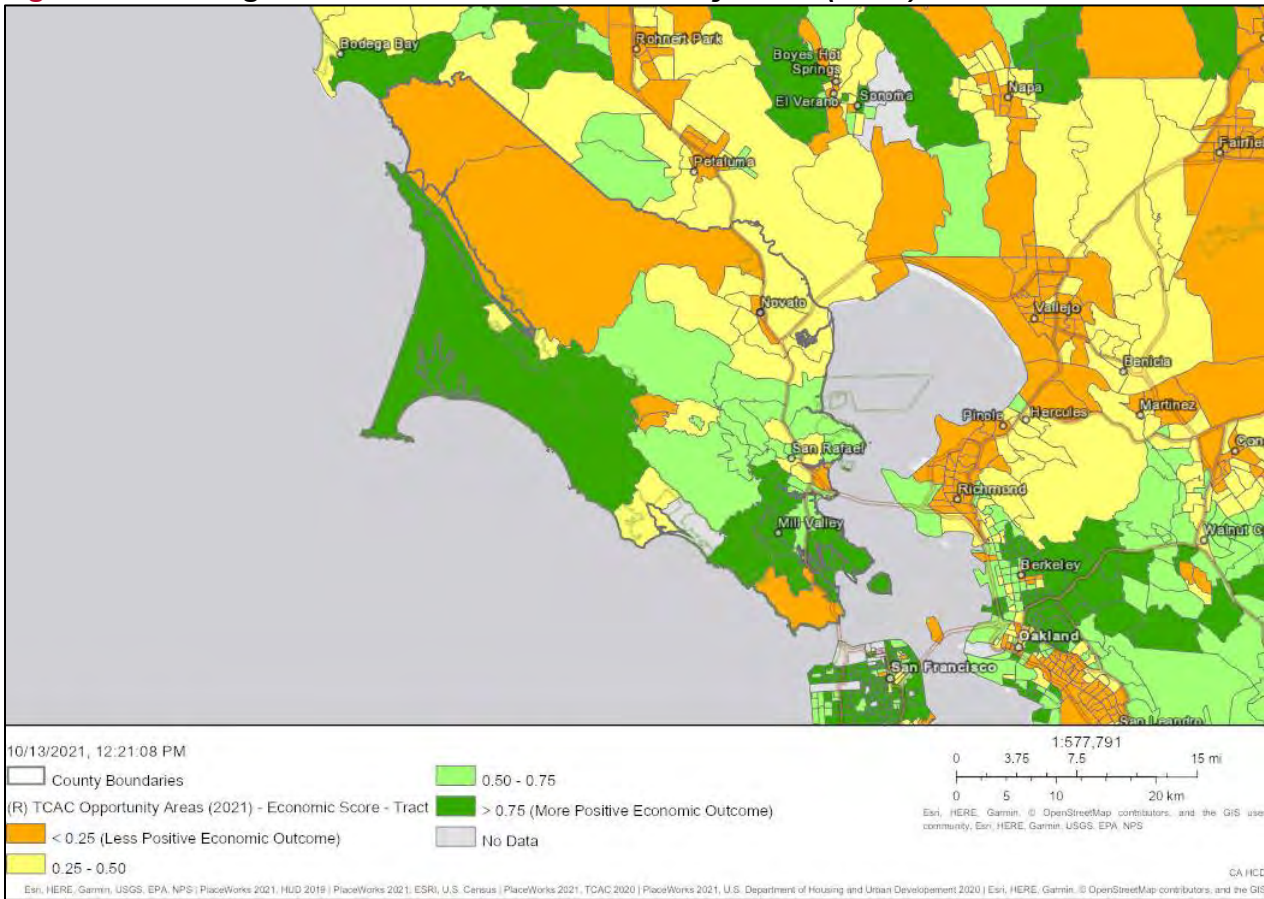


**Figure D-29: Regional Jobs Proximity Index by Block Group (2017)**



The TCAC Economic Scores are a composite of jobs proximity index values as well as poverty, adult education, employment, and median home value characteristics.<sup>46</sup> TCAC economic scores range from 0 to 1, where higher values indicate more positive economic outcomes. The map in [Figure D- 30](#) shows that the lowest economic scores are located along the northern San Pablo shores as well as many census tracts in North and West Marin, southern Sonoma County, Solano, and Contra Costa County. In Marin County, the lowest economic scores are located in northern West Marin and North Marin, as well as some census tracts in Central Marin and at the southern tip of the County (Marin Headlands). The highest TCAC economic scores are located along coastal West Marin communities, Southern Marin, and parts of Central Marin including the cities of Larkspur, Mill Valley, Corte Madera, Sausalito, and Tiburon.

**Figure D- 30: Regional TCAC Economic Score by Tract (2021)**



<sup>46</sup> See [TCAC Opportunity Maps](#) at the beginning of section for more information on TCAC maps and scores.

### *Local Trends*

Related to the location of the transportation hubs in Central and Southern Marin, jobs proximity index scores<sup>47</sup> are also highest in these areas, especially in the incorporated cities of San Rafael and Corte Madera ([Figure D- 29](#)). This means that the unincorporated communities in southern West Marin as well as Santa Venetia, Strawberry, Kentfield, and Tam Valley, while not having the highest index values, are closest to these job hubs, compared to Northern West Marin and Coastal West Marin. By contrast, the incorporated communities in the Valley, Northern Coastal West Marin, Lucas-Valley, and Black Point-Green Point have the lowest job proximity index values (40 to 60).

Again, as with regional trends, proximity to jobs does not always reflect positive economic outcomes for the residents of that area. The TCAC Economic scores are a metric for poverty, adult education, employment, median home value, and jobs proximity for the population in a census tract. While the Valley had the lowest proximity index, its TCAC Economic score is amongst the highest ([Figure D- 30](#)). Overall, the highest economic resources are located in the Central Coastal West Marin, Santa Venetia, Lucas Valley, Kentfield, Strawberry, and Tam Valley, while the lowest economic scores are located in Black-Point Green Point, Marin City, Northern Coastal West Marin, and Central Coastal West Marin . Of important note then are Marin City- an area close to jobs but with a low economic score, and Black Point- Green Point and Northern Coastal West Marin, which scored low on both proximity to jobs and economic scores.

Marin City's lower TCAC composite score (compared to its neighboring areas) can be attributed to its lower economic score. The TCAC Economic Score is a combination of poverty, median home values, adult education, employment and jobs proximity ([Table D- 18](#)) The past discriminatory practices that affected Marin City's Black residents continue to have had an impact in the economic outcome of this community.

The history of Marin City and its contribution to Marin County is a local example of how historic government policies and practices helped create the segregated communities that continue to exist today. In 1942, Kenneth Bechtel, an industrial builder, signed a contract with the U.S. government to construct transport vessels for the U.S. Navy. It created Marinship, which during World War II built nearly 100 liberty ships and tankers. The Bechtel Company was also given permission to develop a community to house some of its workers, and the unincorporated community of Marin City was constructed as a temporary housing facility.

Since Marinship faced a shortfall in local, available workers, Bechtel overlooked the workplace exclusions that were standard at the time and recruited African Americans from southern states such as Louisiana, Arkansas, Texas and Oklahoma. At its peak in 1944,

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<sup>47</sup> The jobs proximity index quantifies the accessibility of a given residential neighborhood as a function of its distance to all job locations within a region/CBSA, with larger employment centers weighted more heavily. The higher the index value, the better the access to employment opportunities for residents in a neighborhood.



Marinship employed 22,000 workers from every state in the Union, and Marin City had a population of 6,500 people, including over 1,000 school-aged children, and was home to Midwestern Whites (85 percent), southern Blacks (10 percent), and Chinese immigrants (five percent). Marin City was the country's first integrated Federal housing project, and eventually would be hailed as a model city for the company's workers and a bold social experiment in race relations. During an era when segregation was widely practiced in California as well as across the country, Marin City was a diverse, racially integrated community.

At the end of the war, military veterans returned in droves. Housing was in short supply and families were doubling up. With a large civilian housing shortage, the National Housing Act of 1949 was created.

Under the National Housing Act, the Federal Housing Administration (FHA) guaranteed bank loans to housing developments that were designed to move Whites out of integrated, urban areas into all-White subdivisions in the suburbs. FHA loan guarantees were made to developers on the condition that homes could be sold only to Whites. Racially restrictive covenants were used to prevent people of color from purchasing homes in White communities in Marin, and the Federal Housing Administration's Underwriting Manual recommended the use of restrictive covenants to "provide the surest protection against undesirable encroachment and inharmonious use." While the Civil Rights Act of 1969 prohibited such transactions, many of these covenants still remain in property deeds in Marin., although they are unenforceable.

White veterans and their families returning from World War II were able to purchase homes with mortgages that were guaranteed by the Federal Government. Many homes in Marin in the late 1940s were selling for \$7,000 to \$8,000 and families often got mortgages with 0 percent to five percent down payments. In some cases, the monthly cost to purchase a home was less than what a family would pay for rent in public housing.

Today's wealth inequality was created, in part, after World War II when explicit policies and programs of the Federal government provided Whites the opportunities for home ownership with very affordable prices and financing, while African Americans were prohibited from participating in the same programs. Today, the home equity appreciation for families who were able to purchase homes after the war has allowed those families to use their accumulated wealth to finance college educations, fund retirement, bequeath money, and to support their children's home ownership. For generations, African Americans have not had those same opportunities.

## **Environment**

### *Regional Trends*

Environmental conditions residents live in can be affected by past and current land uses like landfills or proximity to freeways. The TCAC Environmental Score shown in [Figure D-31](#) is based on CalEnviroScreen 3.0 scores. The California Office of Environmental Health Hazard Assessment (OEHHA) compiles these scores to help identify California communities disproportionately burdened by multiple sources of pollution. In addition to environmental factors (pollutant exposure, groundwater threats, toxic sites, and

hazardous materials exposure) and sensitive receptors (seniors, children, persons with asthma, and low birth weight infants), CalEnviroScreen also takes into consideration socioeconomic factors. These factors include educational attainment, linguistic isolation, poverty, and unemployment. TCAC Environmental Scores range from 0 to 1, where higher scores indicate a more positive environmental outcome (better environmental quality)

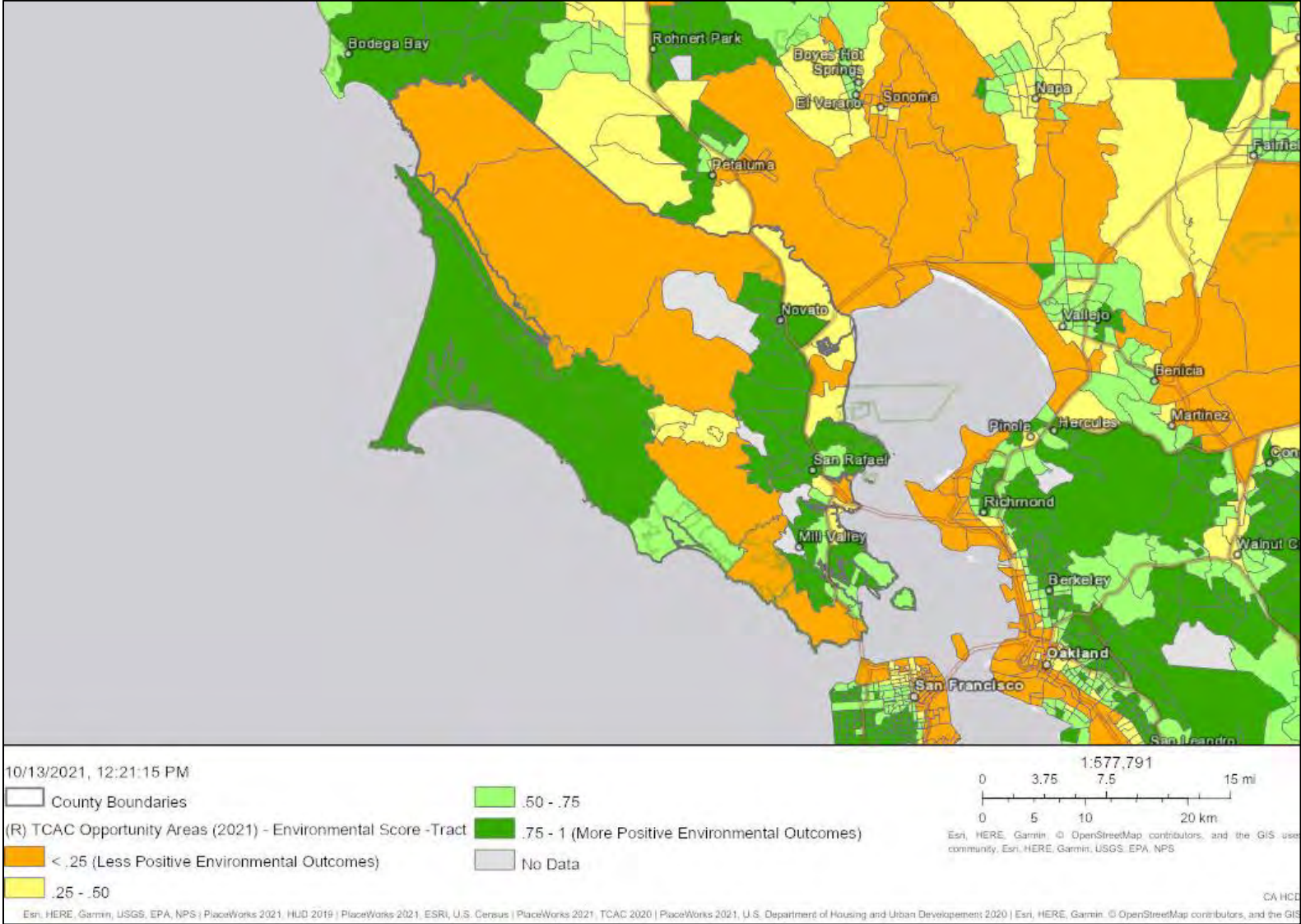
Regionally, TCAC environmental scores are lowest in the tracts along the San Pablo and San Francisco Bay shores, except for the coastal communities of San Rafael and Mill Valley in Marin County. Inland tracts in Contra Costa and Solano County also have low environmental scores. In Marin County, TCAC Environmental scores are lowest in the West Marin areas of the unincorporated County from Dillon Beach in the north to Muir Beach in the South, east of Tomales Bay and Shoreline Highway. In addition, census tracts in Black Point-Green Point, Novato, and southern San Rafael (Canal and California Park) have “less positive environmental outcomes.” More positive environmental outcomes are located in tracts in the City-Centered Corridor along Highway 101, from North Novato to Sausalito ([Figure D- 31](#)).

[Figure D- 31](#) shows the TCAC Environmental Score based on CalEnviroScreen 3.0. However, the Office of Environmental Health Hazard Assessment has released updated scores in February 2020 (CalEnviroScreen 4.0). The CalEnviroScreen 4.0 scores in [Figure D- 32](#) are based on percentiles and show that the Canal and California Park Communities in San Rafael and Marin City have the highest percentile and are disproportionately burdened by multiple sources of pollution.

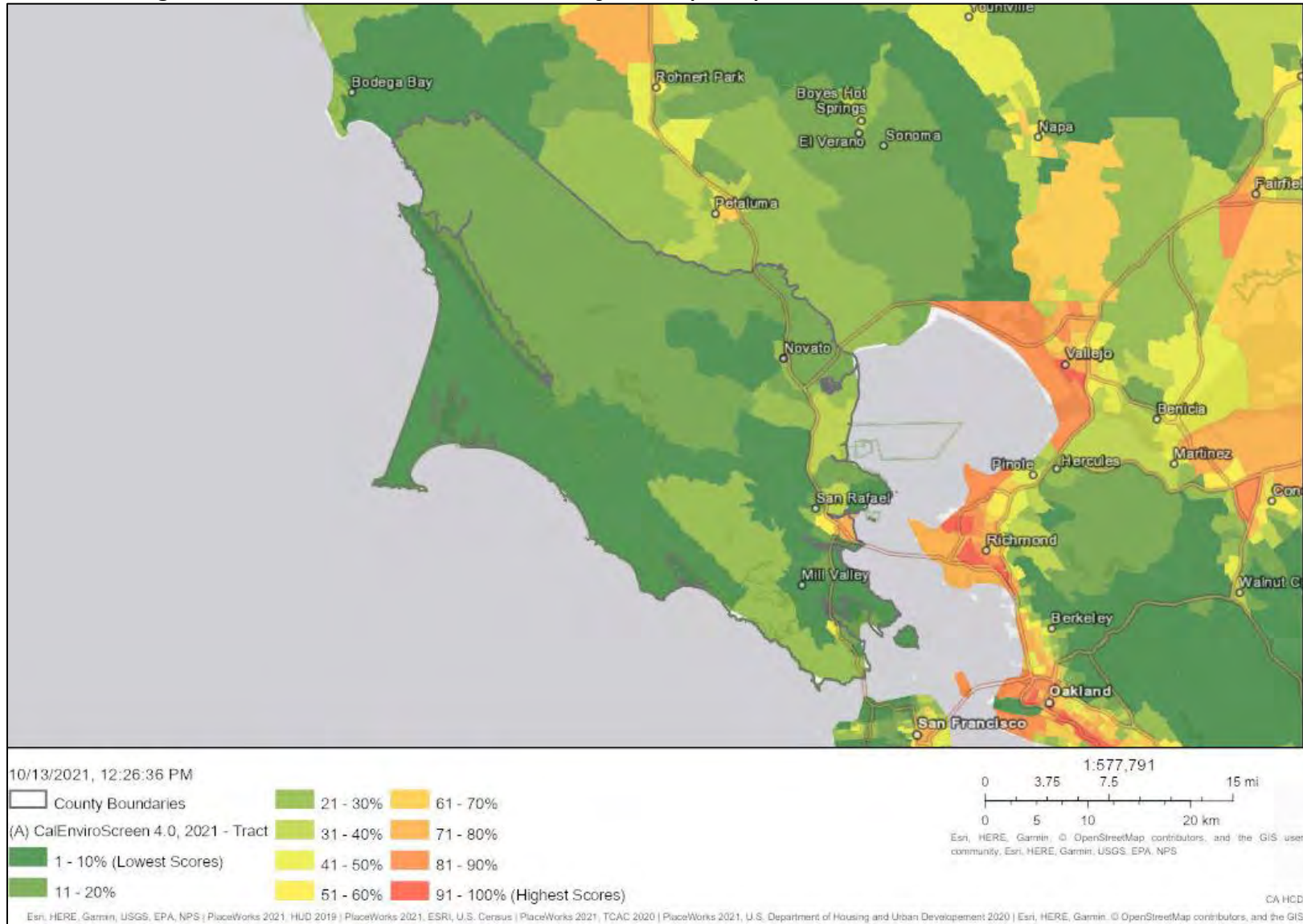
HUD’s opportunity index for “environmental health” summarizes potential exposure to harmful toxins at a neighborhood level. Index values range from 0 to 100 and the higher the index value, the less exposure to toxins harmful to human health. Therefore, the higher the value, the better the environmental quality of a neighborhood, where a neighborhood is a census block-group. In Marin County, environmental health index values range from 77 for Blacks to 83 for Hispanics ([Table D- 20](#)). The range is similar for the population living below the federal poverty line, with Black residents living in poverty still scoring lowest (76) but Native American residents living in poverty scoring highest among all races (85) and higher than the entire County Native American population (86 and 81, respectively). Environmental health indices for White population falls within the range of that of minority populations 81 for all White population and 83 for White population under the federal poverty line.



**Figure D- 31: Regional TCAC Environmental Score by Tract (2021)**



**Figure D- 32: Regional CalEnviroScreen 4.0 Scores by Tract (2021)**



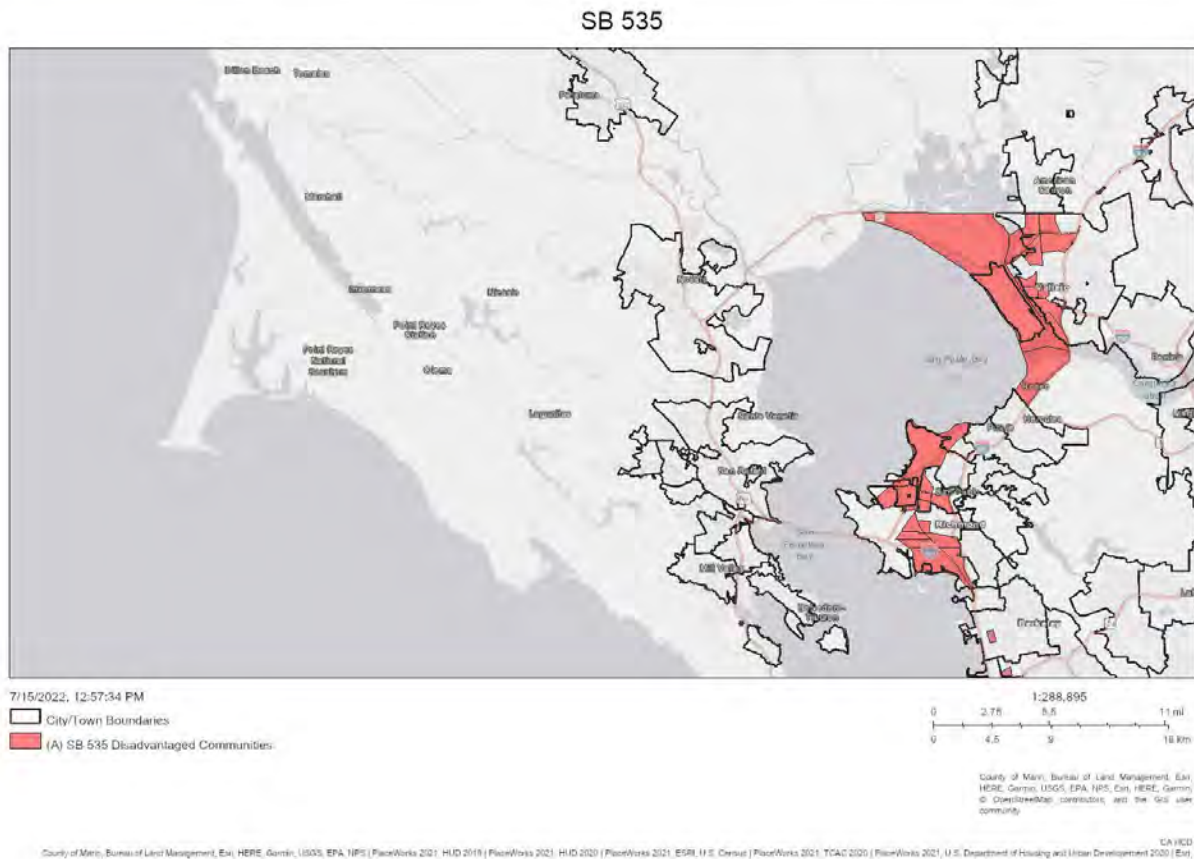
### *Local Trends*

It is important to note that CalEnviroScreen scores (and thus TCAC environmental scores) measure not only environmental factors and sources of pollution but also takes into consideration socioeconomic factors that makes residents more sensitive to pollution to identify disproportionately burdened communities.

For this reason, CalEnviroScreen scores are used to identify SB 535 Disadvantaged Communities. Disadvantaged communities in California are specifically targeted for investment of proceeds from the state's Cap-and-Trade Program. These investments are aimed at improving public health, quality of life and economic opportunity in California's most burdened communities, and at the same time, reducing pollution that causes climate change. The investments are authorized by the California Global Warming Solutions Act of 2006 (Assembly Bill 32, Nunez, 2016). [Figure D- 33](#) shows the disadvantaged communities designated by CalEPA for the purpose of SB 535. These areas represent the 25 percent highest scoring census tracts in CalEnviroScreen 4.0, census tracts previously identified in the top 25 percent in CalEnviroScreen 3.0, census tracts with high amounts of pollution and low populations, and federally recognized tribal areas as identified by the Census in the 2021 American Indian Areas Related National Geodatabase. There are no disadvantaged communities in Marin County.

Despite [Figure D- 32](#) (CalEnviroScreen 4.0) and [Figure D- 33](#) (SB 35 disadvantaged communities) do not identify any communities in Marin County as being disproportionately burdened by pollution, [Figure D- 31](#) (based on CalEnviroScreen 3.0 scores) do show that among the unincorporated county communities, the lowest TCAC Environmental scores are located in West Marin and Black Point-Green Point ([Figure D- 31](#)). These lower Environmental scores are likely due to the socioeconomic characteristics of these areas, such as health outcomes, education, housing burdens, poverty, and unemployment.

**Figure D- 33: SB 535 Disadvantaged Communities – Marin County**



## Healthy Places

### Regional Trends

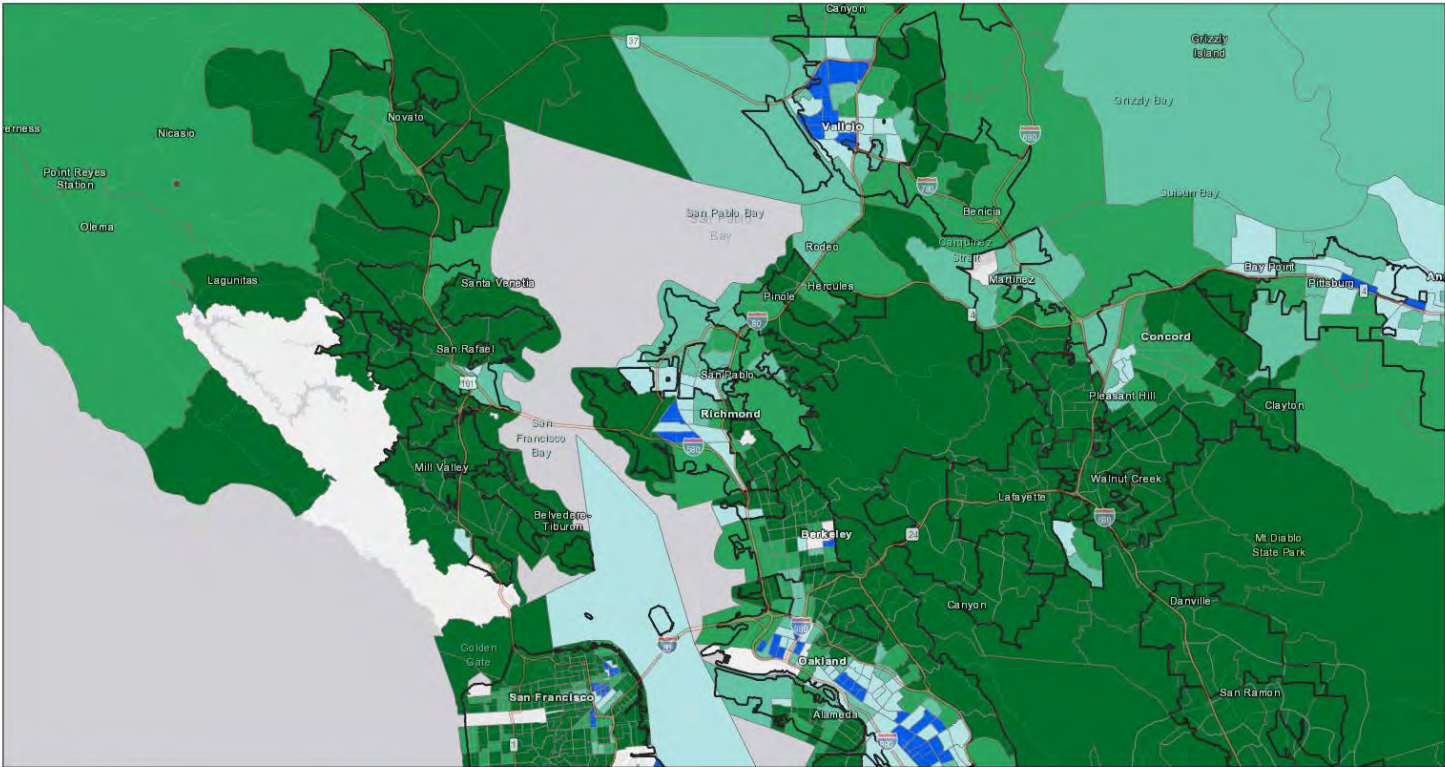
Residents should have the opportunity to live a healthy life and live in healthy communities. The Healthy Places Index (HPI) is a new tool that allows local officials to diagnose and change community conditions that affect health outcomes and the wellbeing of residents. The HPI tool was developed by the Public Health Alliance of Southern California to assist in comparing community conditions across the state and combined 25 community characteristics such as housing, education, economic, and social factors into a single indexed HPI Percentile Score, where lower percentiles indicate lower conditions. [Figure D- 34](#) shows the HPI percentile score distributions in the Region tend to be above 60 percent except in some concentrated areas in the cities of Vallejo, Richmond, Berkeley, Oakland, and San Francisco- each county along the bays have at least one cluster of tracts with an HPI below 60 (blue).

### Local Trends

All of the tracts within the unincorporated county areas scored above the 60<sup>th</sup> percentile of the Healthy Place Index Scores except for Marin City. All of Marin City scored in the lower 40<sup>th</sup> percentile. Marin City has also been identified as having low access to healthy foods in the 2020 AI.

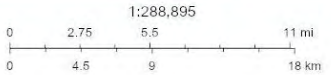


Figure D- 34: Regional Healthy Places Index by Tract (2021)



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- City/Town Boundaries
- 40% - 60%
- 60% - 80%
- 80% - 100%
- (A) Healthy Places Index (PHASC, 2021) - Tract
- < 20%
- 20% - 40%



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## **Open Space and Recreation.**

### *Regional Trends*

According to Plan Bay Area 2040, a strong regional movement emerged during the latter half of the 20th century to protect farmland and open space. Local governments adopted urban growth boundaries and helped lead a “focused growth” strategy with support from environmental groups and regional agencies to limit sprawl, expand recreational opportunities, and preserve scenic and natural resources. However, this protection has strained the region’s ability to build the housing needed for a growing population. In addition, maintaining the existing open space does not ensure equal access to it.

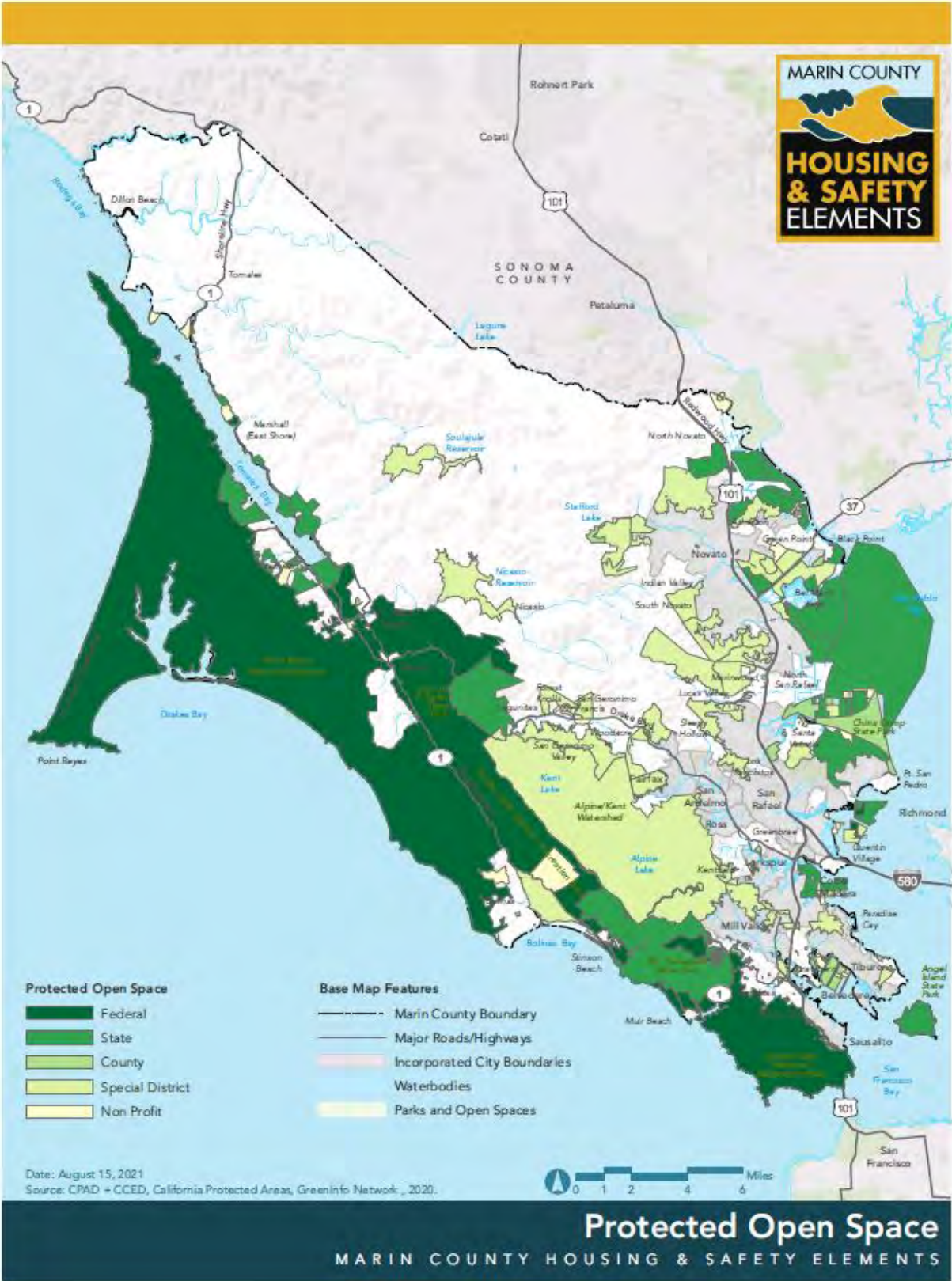
In Marin County, the Marin County Parks and Open Space Department operates a system that includes regional and community parks, neighborhood parks, and 34 open space preserves that encompass 19,300 acres and 190 miles of unpaved public trails. In 2007, 500 Marin County residents participated in a telephone survey, and more than 60 percent of interviewees perceived parks and open space agencies favorably, regardless of geographic area, age, ethnicity, or income. However, in 2019, the Parks Department conducted a Community Survey and identified the cost of entrance and fees to be obstacles for access to County parks. As a result, in July of 2019, entry fees were reduced from \$10 to \$5 for three popular parks in the County, and admission to McNears Beach Park pool, located in San Rafael, was free beginning on August 1, 2019.

### *Local Trends*

Despite the large acreage of open spaces throughout the County, there are still some communities that lack access to open space and recreation ([Figure D- 35](#)). Northern Coastal West Marin appear to be furthest from federal and state open spaces/parks. Northern Coastal West Marin also lacks public transportation to the south to the nearest open spaces. In the more densely populated areas of the County (North, Central, and South Marin) open space and recreation areas are limited and mostly concentrated east of Highway 101. Despite this limited open space, most unincorporated county communities have at least County park access

As stated before, Marin City is a community with a disproportionate concentration of minorities and low income residents. From 1990 to 2015, Marin City, which had the highest African American population in the County and according to the Marin Food Policy Council, one of the highest obesity rates, did not have an outdoor recreational space. In 2015, the Trust for Public Land, in collaboration with the Marin City Community Services District, designed and opened Rocky Graham Park in Marin City. According to the 2020 AI, while the park contains “a tree-house-themed play structure, drought-resistant turf lawn, adult fitness areas, and a mural showcasing scenes from Marin City’s history,” Marin City continues to have limited access to surrounding open spaces and hiking trails.

Figure D- 35: Marin County Open Space



## Home Loans

A key aspect of fair housing choice is equal access to credit for the purchase or improvement of a home, particularly in light of the continued impacts of the lending/credit crisis called the Great Recession. In the past, credit market distortions and discriminatory practices such as “redlining” were prevalent and prevented some groups from having equal access to credit. The Community Reinvestment Act (CRA) in 1977 and the subsequent Home Mortgage Disclosure Act (HMDA) were designed to improve access to credit for all members of the community and hold the lender industry responsible for community lending. Under HMDA, lenders are required to disclose information on the disposition of home loan applications and on the race or national origin, gender, and annual income of loan applicants.

### Regional Trends

The 2020 Marin County Analysis of Impediments to Fair Housing Choice examined lending practices across Marin County. According to HMDA, in 2017, there were a total of 11,688 loans originated for Marin properties. Of the 11,688 original loan applications, 6,534 loans were approved, representing 56 percent of all applications, 1,320 loans denied, representing 11 percent of the total applications, and there were 1,555 applicants who withdrew their applications, which represents 13 percent of all applications ([Table D-23](#)). Hispanic and Black/African American residents were approved at lower rates and denied at higher rates than all applicants in the County.

**Table D- 23: Loan Approval, Denial, and Withdrawal by Race**

	All Applicants	White	Asian	Hispanic/ Latinx	Black/African American
Loans approved	55.9%	60.0%	59.0%	50.0%	48.0%
Loans denied	11.3%	12.0%	16.0%	18.0%	19.0%
Loans withdrawn by applicant	13.3%	14.0%	13.0%	19.0%	14.0%

*Source: 2017 HMDA, as presented in 2020 Marin County AI.  
Note: Data did not add up to 100% in source.*

According to the 2020 AI, there were several categories for reasons loans were denied. Under the category, “Loan Denial Reason: insufficient cash - down payment and closing costs,” African Americans were denied 0.7 percent more than White applicants. Denial of loans due to credit history significantly affected Asian applicants more than others; and under the category of “Loan Denial Reason: Other”, the numbers are starkly higher for African American applicants. Other reasons may include: debt-to-income ratio; employment history; credit history; collateral; insufficient cash; unverifiable information; credit application incomplete; mortgage insurance denied.

The AI also identified that many residents who lived in Marin City during the Marinship years<sup>48</sup> were not allowed to move from Marin City to other parts of the County because of discriminatory housing and lending policies and practices. For those residents, Marin City has been the only place where they have felt welcomed and safe in the County.

Based on the identified disparities of lending patterns for residents of color and a history of discriminatory lending practices, the AI recommended further fair lending investigations/testing into the disparities identified through the HMDA data analysis. More generally, it recommended that HMDA data for Marin County should be monitored on an ongoing basis to analyze overall lending patterns in the County. In addition, lending patterns of individual lenders should be analyzed, to gauge how effective the Community Reinvestment Act (CRA) programs of individual lenders are in reaching all communities to ensure that people of all races and ethnicities have equal access to loans.

#### *Local Trends*

As the 2020 AI found, disparities in lending practices disproportionately affect people of color in the County, especially African Americans in Marin City. In December 2021, FHANC and a Marin City couple sued a San Rafael appraiser in federal court for alleged race discrimination after they were given an appraisal in February 2020 \$455,000 less than an appraisal done in March 2019. The couple sought to refinance their home and thought the February 2020 appraisal of \$995,000 was very low. To test their assumption of discrimination, they asked for a third appraisal and removed any indicators of their race- including removing pictures- and asked a white friend to meet the appraiser. The third appraisal valued the house at \$1,482,500. According to the Marin Independent Journal, their suit argues that “Marin City has a long history of undervaluation based on stereotypes, redlining, discriminatory appraisal standards, and actual or perceived racial demographics. Choosing to use comps located in Marin City means that the valuation is dictated by these past sale prices, which were the direct product of racial discrimination.”<sup>49</sup> More details on this case can be found in the press release from FHANC found in [Figure D- 36](#). This suit is an example of how the approach used to generate appraisal values (years of past sales reviewed and radius of search) can exacerbate past discriminatory practices and continue to disproportionately affect Marin City residents. Monitoring lending practices as recommended by the 2020 AI should consider these practices in its analyses.

<sup>48</sup> Marinship is a community of workers created by the Bechtel Company which during World War II built nearly 100 liberty ships and tankers. Since Marinship faced a shortfall in local, available workers, Bechtel overlooked the workplace exclusions that were standard at the time and recruited African Americans from southern states such as Louisiana, Arkansas, Texas and Oklahoma. A thorough history of Marin City and Marinship is found in the local knowledge section.

<sup>49</sup> Halstead, Richard. (December 6, 2021). “Marin appraiser sued for alleged race discrimination”, *Marin Independent Journal*. <https://www.marinij.com/2021/12/06/marin-appraiser-sued-for-alleged-race-discrimination/> <https://www.marinij.com/2021/12/06/marin-appraiser-sued-for-alleged-race-discrimination/>



**Figure D- 36: FHANC Press Release- Austin Case**



## Fair Housing Advocates of Northern California

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December 2, 2021

### FOR IMMEDIATE RELEASE

**Contact:**

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### Discrimination Lawsuits Filed Alleging Race Discrimination in Home Appraisal Process

San Rafael, CA – Today, Fair Housing Advocates of Northern California (FHANC), Tenisha Tate-Austin, and Paul Austin announce the filing of a fair housing lawsuit in federal district court alleging housing discrimination due to race in the appraisal process. The named defendants are Janette Miller, a licensed real estate appraiser; Miller and Perotti Real Estate Appraisals, Inc.; and AMC Links LLC, an appraisal management company. The complaint can be found [here](#).

In December 2016, Tenisha Tate-Austin and Paul Austin, a Black couple, purchased a house in Marin County, California and moved into their house with their children. After spending thousands of dollars on renovations that increased the square footage of the house and upgraded many features, and beginning renovations on an accessory dwelling unit, they decided to refinance their mortgage in 2020.

Janette Miller was hired through AMC Links LLC to inspect the Austins' house and prepare an appraisal report. She appraised the Austins' house at \$995,000. Suspecting that their race and the racial demographics of the unincorporated area known as Marin City – where their house is located – played a role in the appraiser's surprisingly low estimate of value, the Austins had a second appraisal completed three weeks after the first appraisal inspection by a different appraiser. In this appraisal, the Austins erased any evidence of their racial identities inside their house, removing family photos and African-themed art. Their white friend, who replaced the Austins' family photos with photos of her own family, was the only person present during the second inspection. That appraisal came back with a value of \$1,482,500, nearly half a million dollars higher than Ms. Miller's estimate.

"We believe that Ms. Miller valued our house at a lower rate because of our race and because of the current and historical racial demographics of where our house is located," said Paul Austin. "The sales comps that the appraiser chose to use were unsuitable and were guaranteed to lower the value of our house."

*A local non-profit helping communities eliminate housing discrimination*



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MEMBER, NATIONAL FAIR HOUSING ALLIANCE



“Unfortunately, the Austins are not alone in their experience,” said Caroline Peattie, Executive Director of FHANC. “Discrimination in the appraisal process is something we’ve been seeing more frequently, probably because there has been more attention paid to this issue, and more homeowners of color are coming forward when they receive an unfair appraisal, particularly when it results in their loan being denied. There are studies that show that Black and Latinx applicants are more likely than white applicants to receive an appraisal value lower than the contract price of a home. These studies show that appraisers choose comparisons (comps) of other property sales located substantially closer to the property being appraised if it’s located in a Black or Latinx census tract than if it’s located in a white census tract – so we know that appraisers still view neighborhoods, and relevant comps, based on racial demographics. We believe that this is exactly what happened with the Austins’ appraisal.”

The complaint maintains that using comparisons of other property sales located exclusively or primarily in Marin City results in a skewed and race-based valuation of the property, because selecting comps from areas that have been historically devalued by discrimination perpetuates and exacerbates the undervaluation of Black-owned homes in Black neighborhoods.

In order to reach an unbiased estimate of value, the complaint asserts, it is necessary to look outside of Marin City, particularly because Marin City has a very small number of property sales every year – most of which were not comparable to the Austins’ house. In addition, the complaint asserts that it was improper and discriminatory for Miller to decrease her estimated value of the Austins’ house based solely on its location in Marin City.

Additionally, Ms. Miller’s market analysis of Marin City speaks only to market trends before the 2007 recession and ends at 2008, with no analysis of recent trends. Her appraisal notes that “during 2008... many communities in the Bay Area began to feel the effects of tightening credit and deteriorating economic conditions.” However, she uses a different period of time for her market analysis of Sausalito, noting increasing home values in the city since 2014. She writes, “values [in the City of Sausalito] have increased since 2014 with a recent stabilization of values as evidenced by MLS year-end data for all residential properties sold.” These outdated analyses of market trends resulted in, or improperly justified, a lower estimated value for the Austin’s house than was warranted.

Ms. Miller’s analysis relies heavily on Marin City comps – three of the five were from Marin City – even though one was a bank-owned property sold in foreclosure two years before and another was an attached dwelling that was contained within a planned unit development. In contrast, eight properties were chosen as comps for the second appraisal three weeks later, of which only two were located in Marin City, while the other six were located in the City of Sausalito, which shares a school district with Marin City. The complaint maintains that Ms. Miller’s choices of comps indicate racial bias and point to a deeper and more systemic issue in the appraisal process – the practice of considering demographic characteristics of a neighborhood rather than relying only on physical home and neighborhood characteristics other than race. This disproportionately and negatively affects Black people, the complaint asserts, because neighborhoods of color have been historically undervalued due to deliberate racist housing policies, such as redlining.

Marin City is an unincorporated community located in Marin County, situated between the cities of Sausalito to the south and Mill Valley to the north. Properties located in Marin City have a Sausalito mailing address. According to the U.S. Census, as of July 2019, Marin County’s population was 85.3% white, 2.8% Black, 6.6% Asian, and 16.3% Latino. The County’s Black residents are overwhelmingly concentrated in two census tracts, one of which is in Marin City, and Black residents still accounted for approximately 35.95% of Marin City’s population as of 2019, while the City of Sausalito is 92.2% white, and Blacks comprise only 0.9% of Sausalito’s population.

Workforce housing was built in Marin City during World War II to house workers who came to the area from around the country to work in the shipyards as part of the war effort. Though the housing was integrated, after

the war, many white residents moved away. Black families were blocked from doing so because of discriminatory practices such as redlining and restrictive covenants.

“Home buyers generally cannot obtain a mortgage, and homeowners cannot refinance a mortgage, without getting an appraisal,” said Caroline Peattie. “Yet neighborhoods of color have been historically undervalued due to deliberate racist housing policies, such as redlining. This ongoing undervaluation of homes in Black neighborhoods is, in effect, present-day redlining, and continues to widen the wealth gap between Black and white families.”

The Austins succeeded in getting a loan based on the second appraisal in March 2020, but the damage was done – they were not able to refinance on the favorable terms that had been available a month earlier. “We missed out on a better interest rate because of the unfair appraisal we received. And to prove that our civil rights had been violated, we had to erase who we were, by having our white friend pose as the homeowner and hiding the things in our home that represent who we are.” said Tenisha Tate-Austin. “Even worse, these discriminatory practices have the effect of lowering property values in Marin City which harms us and harms our community.”

“I really hope that this lawsuit makes appraisers and lenders start to look more carefully at their practices and policies,” said Paul Austin. “And I really want people to know that there are organizations that can help support them if they have a discrimination complaint. We feel that litigating this case is not only important for us but for our community as well.”

The Austins and FHANC are represented by counsel Julia Howard-Gibbon of FHANC and Liza Cristol-Deman of Brancart & Brancart.

If you feel you may have been discriminated against in a recent home appraisal, contact FHANC’s office to complete an interview. Contact FHANC at [fhanc@fairhousingnorcal.org](mailto:fhanc@fairhousingnorcal.org) or 415-457-5025 x101.

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*Fair Housing Advocates of Northern California is a non-profit organization serving several Bay Area counties that provides free counseling, enforcement, mediation, and legal or administrative referrals to persons experiencing housing discrimination. Fair Housing Advocates of Northern California also offers foreclosure prevention counseling, pre-purchase education, seminars to help housing providers fully understand fair housing law, and education programs for tenants and the community at large. Fair Housing Advocates of Northern California is a HUD-Certified Housing Counseling Agency. Please call Fair Housing Advocates of Northern California at (415) 457-5025 or TDD: (800) 735-2922 for more information. Note: This material is based on work supported by the Department of Housing and Urban Development (HUD) under FHIP PEI Grant FPEI190035. Any opinion, findings, and conclusions or recommendations expressed in this material are those of the author(s) and do not necessarily reflect the views of HUD.*

**Summary: Access to Opportunity Issues**

The analysis of access to opportunities revealed disproportionate access in three different communities: Northern Coastal West, Black Point-Greenpoint, and Marin City. Northern Coastal West Marin is not well connected by transportation to the rest of the County, and perhaps due to a lack of connection, also has low jobs proximity and economic scores. , since the County’s economic center is located in Central and Southern Marin. Northern Coastal West Marin also had low education outcomes. Shoreline School District (which serves Northern Coastal West Marin) had higher Educational Report than San Rafael School District but lower than Tamalpais Union School District. Specifically, students of color and White students in Shoreline Unified District had large gaps in their educational outcomes and all Shoreline students had the lowest College enrollment and college competition rates.

Marin City, which has already been identified as a RECAP and a community with a concentration of special needs population had mixed resources (moderate and high) but lower economic scores despite being close to the County’s economic center. Marin City also ranked low in its Healthy Place Index and has seen issues of home loan discrimination that are attributed to past discriminatory practices such as redlining and undervaluation due to its concentration of Black/African American residents. Residents of Marin City also have limited access to protected open space.

Overall, Black Point-Green Point was classified as Moderate Resources and also had lower economic scores, lower jobs proximity scores, and lower education scores. However, the categorization of this community as Moderate Resource is almost exclusively derived from data points relating to the characteristics of the community, rather than its residents. Black Point-Green Point’s lower jobs proximity score is likely due to the community’s relative isolation in the north east corner of Marin and distance from the nearest jobs (the area’s major retail corridors are located in the Vintage Oaks shopping Center, about 4-5 miles to the south east, and downtown Novato). Until the SMART train was fully implemented in 2017, the area was not served by transit and experienced a disconnect from the rest of the area. The nearest SMART train station (Novato San Marin) is located directly adjacent to the 101 freeway, and about 3 miles from the community. The 2016 Black Point-Green Point Community Plan notes the suggestion of a shuttle service linking the community to the station. The area is predominately residential and does not have any local serving commercial use, except for a small deli and storage facility. The nearest grocery store is in the Hamilton area of Novato, about 5-6 miles south. There is no school within the community’s boundaries; children from the community must travel to other parts of Novato for school. Though these characteristics would often yield special needs or lack of resources, the area is not known regionally as such. The residents in Greenpoint – Black Point are predominantly rich, non-Hispanic white, and well-educated, and. it is likely that the TCAC methodology does not account for the unique characteristics of Black Point- Green Point

### **Disproportionate Needs**

The AFFH Rule Guidebook defines disproportionate housing needs as a condition in which there are significant disparities in the proportion of members of a protected class experiencing a category of housing needs when compared to the proportion of a member of any other relevant groups or the total population experiencing the category of housing need in the applicable geographic area (24 C.F.R. § 5.152). The analysis is completed by assessing cost burden, overcrowding, and substandard housing.

The Comprehensive Housing Affordability Strategy (CHAS) developed by the Census for HUD provides detailed information on housing needs by income level for different types of households in Marin County. Housing problems considered by CHAS include:

- Housing cost burden, including utilities, exceeding 30 percent of gross income;
- Severe housing cost burden, including utilities, exceeding 50 percent of gross income;
- Overcrowded conditions (housing units with more than one person per room); and
- Units with physical defects (lacking complete kitchen or bathroom)

According to CHAS data based on the 2013-2017 ACS, approximately 40 percent of Marin County households experience housing problems, compared to 35 percent of households in unincorporated Marin County. In both the County and unincorporated County, renters are more likely to be affected by housing problems than owners.

### **Cost Burden**

#### *Regional Trends*

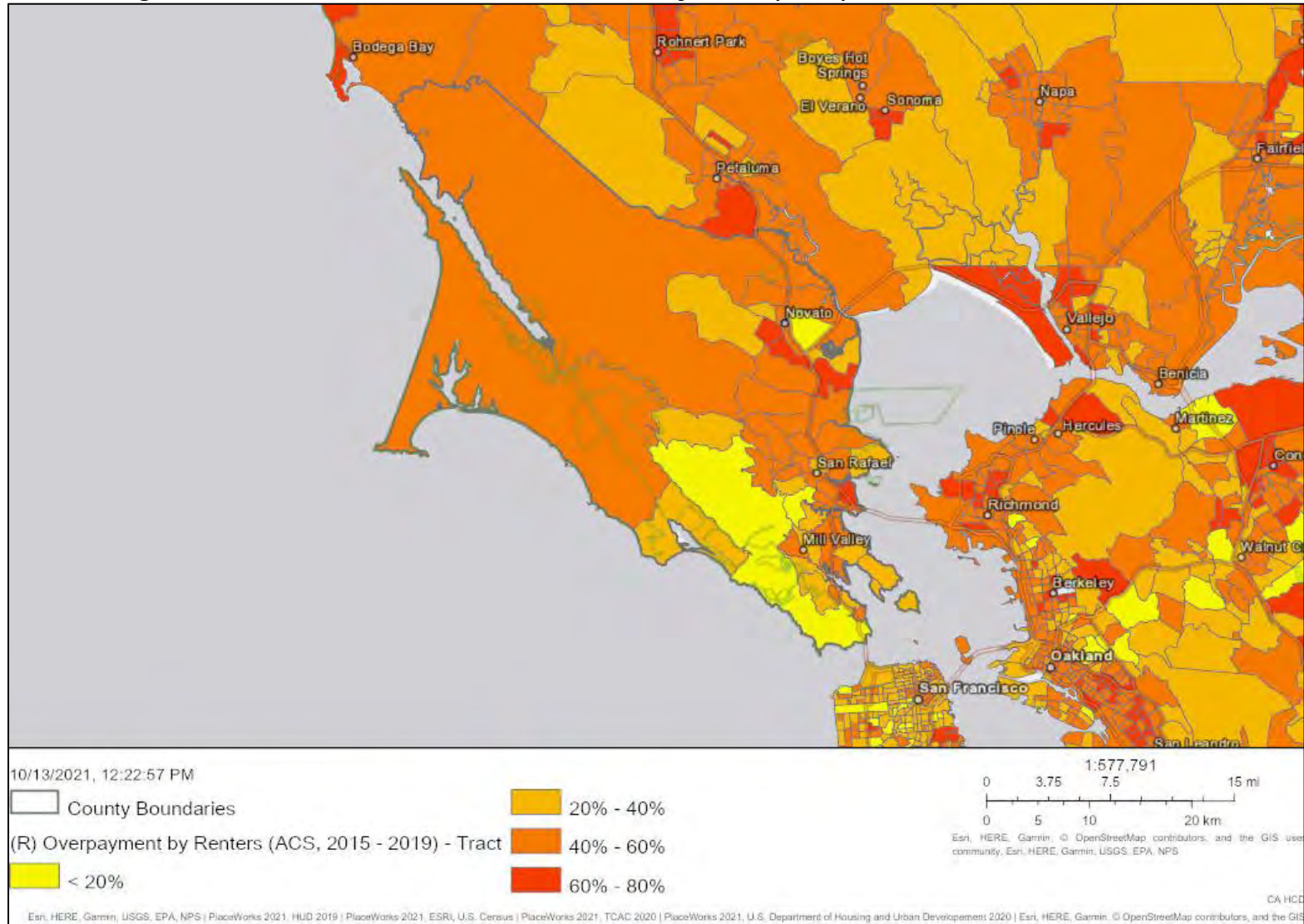
As presented in [Table D- 24](#), in Marin County, approximately 38 percent of households experience cost burdens. Renters experience cost burdens at higher rates than owners (48 percent compared to 32 percent), regardless of race. Among renters, American Indian and Pacific Islander households experience the highest rates of cost burdens (63 percent and 86 percent, respectively). Geographically, cost burdened renter households are concentrated in census tracts in North and Central Marin in Novato and San Rafael ([Figure D- 37](#)). In these tracts, between 60 and 80 percent of renter households experience cost burdens. Throughout the incorporated County census tracts, between 40 and 60 percent of renter households are experiencing cost burdens. Cost-burdened owner households are concentrated in West Marin in the census tract surrounding Bolinas Bay and in Southern Marin within Sausalito ([Figure D- 38](#)).

**Table D- 24: Housing Problems and Cost Burden by Race/Ethnicity – Marin County**

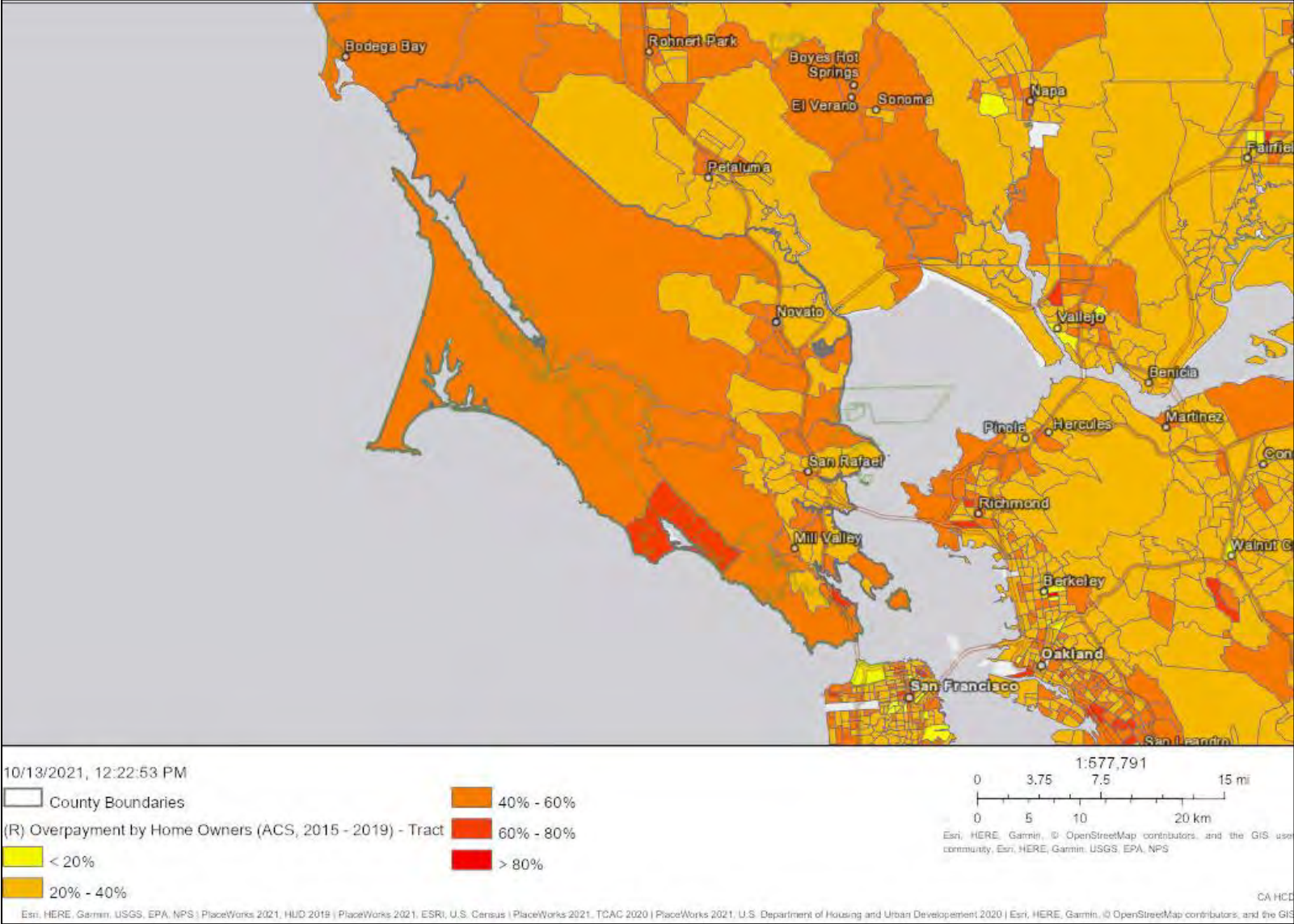
	White	Black	Asian	Am. Ind.	Pac Isl.	Hispanic	All
With Housing Problem							
Owner-Occupied	31.8%	41.1%	30.7%	37.5%	0.0%	52.7%	32.9%
Renter-Occupied	47.9%	59.5%	51.2%	62.5%	85.7%	73.7%	53.2%
All Households	36.6%	54.5%	38.7%	43.8%	54.5%	67.5%	40.2%
With Cost Burden							
Owner-Occupied	31.2%	41.1%	29.0%	37.5%	0.0%	49.4%	32.2%
Renter-Occupied	45.1%	57.5%	41.5%	62.5%	85.7%	58.9%	47.7%
All Households	35.4%	53.1%	33.9%	43.8%	54.5%	56.1%	37.7%
Note: Used CHAS data based on 2013-2017 ACS despite more recent data being available because the ABAG Housing Data Needs Package presented CHAS data for the unincorporated County for this time frame Source: HUD CHAS Data (based on 2013-2017 ACS).							



**Figure D- 37: Regional Cost Burdened Renter Households by Tract (2019)**



**Figure D- 38: Regional Cost Burdened Owner Households by Tract (2019)**



Housing problems and cost burdens can also affect special needs populations disproportionately. [Table D- 25](#) shows that renter elderly and large households experience housing problems and cost burdens at higher rates than all renters, all households, and their owner counterparts.

**Table D- 25: Housing Problems, Elderly and Large Households – Marin County**

	Owner-Occupied			Renter-Occupied			All HH
	Elderly	Large HH	All Owner	Elderly	Large HH	All Renters	
Any Housing Problem	34.0%	30.2%	32.9%	59.3%	74.0%	53.2%	34.0%
Cost Burden > 30%	33.6%	26.7%	32.2%	55.9%	50.0%	47.7%	33.6%

Source: HUD CHAS, (2013-2017).

*Local Trends*

Housing problem and cost burden rates are lower in the unincorporated County (35 percent and 34 percent, respectively, [Table D- 26](#)) than in the County overall (40 and 38 percent). However, trends of disproportionate housing problems and cost burdens for Black and Hispanic residents persist in the unincorporated County. About two-thirds of all Black and Hispanic households experience housing problems. Like in the County, owner households experience housing problems and cost burdens at lower rates than renter households in unincorporated areas... Also, owner housing problems and cost burden rates are similar for White, Black, and Asian owners, but higher for Hispanic households. This means that Hispanic households experience housing problems and cost burdens at the highest rates regardless of tenure.

**Table D- 26: Housing Problems and Cost Burden by Race/Ethnicity – Unincorporated Marin County**

	White	Black	Asian	Am. Ind.	Pac Isl.	Hispanic	All
With Housing Problem							
Owner-Occupied	30.5%	32.1%	24.9%	N/A	N/A	52.3%	30.2%
Renter-Occupied	45.1%	67.9%	42.8%	N/A	N/A	69.5%	45.9%
All Households	34.4%	57.7%	31.5%	N/A	N/A	62.2%	35.0%
With Cost Burden							
Owner-Occupied	30.0 %	27.4%	23.7%	N/A	N/A	52.3%	29.6%
Renter-Occupied	42.1 %	67.9%	39.7%	N/A	N/A	57.6%	42.2%
All Households	33.2 %	56.3%	29.7%	N/A	N/A	55.4%	33.5%
Note: Used CHAS data based on 2013-2017 ACS despite more recent data being available because the ABAG Housing Data Needs Package presented CHAS data for the unincorporated County for this time frame. Unincorporated County data was calculated by aggregating the values for all the CDPs in the unincorporated county communities as follows: Black Point-Green Point, Bolinas, Dillon, Inverness, Kentfield, Lagunitas-Forest Knolls, Lucas Valley-Marinwood, Marin City, Muir Beach, Nicasio, Point Reyes Station, San Geronimo Santa Venetia, Sleepy Hollow, California, Stinson Beach, Strawberry, Tamalpais-Homestead Valley, Tomales, and Woodacre Source: HUD CHAS Data (based on 2013-2017 ACS).							

As shown in [Figure D- 37](#), the percentage of cost-burdened renter households varies across the unincorporated area. Southern Coastal West Marin, the Valley, Tam Valley, and Kentfield have the lowest concentration of cost-burdened renters. In these communities, fewer than 40 percent of renter households are cost burdened. Cost burdened renters are concentrated in Black Point-Green Point, Santa Venetia, and Marin City. In these tracts between 40 and 60 percent of owners are cost-burdened.

Smaller communities like Black Point-Green Point, Lucas Valley, Kentfield, and Tam Valley have lower shares of owner households experiencing cost-burdens ([Figure D- 38](#)). In these tracts, between 20 and 40 percent of owners pay more than 30 percent of their income in rent. The majority of the unincorporated County census tracts have between 40 to 60 percent of owner households experiencing cost-burdens except for Southern Coastal West Marin. Southern Coastal West Marin stands out as the tract with the highest concentration of cost-burdened owners. While the map in [Figure D- 38](#) shows that between 60 and 60 percent of owner households are cost-burdened, the actual percentage of cost-burdened owners is 61 percent, making the rates similar to the rest of the unincorporated County tracts.

As in the County as a whole, owner special needs populations like the elderly and large households in the unincorporated communities do not experience housing problems or



cost burdens disproportionately compared to all owners and all households in the unincorporated county ([Table D- 27](#)). About one-third of these special needs owner households experience housing problems- similar to all owners (31 percent) and lower than all households (36 percent). By contrast, renter elderly households and large households experience housing problems at similar rates than renter households but higher rates than all households in the unincorporated County. Overall, renter elderly households and renter large households are the most affected by housing problems- but different types. Whereas the share of elderly renter households experiencing housing problems and cost burdens is similar (46 percent and 42percent, respectively), there is a large gap in the share of renter large households experiencing any housing problem (42 percent) and cost burdens (26 percent). This means that 19 percent of the large renter households experiencing housing problems live in units with physical defects (lacking complete kitchen or bathroom or are living in overcrowded conditions).

***Table D- 27: Housing Problems, Elderly and Large Households – Unincorporated County***

	Owner-Occupied			Renter-Occupied			All HH
	Elderly	Large HH	All Owners	Elderly	Large HH	All Renters	
Any Housing Problem	34.1%	26.9%	31.3%	45.8%	45.2%	47.6%	36.3%
Cost Burden > 30%	24.1%	30.6%	34.5%	42.1%	25.8%	43.4%	34.5%

Note: Used CHAS data based on 2013-2017 ACS despite more recent data being available because the ABAG Housing Data Needs Package presented CHAS data for the unincorporated County for this time frame. Unincorporated County data was calculated by aggregating the values for all the CDPs in the unincorporated county communities as follows: Black Point-Green Point, Bolinas, Dillon, Inverness, Kentfield, Lagunitas-Forest Knolls ,Lucas Valley-Marinwood, Marin City, Muir Beach, Nicasio, Point Reyes Station, San Geronimo Santa Venetia, Sleepy Hollow, California, Stinson Beach, Strawberry, Tamalpais-Homestead Valley, Tomales, and Woodacre

Source: HUD CHAS Data (based on 2013-2017 ACS).

## **Overcrowded Households**

### *Regional Trends*

Overcrowding is defined as housing units with more than one person per room (including dining and living rooms but excluding bathrooms and kitchen). According to the 2017 five-year ACS estimates, about 6.5 percent of households in the Bay Area region are living in overcrowded conditions ([Table D- 28](#)). About 11 percent of renter households are living in overcrowded conditions in the region, compared to three percent of owner households. Overcrowding rates in Marin County are lower than the Bay Area (four percent and 6.5 percent, respectively) and like regional trends, in Marin County a higher proportion of renters experience overcrowded conditions compared to renters. Overcrowded households in the region are concentrated in Richmond, Oakland, and San Francisco ([Figure D- 39](#)). At the County level, overcrowded households are concentrated North and Central Marin, specifically in downtown Novato and the southeastern tracts of San Rafael (Canal).



While the ACS data shows that overcrowding is not a significant problem, it is likely that this data is an undercount, especially with families who may have undocumented members. It is also likely that agricultural worker housing is overcrowded and undercounted.

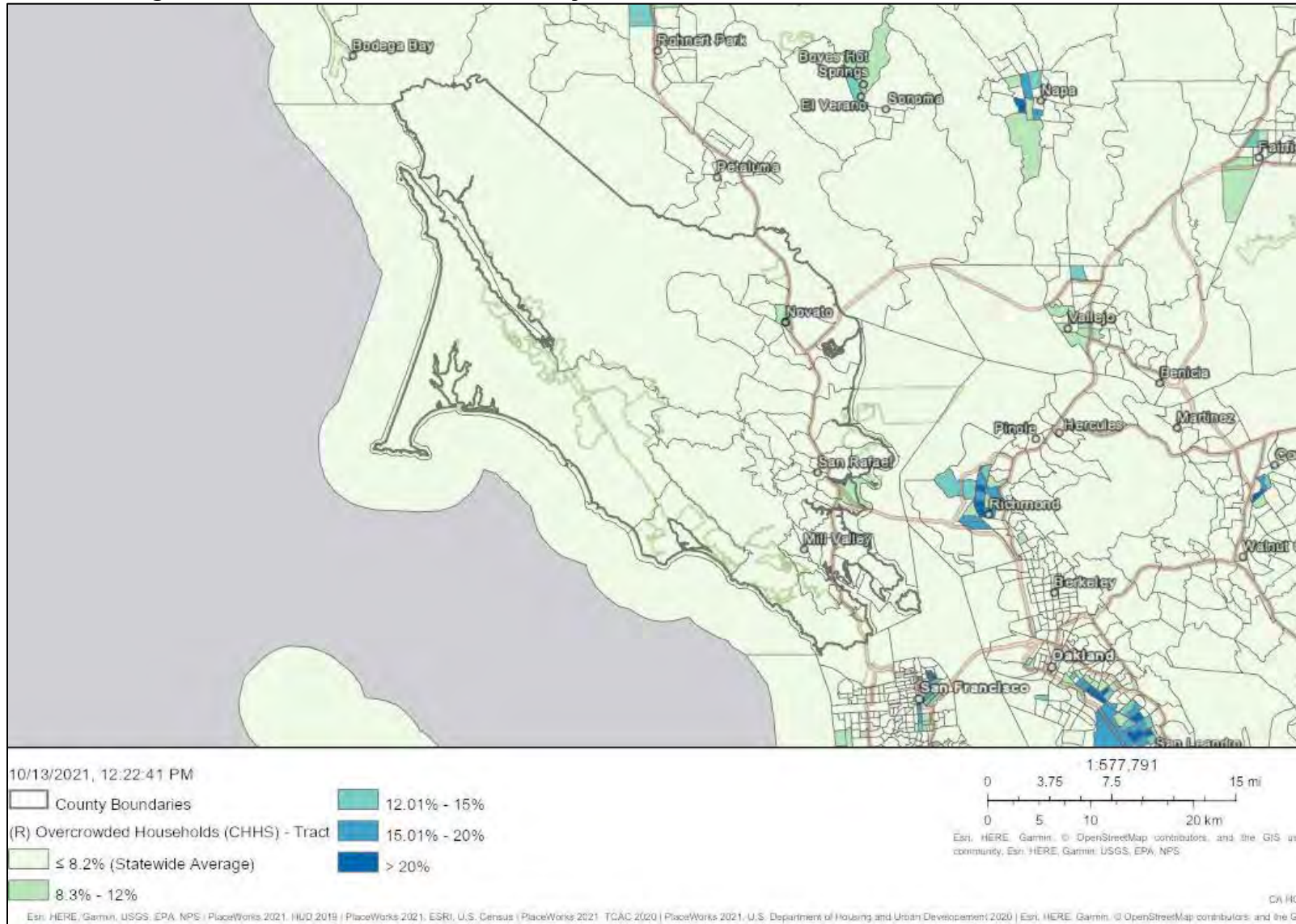
While the lack of affordable housing exists throughout the County, the challenges of housing permanent, agricultural workers is further complicated because housing is often provided on-site by employers/ranchers and ties the workers' housing to their employment with the owner/rancher. Similar to other low-income populations in the County, the lack of affordable housing options may force many agricultural families to live in compromised conditions, including substandard housing units and overcrowded living situations.

**Table D- 28: Overcrowded Households – Bay Area and Marin County**

	Bay Area	Marin County
Owner-Occupied	3.0%	0.8%
Renter Occupied	10.9%	9.4%
All HH	6.5%	3.9%

*Note: Overcrowding means more than one person per household.  
Source: American Community Survey, 2014-2017. Table B25014.*

**Figure D- 39: Regional Overcrowded Households by Tract**



*Local Trends*

While [Figure D- 39](#) shows that overcrowding rates are similar across all census tracts in the county, the map shows overcrowding rates for renters and owners combined. Within the unincorporated County, renter households are affected by overcrowding at significantly higher rates than owner households ([Table D- 29](#)). Marin City renter households experience high rates of overcrowding- about one in five renter households are reported to be living in overcrowded conditions. Renter households in the Valley have the second highest overcrowding rate in the unincorporated County. For owner households, Southern Coastal West Marin and Santa Venetia renter households experience overcrowding disproportionately compared to all other owner households in the unincorporated County.

**Table D- 29: Overcrowding Rates by Unincorporated County Community**

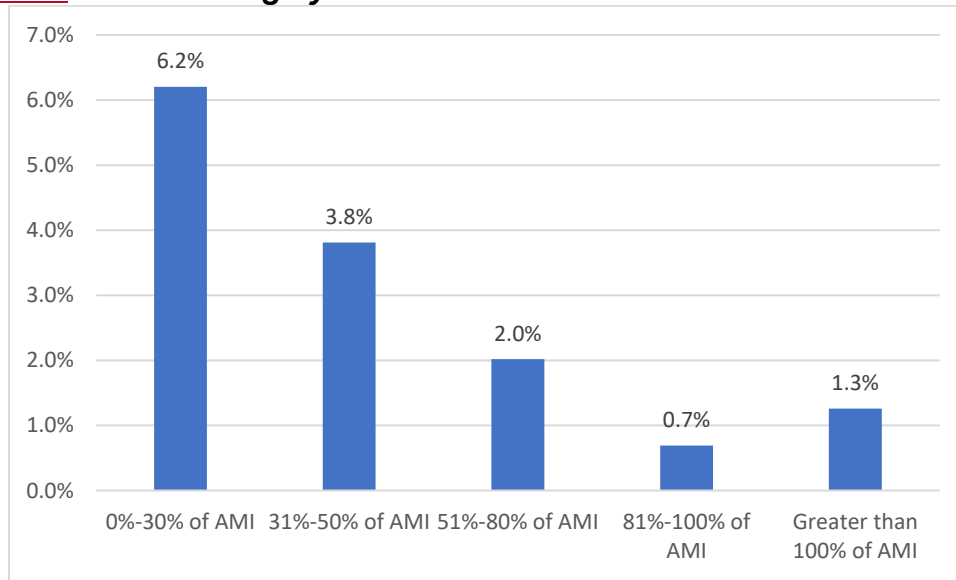
Community	Owner	Renter
Black Point-Green Point	1.8%	0.0%
Northern Costal West Marin	0.0%	0.0%
Central Coastal West Marin	0.0%	0.0%
The Valley	1.1%	9.0%
Southern Coastal West Marin	5.0%	1.4%
Marinwood/Lucas Valley	1.8%	0.0%
Santa Venetia/Los Ranchitos	4.4%	0.0%
Kentfield/Greenbrae	1.2%	1.8%
Strawberry	0.0%	3.3%
Tam Valley	0.2%	0.9%
Marin City	0.0%	12.0%
Unincorporated County	0.9%	13.4%

Source: U.S. Census American Community Survey, 2015-2019, Table B25014.

According to 2014-2019 ACS estimates, Hispanic/Latinx households are disproportionately affected by overcrowded conditions. About 15 percent of Hispanic/Latinx households are overcrowded, compared to four percent of Asian households and two percent of White non-Hispanic households.<sup>50</sup> Overcrowding also affects extremely low income households more than any other income group ([Figure D- 40](#)). In fact, overcrowding rates generally decrease as income level increases.

<sup>50</sup> Overcrowding estimates were zero percent for American Indian/Alaska Natives and Black/ African American, and nine percent for other race or multiple races. Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25014, from ABAG Data Package.

**Figure D- 40: Overcrowding by Income Level**



Notes: The Census Bureau defines an overcrowded unit as one occupied by 1.01 persons or more per room (excluding bathrooms and kitchens). Income groups are based on HUD calculations for Area Median Income (AMI). HUD calculates the AMI for different metropolitan areas, and the nine county Bay Area includes the following metropolitan areas: Napa Metro Area (Napa County), Oakland-Fremont Metro Area (Alameda and Contra Costa Counties), San Francisco Metro Area (Marin, San Francisco, and San Mateo Counties), San Jose-Sunnyvale-Santa Clara Metro Area (Santa Clara County), Santa Rosa Metro Area (Sonoma County), and Vallejo-Fairfield Metro Area (Solano County). The AMI levels in this chart are based on the HUD metro area where this jurisdiction is located.

Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release. From the ABAG Data Package.

## **Substandard Conditions**

### *Regional Trends*

Incomplete plumbing or kitchen facilities can be used to measure substandard housing conditions. Incomplete facilities and housing age are estimated using the 2015-2019 ACS. In general, residential structures over 30 years of age require minor repairs and modernization improvements, while units over 50 years of age are likely to require major rehabilitation such as roofing, plumbing, and electrical system repairs.

According 2015-2019 ACS estimates, shown in [Table D- 30](#), only about one percent of households in the Bay Area and Marin County lack complete kitchen and plumbing facilities. Incomplete kitchen facilities are more common in both the Bay area and Marin County and affect renter households more than owner households. In Marin County, one percent of households lack complete kitchen facilities and 0.4 percent lack complete plumbing facilities.<sup>51</sup> More than 2 percent of renters lack complete kitchen facilities compared to less than one percent of owner households lacking plumbing facilities.

<sup>51</sup> JADUs may not be visible from the street as a separate unit or require a separate address. Given that number of JADUs and the American Community Survey (ACS) data is based on a small sample, it is unlikely that JADUs would impact the data in any significant manner.

**Table D- 30: Substandard Housing Conditions –Bay Area and Marin County**

	Bay Area		Marin County	
	Lacking complete kitchen facilities	Lacking complete plumbing facilities	Lacking complete kitchen facilities	Lacking complete plumbing facilities
Owner	0.3%	0.2%	0.2%	0.3%
Renter	2.6%	1.1%	2.4%	0.6%
All Households	1.3%	0.6%	1.0%	0.4%

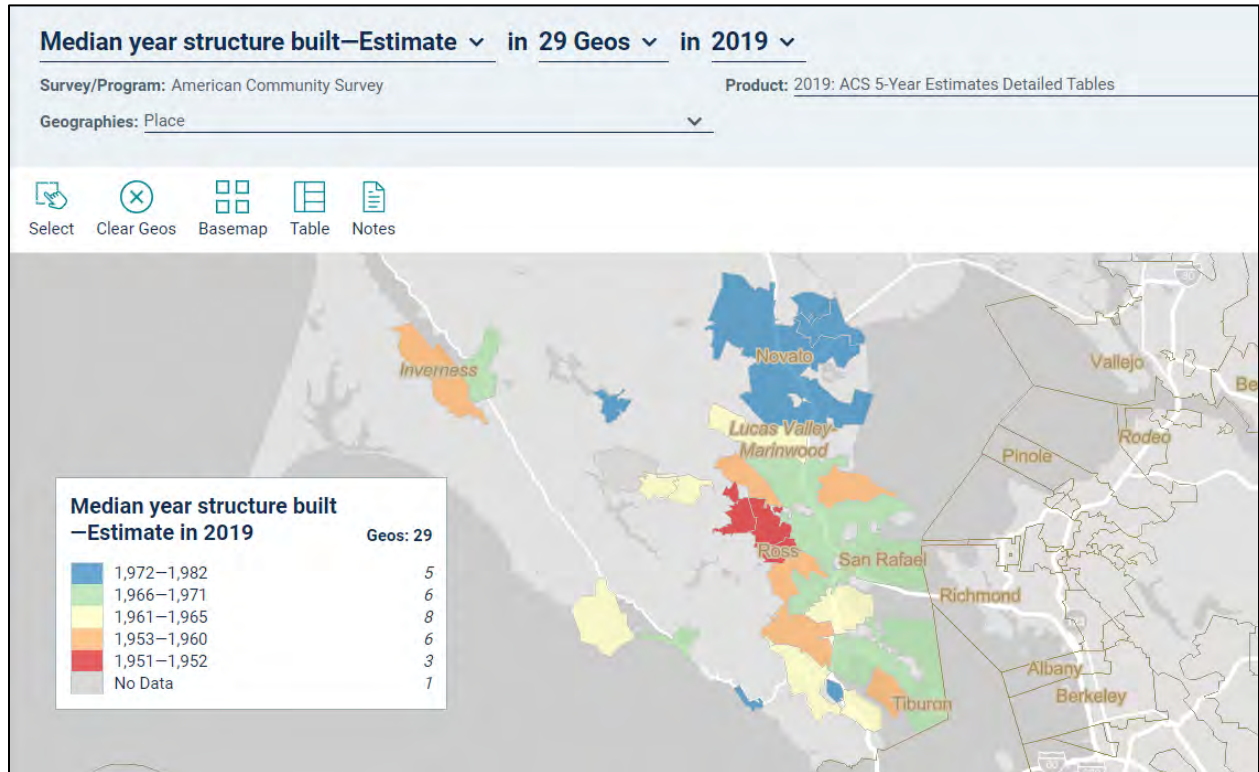
*Source: American Community Survey, 2015-2019 (5-Year Estimates).*

Like overcrowding, ACS data may not reflect the reality of substandard housing conditions in the County. Staff has heard code enforcement complaints on substandard conditions relating to lack of landlord upkeep/care like moldy carpets, delay in getting hot water back, especially from the Hispanic/Latin community.

Housing age can also be used as an indicator for substandard housing and rehabilitation needs. As stated above, structures over 30 years of age require minor repairs and modernization improvements, while units over 50 years of age are likely to require major rehabilitation. In the County, 86 percent of the housing stock was built prior to 1990, including 58 percent built prior to 1970. [Figure D- 41](#) shows median housing age for Marin County cities and unincorporated communities Central and Southern Marin, specifically the cities of Ross, Fairfax, and San Anselmo, have the oldest housing while Novato, Black Point-Green Point, Nicasio, Muir Beach, and Marin City have the most recently built housing.



**Figure D- 41: Median Housing Age by Marin County Cities and Unincorporated Communities**



Source: 2015-2019 ACS (5-Year Estimates).

**Local Trends**

As in the County as a whole, unincorporated County communities are more likely to lack complete kitchen and plumbing facilities in renter households at higher rates than owner households (Table D- 31). Similar to the County as a whole, rates of substandard housing conditions are less than two percent regardless of tenure.

**Table D- 31: Substandard Housing Issues in Unincorporated County**

Building Amenity	Kitchen	Plumbing
Owner	0.2%	0.3%
Renter	1.4%	0.8%

Notes: Per HCD guidance, this data should be supplemented by local estimates of units needing to be rehabilitated or replaced based on recent windshield surveys, local building department data, knowledgeable builders/developers in the community, or nonprofit housing developers or organizations.  
 Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25053, Table B25043, Table B25049. From ABAG Data Package.

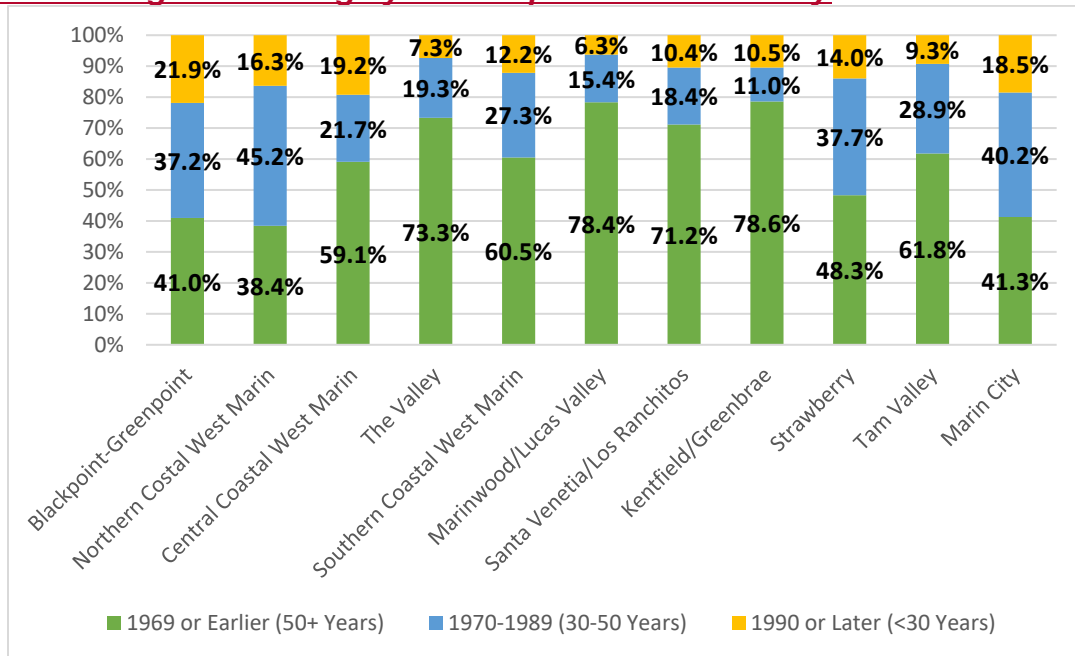
Estimating the number of substandard units in the County is difficult since code enforcement is complaint driven (for the County’s Code Enforcement agency) and inspection of multi-family units (3+) is voluntary through the Environmental Health Services (EHS). According to County Code Enforcement, most of the complaints related to substandard housing are from neighbors related to animal or insect infestation that’s

perceived to come from another unit or home. In most cases, these complaints are not substantiated. Therefore, the County does not have any standardized count of substandard units.

EHS inspects all buildings that are have three or more units every other year. However, this inspection is voluntary and requires tenant authorization. Of the units EHS inspects, only a “handful” were considered substandard. However, there are several 3+ unit buildings that seem very much substandard that EHS has not been authorized to inspect, especially in West Marin. Marin Housing Authority conducts inspections at a more regular basis as part of Housing Quality Standard inspections of units receiving housing choice vouchers. Fail rates between 2017 and 2021 ranged from 28 percent to 31 percent. However, data was not provided by community/area. Units fail if they don’t meet HUD’s Housing Quality Standards “HQS” for decent, safe and sanitary housing. Examples of reasons for failing include: Missing or inoperable smoke detectors; appliances not working; windows or doors not locking or operating as designed; electrical hazards; and unsafe conditions interior or exterior.

Within the unincorporated County, the Valley, Southern Coastal Western Marin, and Tam Valley have the largest proportion of housing build before 1990 (Figure D- 42). More than 90 percent of housing units in these communities are more than 30 years old. By contrast, Black Point-Green Point, Central Coastal West Marin, and Marin City have the largest percentage of housing stock build after 1990. About 20 percent of housing units in these communities is less than 30 years old.

**Figure D- 42: Age of Housing by Unincorporated Community**



**Homelessness<sup>52</sup>**

Categories of housing needs include not only such factors as cost burden, overcrowding, and substandard housing conditions but also homelessness.

Protected Groups

Homelessness in the County has a disparate impact on protected classes. According to the data collected during the 2019 Point in Time<sup>53</sup> count and the needs assessment conducted to inform the Marin County 2020-2024 Consolidated Plan, the populations being impacted disproportionately by homelessness include African American individuals, families, individuals with mental and physical disabilities, and older adults in the very low and low income range.

The 2019 PIT count found that Black or African American individuals were overrepresented in the homeless population (Table D- 32). While Black residents made up 5% of the general population in the County, they made up 17% of the homeless population in 2019. Black or African American individuals were also overrepresented in homeless subpopulations- they represented about 22% of homeless individuals in families and 15% of the older (over 60 years old) homeless population.

**Table D- 32: General County Population vs County Homeless Population by Race /Ethnicity (2019)**

<u>Race/Ethnicity</u>	<u>General Population</u>	<u>Homeless Population</u>
<u>White</u>	<u>71.2%</u>	<u>66.0%</u>
<u>Black/African American</u>	<u>2.1%</u>	<u>17.0%</u>
<u>Multi-Race/Other</u>	<u>4.7%</u>	<u>11.0%</u>
<u>American Indian/Alaska Native</u>	<u>0.2%</u>	<u>3.0%</u>
<u>Asian</u>	<u>5.9%</u>	<u>2.0%</u>
<u>Latinx/Hispanic</u>	<u>16.0%</u>	<u>19.0%</u>
<u>Sources: 2019 Marin County Homeless County and Survey Comprehensive Report ; 2015-2019 American Community Survey</u>		

National data from 2018 suggest that 33% of all people experiencing homelessness are persons in families.<sup>54</sup> In Marin County, 15 percent of persons experiencing homelessness in the 2019 PIT count were persons in families. The 2019 PIT count also reported that nationally, the majority of families experiencing homelessness are households headed by single women and families with children under the age of six. The 2019 report did not

<sup>52</sup> Analysis of disparate impacts on protected classes only available at County level (not unincorporated county level) because the 2019 Marin County Homeless County and Survey Comprehensive Report provides population characteristics for the entire County population surveyed.

<sup>53</sup> While the PIT Count is normally conducted every two years, the 2021 count was delayed to 2022 due to the COVID-19 pandemic. Only preliminary results of Marin County's 2022 PIT Count have been released as of November 2022 and do not include survey results or characteristics of the homeless population. The 2019 PIT results are used for this analysis.

<sup>54</sup> U.S. Department of Housing and Urban Development. (2018). The 2018 Annual Assessment Report (AHAR) to Congress. Retrieved 2019 from <https://www.hudexchange.info/resources/documents/2018-AHAR-Part-1.pdf> as cited by the 2019 Marin County Homeless County and Survey Comprehensive Report.

provide data on the family type for families experiencing homelessness. However, given that single female-headed households with children have the highest rates of poverty in the County (15.4 percent, Table D- 33) and poverty is a risk factor for homelessness, single female-headed households with children may be disproportionately impacted by homelessness in the County.

**Table D- 33: Poverty Rates for Families- Marin County (2019)**

Family/Household Type	Total	# in Poverty <sup>1</sup>	% in Poverty
All Families	66,052	2,477	3.8%
All Families with children	29,767	1,568	5.3%
Single- Female Headed	8,102	1,000	12.3%
Single- Female Headed with children	4,825	744	15.4%

Note: 1. Income in the past 12 months below federal poverty level  
 Source: 2015-2019 American Community Survey, Table B17012

Persons with disabilities are also disproportionately affected by homelessness in the County as health conditions affect the housing stability or employment. In 2019, 38% of respondents reported having a disabling condition that prevented them from working or maintaining stable housing. Two-thirds (66%) of respondents reported experiencing at least one health condition, with 42% reporting a psychiatric or emotional condition, 35% reporting Post-Traumatic Stress Disorder, and 29% reporting chronic health problems. About 25% of respondents also reported having a physical disability. Thus, it is important to consider accessibility to the location of homeless services.

Older adults have the compounding factors of having lower incomes and disabilities that put them at higher risk of homelessness. The number of older adults experiencing homelessness has risen in accordance with the overall growth of the older adult population in the County. While homeless older adults have not been identified as a specific subpopulation of interest by the federal government, Marin County recognized the growing trend and initiated an effort to gather additional information on the population in the 2019 PIT. Older adults and those under age 60 identified similar causes of homelessness. For both populations, economic issues such as job loss and eviction was the primary reason for homelessness. Fifty-eight percent (58%) of older adults cited economic issues, 30% cited personal relationship issues, and 16% reported mental health issues as the primary cause of their homelessness.

A key divergence between persons under 60 and over 60 experiencing homelessness is in the length of homelessness. Older adults were almost twice as likely to be likely to be homeless for 11 years or more than those under age 60, (29% and 15%, respectively). Eighty-six percent (86%) of older adults reported being homeless for one year or more compared to 77% of those under age 60.

Access to Services

According to the 2019 PIT Count, North Marin and Central Marin had the highest share of the population experiencing homelessness (Table D- 34). In 2019, about 30% and 36% of the homeless population resided in North and Central Marin. Among the

unincorporated County areas, West Marin had the highest concentration of homeless population, with 13.5% of the County’s total homeless population. West Marin also had the highest percentage change between 2017 and 2019. In 2017, only 8.9% of the County’s homeless population resided in West Marin while in 2019, 13.5% of the County’s homeless population was counted in West Marin. This represented a 41 percent increase in the homeless population in West Marin from 99 to 140 persons. The share of homeless population in North and Central Marin actually decreased between 2017 and 2019. The data indicates the need to continue to provide services in North and Central Marin and the growing need in West Marin.

**Table D- 34: County Homeless Population by Jurisdiction (2017, 2019)**

	2017		2019		Percentage Change
	#	%	#	%	
North Marin	350	31.3%	310	30.0%	-1.4%
Novato	350	31.3%	310	30.0%	-1.4%
Central Marin	389	34.8%	371	35.9%	1.1%
San Anselmo	2	0.2%	20	1.9%	1.8%
San Rafael	318	28.5%	255	24.7%	-3.8%
Corte Madera	26	2.3%	39	3.8%	1.4%
Fairfax	13	1.2%	5	0.5%	-0.7%
Larkspur	2	0.2%	28	2.7%	2.5%
Mill Valley	11	1.0%	8	0.8%	-0.2%
Unincorporated Central Marin	17	1.5%	16	1.5%	0.0%
South Marin	136	12.2%	144	13.9%	1.8%
Sausalito	36	3.2%	25	2.4%	-0.8%
Richardson Bay Anchor Outs	86	7.7%	103	10.0%	2.3%
Belvedere	0	0.0%	0	0.0%	0.0%
Unincorporated South Marin	14	1.3%	16	1.5%	0.3%
West Marin	99	8.9%	140	13.5%	4.7%
Unincorporated West Marin	99	8.9%	140	13.5%	4.7%
Other	143	12.8%	69	6.7%	-6.1%
Domestic Violence Shelter	89	8.0%	69	6.7%	-1.3%
Rotating Shelter	54	4.8%	0	0.0%	-4.8%
Unincorporated Total	85	7.6%	172	16.6%	9.0%
County Total	1117	100%	1,034	1,034	--

Source: 2019 Marin County Homeless County and Survey Comprehensive Report

When asked what services they would most like to access in the 2019 PIT County, 42% of respondents requested housing placement assistance, followed by free meals (38%), bus passes (38%), and emergency shelter (34%).

In addition, there are numerous community-based services and programs made available to individuals experiencing homelessness. These services range from day shelters and meal programs to job training and healthcare. Figure D- 43Figure D- 31: shows the



location of homeless services that appear through a Google search in Marin County. Most service locations appear to be along major transportation corridors, such as Highway 101. Figure D- 43 in the Transportation section above shows that transit routes mirror the location of homeless services. On July 1, 2020 Marin Transit introduced an expanded Low-Income Fare Assistance (LIFA) program. Eligible riders can receive \$20 of credit per month to use for trips on local Paratransit, Pt. Reyes Dial-A-Ride, Dillon Beach Dial-A-Ride, and the base fare for Catch-A-Ride. Eligible riders can opt-in to receive a free pass to use on Marin Transit local bus service.

Community Action Marin, a non-profit social service agency, also has Community Alternative Response (CARE) homeless outreach teams, through which vital support and assistance to unhoused people throughout Marin County is provided. CARE teams are often the first point of contact for people experiencing homelessness. CARE teams find people in need of service and help them in simple ways like wellness checks, bringing people food, socks or sleeping bags, or transportation to a detox center, homeless shelter or hospital, until they are receptive to accessing services.

The mobile CARE (Community Alternative Response Engagement) Teams can be contacted across Marin County by the geography they cover:

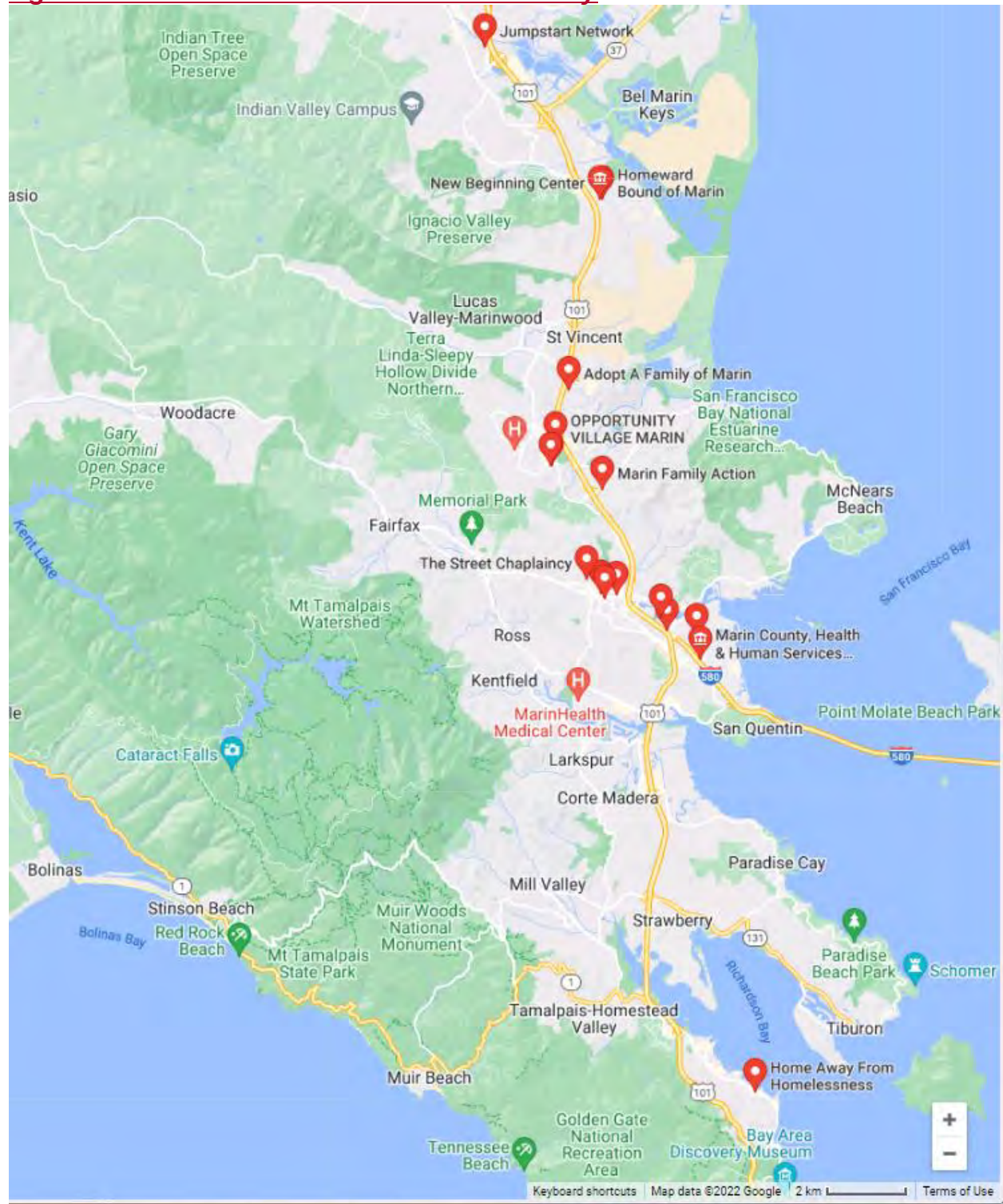
CARE I – All Marin County: 415.847.1266

CARE II – Downtown San Rafael: 415.847.6798

CARE III – Novato: 415.302.0753

CARE IV – All Marin County: 415.599.5200

**Figure D- 43: Homeless Services in Marin County**

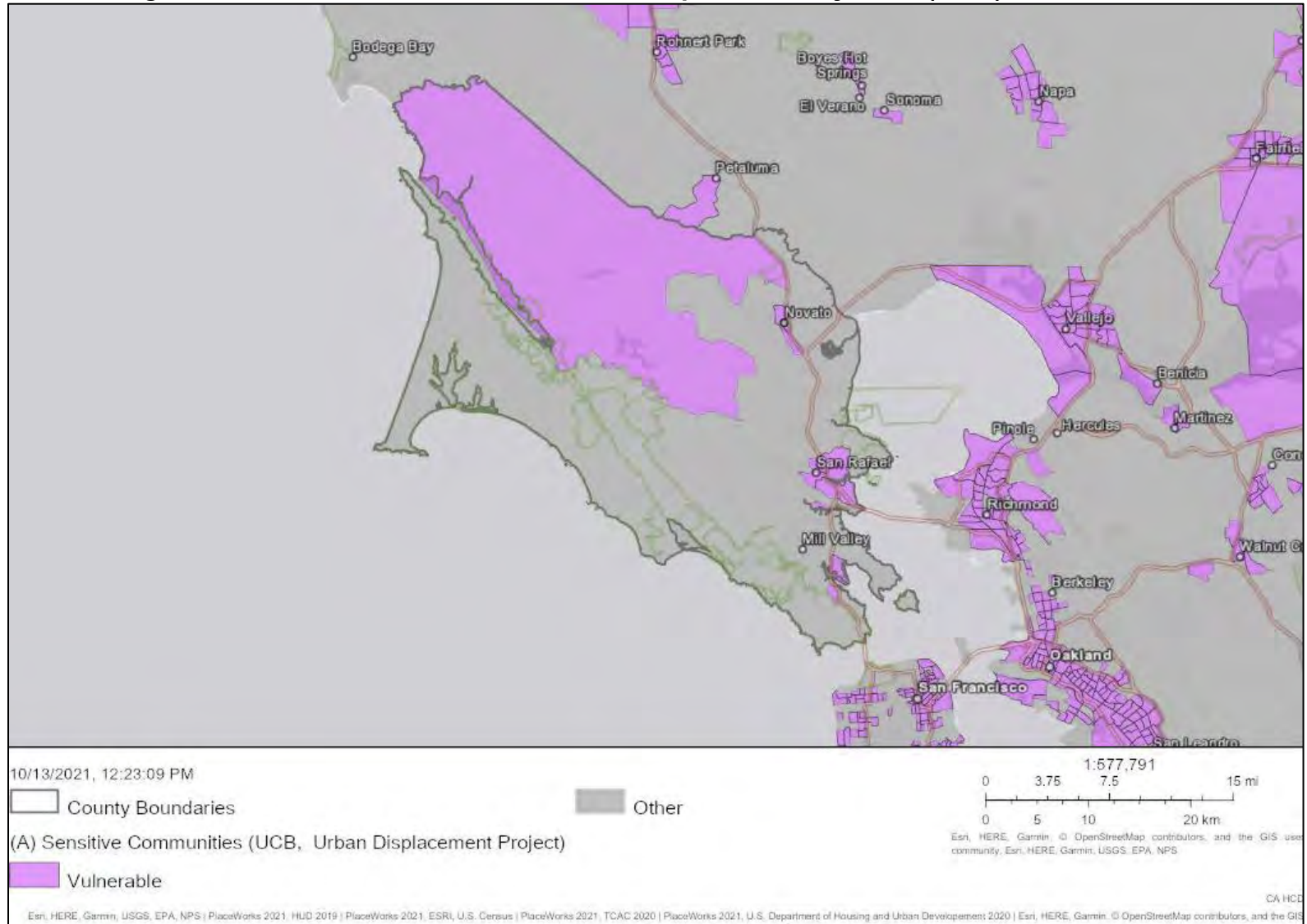


## **Displacement Risk**

### *Regional Trends*

UC Berkley’s Urban Displacement project defines residential displacement as “the process by which a household is forced to move from its residence - or is prevented from moving into a neighborhood that was previously accessible to them because of conditions beyond their control.” As part of this project, the research has identified populations vulnerable to displacement (named “sensitive communities”) in the event of increased redevelopment and increased housing costs. They defined vulnerability based on the share of low income residents per tract and other criteria including: share of renters is above 40 percent, share of people of color is more than 50 percent, share of low income households severely rent burdened, and proximity to displacement pressures. Displacement pressures were defined based on median rent increases and rent gaps. Using this methodology, sensitive communities in the Bay Area region were identified in the coastal census tracts of Contra Costa, Alameda, and San Francisco County, specifically in the cities of Vallejo, Richmond, Berkeley, Oakland, and San Francisco ([Figure D- 44](#)). In Marin County, sensitive communities were identified in the cities of Novato and San Rafael, and the unincorporated areas of Marin City, Strawberry, Northern and Central Coastal West Marin and Nicasio in the Valley.

**Figure D- 44: Regional Sensitive Communities At Risk of Displacement by Tract (2021)**





### *Local Trends*

As stated above, the sensitive communities identified in the unincorporated county are located in Marin City, Strawberry, Northern and Central Coastal West Marin and Nicasio in the Valley. These communities have also been identified in earlier sections as having disproportionate housing needs, especially Marin City.

Marin City has a confluence of factors that make its residents susceptible to displacement. In addition, the displacement pressures appear to be disproportionately affecting African American residents. As discussed in earlier sections, Marin City has a high concentration of African American residents though this share has been decreasing since the 1980s. In Marin City, permanent low-income housing is allowing many residents to stay in Marin and in an area where African Americans feel comfortable living. While many residents wish to stay in their community, many African American residents are leaving Marin City due to lack of affordable housing in Marin City or in Marin in general. In 1980, 75 percent of Marin City residents were African American compared to 23 percent in 2019. Marin City is one of the most affordable areas with a large concentration of multifamily housing and more affordable housing stock (condos and townhomes) for the workforce in both Marin County and San Francisco's commuting workforce. UC Berkley's Urban Displacement Project has published a case study on gentrification and displacement pressures in Marin City.<sup>55</sup> According to the study, "concern in this community is future displacement due to potential increases in population, interest in redevelopment and the continued pressures of being surrounded by affluent neighbors in one of the most exclusive counties in the country."

On a broader scale, West Marin is also feeling the effects of the growing divide between wealth and poverty in the Bay Area. Increasing home prices, increased short-term rentals and second home-owners are forcing people to move further from their areas of employment. Undocumented immigrants who work in agriculture and are often isolated by living conditions, language and culture are severely affected by the lack of low-income housing which put workers in vulnerable positions. "With housing so difficult to find, many residents don't complain about substandard conditions or report them to authorities, for fear of finding themselves with no housing at all." These workers who are the foundation of the economy both in agriculture and the service sectors cannot afford to live near their jobs and are forced to have long commutes as the tourist industry continues to grow.

### **Short-Term Rentals**

Online platforms for rental of private homes as commercial visitor accommodations have become a popular amenity for travelers and property owners. The services have also created a multitude of challenges for communities everywhere, most notably around neighborhood disruption, service needs, and housing supply and affordability.

Community discussions connected with the Housing Element effort have indicated that STR uses may be affecting the supply and affordability of housing, particularly in West Marin communities which have become increasingly attractive to homebuyers and where

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<sup>55</sup> [https://www.urbandisplacement.org/wp-content/uploads/2021/08/marin\\_city\\_final.pdf](https://www.urbandisplacement.org/wp-content/uploads/2021/08/marin_city_final.pdf)



there are relatively small numbers of homes. Overall, it appears that in the context of labor shortages, increased costs, and demand, STRs are increasingly impacting the health and safety of local communities, especially in the West Marin Area. [Table D- 35](#) shows the concentration of STRs in West Marin. About 70 percent of the County’s STR properties (476) are located in West Main. Within West Marin, Dillon Beach, Muir Beach, Stinson Beach, and Marshall have the highest concentration of STRs. More than 20 percent of these communities’ housing stock are registered as STRs.

**Table D- 35: Short Term Rental Distribution on West Marin**

	# of STR properties <sup>1</sup>	# of residential properties with at least 1 living unit <sup>2</sup>	Proportion of STRs
Bolinas	39	625	6.2%
Dillon Beach	97	394	24.6%
Inverness	65	892	7.3%
Lagunitas-Forest Knolls	8	592	1.4%
Muir Beach	14	40	35.0%
Nicasio	9	239	3.8%
Point Reyes Station	41	397	10.3%
San Geronimo	5	224	2.2%
Stinson Beach	148	703	21.1%
Tomales	13	139	9.4%
Woodacre	6	577	1.0%
Marshall	27	106	25.5%
Olema	4	32	12.5%
Total West Marin/ Measure W Area	476	4,960	9.6%
Marin County	677	82,043	0.8%

<sup>1</sup> Marin County Department of Finance Business License, [www.marincounty.org/bl](http://www.marincounty.org/bl), Retrieved 01/24/22.  
<sup>2</sup> 2021 Marin County Assessor-Recorder Secured Roll Data File

Housing shortages and prices are affected by the use of homes as STRs instead of residences. Of the approximately 5,250 residentially developed parcels in West Marin, 551 are currently registered with a valid Business License and Transient Occupancy Tax Certificates, the two required licenses currently needed to legally operate an STR. In some cases existing housing is converted to STR use, and in other cases newly constructed units or ADUs are used as STRs rather than adding to the County’s housing supply. A

significant proportion of the housing in some communities has been converted to commercial use in the form of STRs; for example, 20 percent of all housing units in Marshall and 22 percent in Stinson Beach are registered as STRs.

In addition, only 2,251 of the approximately 5,250 developed lots in the West Marin area receive the Primary Home Tax Exemption, indicating that 2,999 properties may not be in use as full-time homes. While all are not currently operating as STRs, the flexibility and the income generated by STRs, where nightly rates can range up to over \$1,000/night, in comparison to that earned with a long term rental is likely an incentive for property owners to seek STR use serving visitors rather than traditional rental housing for a community of residents. This condition has led to growing concerns in West Marin communities about impacts of STRs on the availability of housing for workforce, families, and community members.

On August 7, 2018, the Marin County Board of Supervisors adopted the County’s first STR ordinance (Ordinance No. 3695) with a limited, two-year term. The ordinance requires neighbor notification of STRs, requires renters be provided with “good neighbor” house rules, and establishes a short-term rental hotline for complaints (which is currently operated by Host Compliance, the County’s third party STR monitor). Additionally, the Ordinance requires STR operators register for a Business License and TOT Certificate, providing accountability and payment of taxes and fees commensurate with the commercial use.

On May 2022, the County Board of Supervisors adopted an urgency ordinance establishing a moratorium on new short-term rental registration in the West Marin Area, also known as the Measure W or West Marin Transient Occupancy Tax (TOT) Area, to maintain stability in housing supply while County staff evaluates policies and contemplated zoning proposals to improve the availability of middle- and lower-income housing in the West Marin Area, while maintaining existing coastal access.

### **Santa Venetia’s Housing Needs**

Santa Venetia’s racial composition has changed significantly in the past decade, notably that of the Hispanic/Latin community. In 2010, about 24.0 percent of the community identified as Hispanic/Latin, as opposed to 5.7 percent in 2019. The County has been engaging with the Santa Venetia community through a committed County-led initiative called “Community Conversations”. These meetings have been occurring monthly or bi-monthly since Fall 2021 and are led in Spanish with English interpretation. Through this initiative, the County has learned about the needs of this community, and the specific housing needs of the Hispanic/Latin community. These meetings are hosted by the Venetia Valley K-8 school, whose students are 86.4 percent Hispanic/Latin (2021-22 California Department of Education). The following topics were brought up by the community and representatives were invited to speak directly to community members and answer questions:

- Need for more affordable housing – participants ask about location of available affordable units in the County and are actively looking to apply to remain housed.
- Specific interest in Section 8 housing – representative from MHA came to talk about it to address questions/interest from the community from previous meetings. Interested in learning if any vouchers are available and how to apply and access.
- Habitability – representative from County’s Environmental Health Services EHS) Multi-Family Inspection Program came to discuss how to report habitability issues. Explained tenants’ rights when experiencing this issue. Questions that were addressed include: how to request inspection; how/when to involve landlord; fears around retaliation (confirmation that landlord will not be notified without tenant permission)
- Rental Assistance – first meeting was held in Fall 2021 and impacts of COVID were still being acutely experienced by the community. Per suggestion from Venetia Valley school staff, the County asked representatives from the County’s Rental Assistance program to set up a table and answer questions/search applications.
- Tenant Legal Assistance – representative from Legal Aid of Marin came to discuss tenants’ rights and landlord responsibilities

Based on this engagement process that County has included actions in its Housing Plan to address the needs of Santa Venetia residents.

### **Summary: Disproportionate Needs**

Disproportionate needs in unincorporated County communities were more apparent by income level, tenure, and race. As a result, some areas with concentrations of these populations also had disproportionate housing needs. Black and Hispanic renters tended to have the highest rates of cost burdens compared to other races and owners. While more than 50 percent of all Black and Hispanic households experience cost burdens, cost burden rates for Black or Hispanic renters are even higher (about 60 percent). Geographically, tracts in Northern Coastal west Marin, Black Point-Green Point, and Marin City had the highest rates of cost burdened renters.

Overcrowding and substandard conditions rates were low overall in unincorporated communities but renters in Marin City and the Valley had disproportionately high rates of overcrowding compared to other communities. Of note is that both Marin City and the Valley have significant shares of renter households, 73 percent and 24 percent, respectively. In addition, lower income households were more likely to live in overcrowded conditions.

Not only are residents in Northern Coastal West Marin and Marin City experiencing housing problems at higher rates than other communities in the region, these communities have also been identified as being at risk of displacement. This indicates a need to increase the availability of affordable housing within these communities as well as outside to facilitate the mobility of residents out of these areas and to protect existing residents from displacement when place-based strategies and investments improve the

conditions of the area. Some actions to ameliorate displacement risk include Measure W and the identification of RHNA sites of mixed-income in these areas.

### E. Site Inventory

HCD requires the City’s sites inventory used to meet the RHNA affirmatively furthers fair housing. This includes ensuring RHNA units, especially lower income units, are not disproportionately concentrated in areas with populations such as racial/ethnic minority groups, persons with disabilities, R/ECAPs, cost burdened renters, etc. For the purposes of analyzing the City’s RHNA strategy through the lens of Affirmatively Furthering Fair Housing, the sites inventory is shown at the tract level by Community [\(Table D- 36\)](#).

<b>Table D- 36: Unincorporated County CDPs by Community</b>	
Community Name	CDPs Included
North Marin	
Black Point-Greenpoint	Black Point – Green Point
Marinwood/ Lucas Valley	Lucas Valley-Marinwood
West Marin	
Northern Coastal West Marin	Dillon Beach, Tomales
Central Coastal West Marin	Point Reyes Station, Inverness
The Valley	Nicasio, San Geronimo Valley, Woodacre, Lagunitas, Forest Knolls
Southern Coastal West Marin	Stinson Beach, Bolinas, Muir Beach
Central Marin	
Santa Venetia/ Los Ranchitos	Santa Venetia
Kentfield/Greenbrae	Kentfield
Southern Marin	
Strawberry	Strawberry
Tam Valley	Tamalpais-Homestead Valley
Marin City	Marin City

<b>Table D- 37: Marin County RHNA Distribution by Unincorporated Community and Census Tract</b>											
Tract by Community	Tract Total HH	Total RHNA	Lower	Mod	AM	TCAC Score	% Non-White	% LMI Pop	% Ovcrd HH	% CB Renter	% CB Owner
<b>North Marin</b>											
<i>Black Point-Green Point</i>	<u>1,186</u>	<u>111</u>	<u>0</u>	<u>0</u>	<u>111</u>		30.7	52.6	5.9	20.0	35.0
01200	1,186	<u>111</u>	<u>0</u>	<u>0</u>	<u>111</u>	Moderate	30.7	52.6	5.9	20.0	35.0
Marinwood/ Lucas Valley	2,426	<u>273</u>	<u>253</u>	<u>20</u>	<u>0</u>		25.9	20.0	5.4	49.0	39.0
07000	2,426	<u>273</u>	<u>253</u>	<u>20</u>	<u>0</u>	Highest	25.9	20.0	5.4	49.0	39.0
Other- North Marin	<u>2,386</u>	<u>396</u>	<u>109</u>	<u>38</u>	<u>249</u>		30.6	52.9	3.2	27.7	39.7
33000*	1,200	<u>249</u>	<u>0</u>	<u>0</u>	<u>249</u>	Low	30.3	53.3	5.9	43.0	49.0
<u>01200*</u>	<u>1,186</u>	<u>147</u>	<u>109</u>	<u>38</u>	<u>0</u>						
<i>Total North Marin</i>		<u>780</u>	<u>362</u>	<u>58</u>	<u>360</u>		28.3	36.4	4.7	37.1	38.6
<b>West Marin</b>											
Northern Coastal West Marin	1,200	<u>60</u>	<u>0</u>	<u>13</u>	<u>47</u>		18.5	53.3	5.9	43.0	49.0
33000	1,200	<u>60</u>	<u>0</u>	<u>13</u>	<u>47</u>	Low	18.5	53.3	5.9	43.0	49.0
Central Coastal West Marin	<u>1,200</u>	<u>156</u>	<u>149</u>	<u>3</u>	<u>4</u>		18.7	52.4	2.0	46.0	48.0
33000	1,200	<u>156</u>	<u>149</u>	<u>3</u>	<u>4</u>	Low	25.4	53.3	2.3	43.0	49.0
Southern Coastal West Marin	913	<u>26</u>	<u>13</u>	<u>0</u>	<u>13</u>		17.2	49.4	5.9	38.0	61.0
32100	913	<u>26</u>	<u>13</u>	<u>0</u>	<u>13</u>	High	17.2	49.4	5.9	38.0	61.0
The Valley	<u>2,685</u>	<u>97</u>	<u>48</u>	<u>35</u>	<u>14</u>		15.6	49.5	3.4	39.7	49.0
13000	1,485	<u>81</u>	<u>32</u>	<u>35</u>	<u>14</u>	Highest	15.2	48.7	2.8	39.0	49.0
33000	1,200	<u>16</u>	<u>16</u>	<u>0</u>	<u>0</u>	Low	17.7	53.3	5.9	43.0	49.0
Other-West Marin	<u>2,074</u>	<u>114</u>	<u>64</u>	<u>45</u>	<u>5</u>		31.4	52.5	3.8	45.7	48.1
32200	874	<u>56</u>	<u>20</u>	<u>31</u>	<u>5</u>	Moderate	46.8	51.6	1.3	49.0	47.0



33000	1,200	<u>58</u>	<u>44</u>	<u>14</u>	<u>0</u>	Low	18.5	53.3	5.9	43.0	49.0
<i>Total West Marin</i>		<u>453</u>	<u>274</u>	<u>96</u>	<u>83</u>		20.3	51.7	3.8	43.2	50.0
<b>Central Marin</b>											
Kentfield/Greenbrae	<u>3,076</u>	<u>225</u>	<u>130</u>	<u>92</u>	<u>3</u>		13.5	26.1	2.2	21.6	33.0
19100	1,874	<u>222</u>	<u>130</u>	<u>92</u>	<u>0</u>	Highest	13.5	25.1	2.0	20.0	33.0
19201	1,202	<u>3</u>	<u>0</u>	<u>0</u>	<u>3</u>	High	15.4	48.3	5.9	56.0	32.0
Santa Venetia/Los Ranchitos	<u>4,373</u>	<u>861</u>	<u>561</u>	<u>13</u>	<u>287</u>		35.2	55.5	2.4	40.0	49.3
06001	2,138	<u>680</u>	<u>440</u>	<u>0</u>	<u>240</u>	Moderate	34.0	48.9	1.5	40.0	48.0
06002	2,235	<u>181</u>	<u>121</u>	<u>13</u>	<u>47</u>	Moderate	35.8	59.1	3.0	40.0	50.0
Other-Central Marin	<u>12,622</u>	<u>539</u>	<u>247</u>	<u>119</u>	<u>173</u>		42.2	40.5	3.9	53.2	35.9
07000	2,426	<u>26</u>	<u>0</u>	<u>0</u>	<u>26</u>	Highest	13.7	20.0	5.9	49.0	39.0
09002	1,735	<u>67</u>	<u>13</u>	<u>0</u>	<u>54</u>	Highest	14.7	34.2	3.3	46.0	40.0
12100	1,881	<u>119</u>	<u>26</u>	<u>0</u>	<u>93</u>	Moderate	63.6	48.5	5.5	57.0	33.0
14200	1,440	<u>36</u>	<u>36</u>	<u>0</u>	<u>0</u>	High	18.8	37.3	1.0	48.0	43.0
15000	2,668	<u>61</u>	<u>57</u>	<u>4</u>	<u>0</u>	Highest	13.7	25.2	0.7	50.0	40.0
21200	2,472	<u>230</u>	<u>115</u>	<u>115</u>	<u>0</u>	High	34.9	34.3	0.4	56.0	27.0
<i>Total Central Marin</i>		<u>1,625</u>	<u>938</u>	<u>224</u>	<u>463</u>		30.3	40.0	2.9	38.4	38.9
<b>Southern Marin</b>											
Marin City	<u>4,092</u>	<u>286</u>	<u>94</u>	<u>117</u>	<u>75</u>		49.6	38.1	3.4	43.0	41.5
28100	2,863	<u>145</u>	<u>20</u>	<u>50</u>	<u>75</u>	Highest	20.5	20.1	2.4	30.0	36.0
29000	1,229	<u>141</u>	<u>74</u>	<u>67</u>	<u>0</u>	Moderate	78.7	56.2	4.3	56.0	47.0
Strawberry	<u>4,162</u>	<u>354</u>	<u>100</u>	<u>8</u>	<u>246</u>		29.5	32.8	3.5	52.8	40.5
24100	2,287	<u>59</u>	<u>0</u>	<u>8</u>	<u>51</u>	Highest	23.5	21.2	3.4	34.0	38.0
25000	1,875	<u>295</u>	<u>100</u>	<u>0</u>	<u>195</u>	Highest	30.8	35.3	3.5	57.0	41.0
Tam Valley	<u>7,276</u>	<u>130</u>	<u>72</u>	<u>12</u>	<u>46</u>		16.3	26.0	0.3	29.8	46.0
28100	2,863	<u>12</u>	<u>0</u>	<u>12</u>	<u>0</u>	Highest	20.5	20.1	0.4	30.0	36.0
28200	1,918	<u>82</u>	<u>72</u>	<u>0</u>	<u>10</u>	Highest	17.4	25.0	0.5	31.0	42.0
30202	2,495	<u>36</u>	<u>0</u>	<u>0</u>	<u>36</u>	Highest	9.9	33.7	0.0	27.0	64.0
Other-Southern Marin	2,345	<u>32</u>	<u>0</u>	<u>0</u>	<u>32</u>		22.8	21.2	0.6	34.8	40.3

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24100	2,287	<u>32</u>	<u>0</u>	<u>0</u>	<u>32</u>	Highest	23.5	21.2	0.8	34.0	38.0
Total Southern Marin		<u>802</u>	<u>266</u>	<u>137</u>	<u>399</u>		31.1	31.1	2.5	43.9	41.6
Grand Total		<u>3,660</u>	<u>1,840</u>	<u>515</u>	<u>1,305</u>		26.8	42.3	3.3	40.7	43.0

	<u>Low</u>	<u>Moderate</u>	<u>AM</u>	<u>Total</u>
<u>North Marin</u>	<u>19.7%</u>	<u>11.3%</u>	<u>27.6%</u>	<u>21.3%</u>
<u>Black Point-Green Point</u>	<u>0.0%</u>	<u>0.0%</u>	<u>8.5%</u>	<u>3.0%</u>
<u>Marinwood-Lucas Valley</u>	<u>13.8%</u>	<u>3.9%</u>	<u>0.0%</u>	<u>7.5%</u>
<u>Other</u>	<u>5.9%</u>	<u>7.4%</u>	<u>19.1%</u>	<u>10.8%</u>
<u>West Marin</u>	<u>14.9%</u>	<u>18.6%</u>	<u>6.4%</u>	<u>12.4%</u>
<u>Northern Coastal West Marin</u>	<u>8.1%</u>	<u>0.6%</u>	<u>0.3%</u>	<u>4.3%</u>
<u>Central Coastal West Marin</u>	<u>0.0%</u>	<u>2.5%</u>	<u>3.6%</u>	<u>1.6%</u>
<u>Southern Coastal West Marin</u>	<u>0.7%</u>	<u>0.0%</u>	<u>1.0%</u>	<u>0.7%</u>
<u>The Valley</u>	<u>2.6%</u>	<u>6.8%</u>	<u>1.1%</u>	<u>2.7%</u>
<u>Other</u>	<u>3.5%</u>	<u>8.7%</u>	<u>0.4%</u>	<u>3.1%</u>
<u>Central Marin</u>	<u>51.0%</u>	<u>43.5%</u>	<u>35.5%</u>	<u>44.4%</u>
<u>Kentfield/Greenbrae</u>	<u>7.1%</u>	<u>17.9%</u>	<u>0.2%</u>	<u>6.1%</u>
<u>Santa Venetia/Los Ranchitos</u>	<u>30.5%</u>	<u>2.5%</u>	<u>22.0%</u>	<u>23.5%</u>
<u>Other</u>	<u>13.4%</u>	<u>23.1%</u>	<u>13.3%</u>	<u>14.7%</u>
<u>Southern Marin</u>	<u>14.5%</u>	<u>26.6%</u>	<u>30.6%</u>	<u>21.9%</u>
<u>Marin City</u>	<u>5.1%</u>	<u>22.7%</u>	<u>5.7%</u>	<u>7.8%</u>
<u>Strawberry</u>	<u>5.4%</u>	<u>1.6%</u>	<u>18.9%</u>	<u>9.7%</u>
<u>Tam Valley</u>	<u>3.9%</u>	<u>2.3%</u>	<u>3.5%</u>	<u>3.6%</u>
<u>Other</u>	<u>0.0%</u>	<u>0.0%</u>	<u>2.5%</u>	<u>0.9%</u>
<u>Grand Total</u>	<u>1,840</u>	<u>515</u>	<u>1,305</u>	<u>3,660</u>

### North Marin

North Marin is made up of the unincorporated communities of Black Point-Green Point and Lucas Valley-Marinwood. As shown in [Table D- 37, 780](#) total RHNA units ([21](#) percent) are distributed in the North Marin communities of Black Point-Green Point, Lucas Valley-Marinwood, and other areas in North Marin not associated with either CDP. The County has allocated [111 above-moderate income units](#) in Black Point-Green Point. Black Point-Green Point is made up of moderate resource tracts with an average minority population of [31](#) percent and LMI population of [53](#) percent.

The adjacent community of Lucas Valley-Marinwood is considered Highest Resource and has nonwhite population of 26 percent and LMI population of 20 percent. The County has allocated [273](#) lower and moderate income units in Lucas Valley. This unit distribution is intended to improve the availability of affordable housing in a high resource area. Cost burdens in Lucas Valley-Marinwood is highest between the two North Marin communities (49 percent for renters and 39 percent for owners). Lower income housing can also improve cost burdens in the area by increasing the availability of lower income housing for renters.

### West Marin

West Marin covers the coastal areas of the County as well as the Valley in the middle of the County. Northern Coastal West Marin is a low resource area, also considered an LMI area, with high shares of cost burdens for renters (43 percent) and owners (49 percent). The County has allocated 60 RHNA moderate and above-moderate income units in this community. Lower income units were not allocated here to avoid placing housing in an area that has low infrastructure and connectivity of the County's economic center and services.

Central Coastal West Marin has a tract with moderate resources (for the CDPs along the coast) and low resources (for the CDPs in the Valley). Both tracts in Central Coastal West Marin have similar shares of LMI population and cost burdens for both renters and owners. The County has allocated [156](#) RHNA units of all income levels in this community- [149](#) lower income, [three](#) moderate income, and [four](#) above moderate. All [149](#) lower income units are located in Point Reyes Station- within a low resource tract. However, many of the sites in Point Reyes are vacant and public sites and are more likely to develop affordable housing [than in surrounding underutilized sites](#).

Southern Coastal West Marin is considered a high resource tract. This tract has less than 1,000 units and the County has allocated 26 mixed income RHNA units in this area. Units are both in Stinson Beach and Bolinas, but the 13 lower income units in the area are located in Bolinas as part of Credit projects. These units increase the availability of affordable units in an area with high resources.

The Valley is located inland in the County, and has tracts with a mixture of resources- Highest in the Lagunitas, Woodacre, San Geronimo area and low in isolated Nicasio. Despite their differences in resources, the tract's population characteristics are similar for nonminority concentration, LMI population, and owner cost burdens. However, overcrowding and renter cost burden is higher in tract 33000. The County has allocated

a total of 97 RHNA units in The Valley, with the majority (81) in the tract with the highest resources. Of the 48 combined lower income units in both of the tracts, 32 are in the tract with highest resources. This should increase the availability of low income housing in high resource areas in the Valley community.

Overall, 453 RHNA units (12 percent) were distributed in West Marin, which has one of the lowest population densities in the County but the largest land area. The County took care to distribute units in a way to both increase housing availability of all incomes as well as allocating lower income units in areas with high resources and/or with access to infrastructure. About 60 percent of the units in sites in West Marin are lower income (274), and most (109) are in Central Coastal West Marin.

### **Central Marin**

Central Marin is one of the most densely populated areas in the County, but the majority of the land area is made up of incorporated cities. Kentfield/Greenbrae and Santa Venetia/Los Ranchitos are the only unincorporated communities in the area. However, these two communities are located at opposite ends of Central Marin and have differing levels of resources. Kentfield/Greenbrae is made up of high/highest resource tracts while Santa Venetia/Los Ranchitos has lower resources. There are also large areas of unincorporated land not belonging to either community where the County has allocated 539 RHNA units. Of the 1,625 total RHNA units in Central Marin, 225 are located in Kentfield/Greenbrae. About half of the units in Kentfield/Greenbrae (130) are on sites suitable for lower income households- thus providing affordable housing in an area with high resources. In Santa Venetia/Los Ranchitos, where resources are moderate, most of the units (561 of 861) are lower income units. Most of these units are designated for the St Vincent's site and have a high probability of being developed as lower income housing due to incentives for lower income housing development on religious sites.

The remaining 539 RHNA units in Central Marin are spread out in areas not within Kentfield/Greenbrae or Santa Venetia/Los Ranchitos. These areas range in resources from Highest to Moderate. However, the majority of these units are located in the northern end of the County (near Fairfax, California Park, Lucas Valley, and Sleepy Hollow). Most of the sites designated for lower income units (221 of 247) located in "other" areas of Central Marin are in High and Highest resource tracts.

### **Southern Marin**

Southern Marin is made up of a mixture of unincorporated communities- Marin City, Strawberry, Tam Valley, as well as -incorporated cities:- Mill Valley, Sausalito, Tiburon, and Belvedere. Southern Marin, while predominantly High and Highest resource, also has Marin City, which has been identified as being a racially and ethnically segregated area of Poverty (RECAP), has a higher share of single-female headed households with children and persons with disabilities than other unincorporated communities, has disproportionate access to opportunities and disproportionate needs, and is a historically Black/African American community that has been impacted by discriminatory policies, redlining, and even was even the subject of discriminatory home lending headlines in 2021.

About 22 percent of the unincorporated County’s RHNA (802 units) is located in Southern Marin- 266 lower income, 137 moderate income, and 399 above moderate income. Of these 802 units, 286 are located in Marin City. In an effort to avoid the concentration of lower income units in an area already with a concentration of LMI population, yet with a need for affordable housing units (about 30 to 56 percent of renters are cost burdened), the County allocated 94 lower income units in Marin City, while the rest are Moderate and Above Moderate income. Most of these lower income units (74) are located in the tract with the highest percentage of cost burdened renters. The existing residents are also vulnerable to displacement so the County has included considerations for more robust tenant protections in its 6<sup>th</sup> Cycle Housing Element Programs.

In Strawberry, where resources are “highest”, the County has allocated 354 RHNA units, split across all income levels. Despite both tracts being considered highest resource, one tract (25000) has a considerably higher concentration of LMI population, and cost burdened renters and owners (57 percent and 41 percent, respectively). All lower income units in Strawberry are within the tract with the highest concentration of cost burdened households. This strategy helps increase the availability of affordable housing in an area with disproportionate needs but highest resources.

The County allocated 130 RHNA units in Tam Valley, split between lower, moderate and above moderate income. This community has one of the highest concentration of cost burdened owners in Southern Marin and all of Marin County in Tract 30202 (64 percent). Above Moderate units in this tract can help improve conditions for owner households by increasing the supply of housing.

though Figure D- 55: and Table D- 39 through Table D- 49 under section F. RHNA Unit Distribution by Fair Housing Characteristics show the distribution of RHNA units relative to a variety of characteristics that impact fair housing choice.



## F. Identification and Prioritization of Contributing Factors

**Table D- 38** below shows a Summary Issues and Identification and Prioritization of Contributing Factors based on the analysis presented above. Meaningful actions to address these issues are described in detail in the Housing Element’s Program Section.

<b>Table D- 38: Summary Issues and Identification and Prioritization of Contributing Factors</b>			
<b>Issue/Justification</b>	<b>Contributing Factor</b>	<b>Priority</b>	<b>Program</b>
<p><b>Fair Housing Outreach and Education</b></p> <p>Disability status is the most common basis for discrimination complaints. Testing on the basis of disability in the County revealed that persons with disabilities most to have received less favorable treatment or more likely to be denied reasonable accommodations. Most importantly, testing revealed higher rates of discrimination on the basis of disability in properties with less than 11 units, indicating a need for increased fair housing education with “mom and pop” landowners.</p> <p>Source of Income Protection has been protected since 2017 in the County and has become protected under California Law since 2020. Testing in Marin County has also revealed discriminatory treatment for all HCV holders, but higher rates for Latinx and Black HCV holders. Of note is the finding that landlords made exceptions of HCV holders for White residents in areas of high opportunity. This indicates a higher need for outreach education on Source of Income and Race in areas with high resources. Information about all protected classes as well as source of income protection needs to be disseminated to both landlords and residents.</p> <p><i>Because discrimination in the private market is higher for landlords with buildings with a lower number of units, the County is placing high priority on education to landlords- particularly landlords of smaller buildings (townhomes, condos, ADUs).</i></p> <p><i>Because testing is complaint-based, the County is placing moderate priority to extending education to residents. Residents need to know the fair housing resources available and their fair housing rights. For this</i></p>	Higher discrimination in private small landlord market		
	Lack of property owner/landlord education.		
	Lack of property owner/landlord education.	High	30
	Testing is complaint-based and discrimination based on disability is more apparent. Reporting based on disability may be an overrepresentation of the discrimination activity occurring. Residents need to know their fair housing rights.	Moderate	30,32

<p><i>reason the County is prioritizing outreach and education, both to residents and realtors.</i></p>			
<p><b>Integration and Segregation</b></p> <p>Most communities in unincorporated Marin are predominantly white. Marin City has the highest concentration of Black/African American and Hispanic/Latinx residents compared to other unincorporated communities. In addition, Marin City was identified as R/ECAP, indicating a concentration of minority population and poverty. Marin City also has the highest concentration of persons with disabilities and single-female headed households with children compared to other unincorporated communities. This indicates a concentration of special needs populations within Marin City. Not only are there areas of concentrated special needs populations and poverty, but affluent and white populations also appear to be concentrated and segregated from these populations. Regional trends show that white residents and above moderate-income residents are significantly more segregated from other racial and income groups. This trend is also seen in unincorporated Marin County where Above Moderate-income residents are the most isolated income group while very-low income communities have become more isolated. As a result, very-low income communities and above moderate communities remain moderately segregated (compared to slightly lower segregation indices between lower income residents and non-lower income residents).</p> <p><i>The County is placing a high priority on housing mobility strategies to facilitate the movement of persons from areas with high concentration of special needs populations (especially Marin City) to other high resource areas and on facilitating affordable housing production. Actions include considering concessions/incentives for universal design, facilitating ADU construction, an SB9 mapping tool, efficient use of multi-family land, by-right approval in reuse sites for lower income units and streamlining approval, and addressing infrastructure constraints to residential development. On the other hand, the County has signed a voluntary agreement with HUD to not invest in any more affordable housing in Marin City to avoid the overconcentration of low income housing.</i></p>	<p>Concentration of low income housing (associated with special needs populations and minority population) in the Marin City attributed to historical settlements, discriminatory practices, and land use policies.</p>	<p>High</p>	<p>10, 12, 27, 29</p>
	<p>Lack of opportunities for residents to obtain housing in areas of higher opportunities .</p>	<p>High</p>	<p>2,4, 5, 6, 14, 24</p>

<p><i>The County is placing a high priority on Place-Based strategies to improve the condition of Marin City. This includes objective design standards for off-site improvements to streamline timelines and improve certainty across all unincorporated communities as well as increasing investment in Marin City neighborhood improvement.</i></p>			
<p><b>Access to Opportunities</b></p> <p>The analysis of access to opportunities revealed disproportionate access in three different communities: Northern Coastal West, Black Point-Greenpoint, and Marin City. Northern Coastal West Marin is not well connected by transportation to the rest of the County, and perhaps due to a lack of connection, also has low jobs proximity and economic scores. The County’s economic center is located in Central and Southern Marin. Northern Coastal West Marin also had low educational outcomes.</p> <p>Marin City, which has already been identified as a RECAP and a community with a concentration of special needs population, was classified as being predominantly moderate resource. Marin City’s lower TCAC composite score (compared to its neighboring areas) is due to its lower economic score. Since the TCAC score is a combination of poverty, adult education, employment, job proximity, and median home value, but Marin City is close to the County’s employment centers, the resources most necessary in the area are related to improving the human capital- poverty, education, employment, as well as neighborhood improvements to increase home values. Home values are also directly linked to past discriminatory practices that did not allow Black residents to move to other areas and remain in Marin City. As early as 2021, Marin City also has seen complaints of home loan discrimination. Residents of Marin City also have limited access to protected open space.</p> <p>Black Point- Green Point in North Marin also had moderate TCAC resource scores accompanied by lower education scores and lower jobs proximity and lower economic scores. However, this area is not known regionally to lack resources or have special needs. The population in the area is White, affluent, and well educated.</p>	<p>Development patterns and land use policies isolating West Marin, especially Northern Coastal West Marin, from areas of high opportunity</p>	<p>Low</p>	
	<p>Lack of opportunities for residents to obtain housing in higher opportunity areas</p>	<p>High</p>	<p>1, 4, 5, 24</p>
	<p>Low opportunities and resources in Marin City due to lack of human capital and home values</p>	<p>High</p>	<p>10,12,27, 29</p>

<p><i>West Marin has historically been rural with a focus on agriculture, open space preservation, and park lands. Northern Coastal West Marin is not well connected to the rest of the County where there are more job opportunities and higher overall resources. Further impacting the area is the Coastal Act, which preserves access to the coast and promotes visitor serving uses over uses for local residents. Since overall population density is low in these areas and residential development in these areas are limited by the Coastal Act, the County is placing low priority in addressing the land use patterns in West Marin (MCCDC) and improve neighborhood through community planning. The first community plan for the 6<sup>th</sup> Planning Cycle for Marin City has already secured funding through ABAG.</i></p>			
<p><b>Disproportionate Needs</b></p> <p>Disproportionate needs in unincorporated County communities were more apparent by income level, tenure, and race. As a result, some areas with concentrations of these populations also had disproportionate housing needs. Black and Hispanic renters tended to have the highest rates of cost burdens compared to other races and owners. While more than 50 percent of all Black and Hispanic households experiences cost burdens, cost burden rates increased to 60 percent for Black or Hispanic renters. Geographically, tracts in Northern Coastal West Marin, Black Point-Green Point, and Marin City had the highest rates of cost burdened renters.</p> <p>Overcrowding and substandard conditions rates were low overall in unincorporated communities but renters in Marin City and the San Geronimo Valley had disproportionately high rates of overcrowding compared to other communities. Of note is that both Marin City and the San Geronimo Valley have the significant shares of renter households, 73 percent and 24 percent, respectively. In addition, lower income households were more likely to live in overcrowded conditions.</p> <p>Not only are residents in Northern Coastal West Marin and Marin City experiencing housing problems at higher rates than other communities, these communities have also been identified as being at risk of displacement. This indicates a need to increase the availability of affordable housing within these communities as well as outside to facilitate the mobility of residents out of these areas and to Protecting</p>	<p>Lack of affordable housing due to due to constraints to residential development</p>	<p>High</p>	<p>7, 14, 10, 17</p>
	<p>Lack of affordable housing due to short-term rentals</p>	<p>Moderate</p>	<p>18, 19</p>
	<p>Lack of housing condition inspection and monitoring in the majority of the unincorporated County's housing stock (single family housing)</p>	<p>Moderate</p>	<p>20</p>
	<p>Lack of renter protections, especially in communities with high displacement risk (Marin City and Northern Coastal West Marin)</p>	<p>High</p>	<p>31</p>

<p>existing residents from displacement when place-based strategies and investments improve the conditions of the area.</p> <p><i>Many issues affect housing needs- constraints to production, lack of incentives for production, and short-term rentals affect the availability and cost of housing. Meanwhile, a lack of monitoring for housing condition may lead to substandard conditions, particularly for renters. Marin County is addressing most of these issues but higher priority is being given to incentivizing new housing production.</i></p> <p><i>Because cost burden is related to housing availability, the County is placing a high priority on incentivizing and facilitating affordable housing production throughout the unincorporated communities. Part of the strategy includes reducing the concentration of affordable housing in Marin City and facilitating it in areas with higher resources.</i></p> <p><i>Because short-term rentals reduce housing availability which can increase the demand for housing and inflate housing prices, especially in West Marin and its coastal communities, exploring options for limiting short-term rentals is considered a moderate priority. Higher priority is being given to incentivizing new housing production.</i></p> <p><i>The majority of the incorporated County housing stock is single units dwellings. Inspections for substandard conditions are currently only done in buildings with 3 or more units. Because renters are experiencing housing problems – substandard conditions- in single unit dwellings, the County is placing moderate priority on expanding the inspection program to single-unit dwellings/homeowners. .</i></p> <p><i>The combined forces of increased housing cost as well as the production of unaffordable housing is creating displacement risk for Marin City and Northern Coastal West Marin. The County is placing a high priority on exploring tenant protection options such as rent stabilization, just cause for eviction, relocation assistance, tenant commissions, right to purchase, and right to return.</i></p>			
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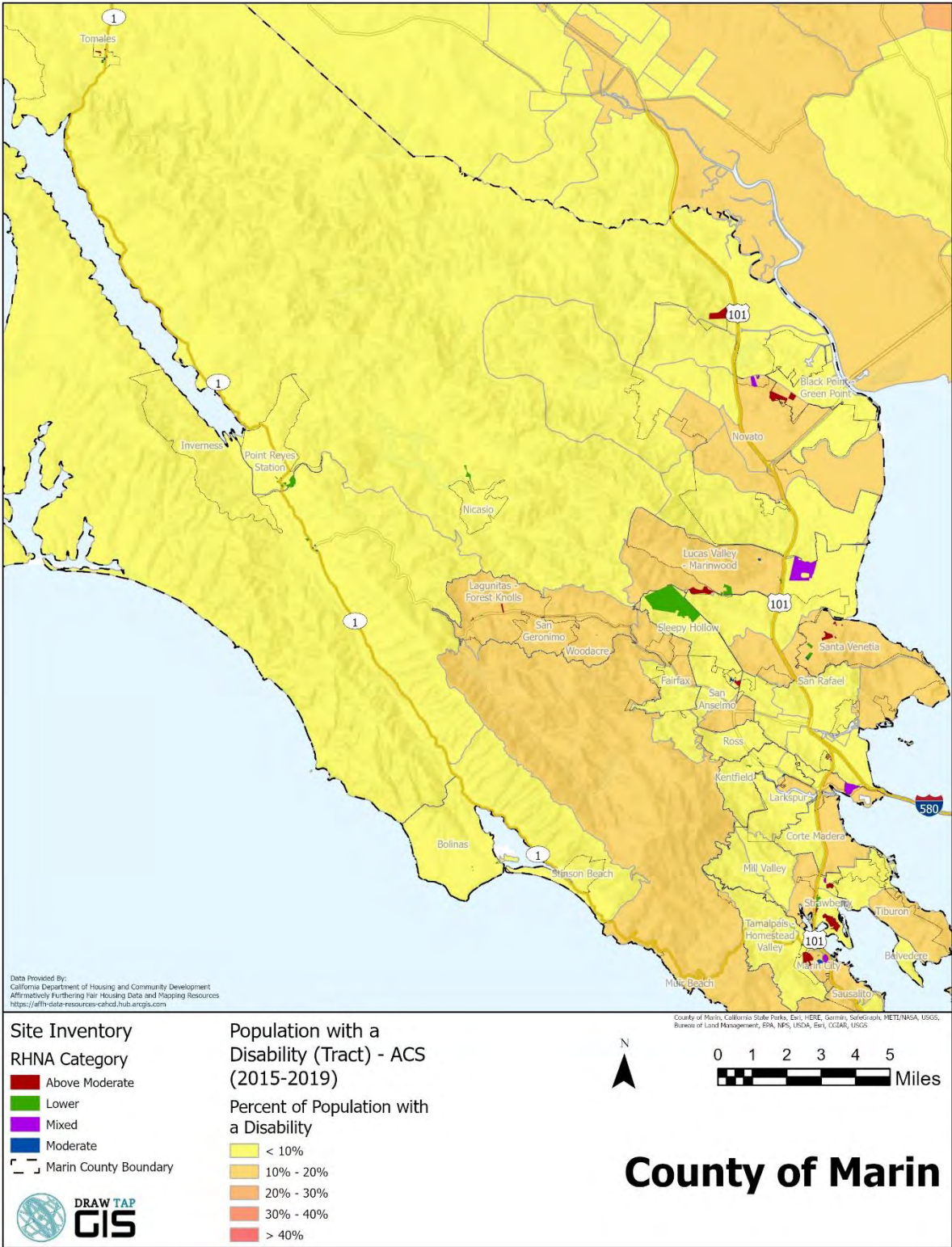




**Table D- 39: RHNA Unit Distribution by % Non-White Population in Tract**

	Lower	Moderate	Above Moderate	Total RHNA Units
<20 %	<u>26.0%</u>	<u>42.7%</u>	<u>21.3%</u>	<u>26.7%</u>
21 - 40%	<u>67.6%</u>	<u>38.3%</u>	<u>69.1%</u>	<u>64.0%</u>
41 - 60%	<u>1.1%</u>	<u>6.0%</u>	<u>3.1%</u>	<u>2.5%</u>
61 - 80%	<u>5.4%</u>	<u>13.0%</u>	<u>6.5%</u>	<u>6.9%</u>
> 81%	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
Total Units	<u>1,840</u>	<u>515</u>	<u>1,305</u>	<u>3,660</u>

**Figure D- 46: RHNA Unit Distribution by % Population with a Disability in Tract**

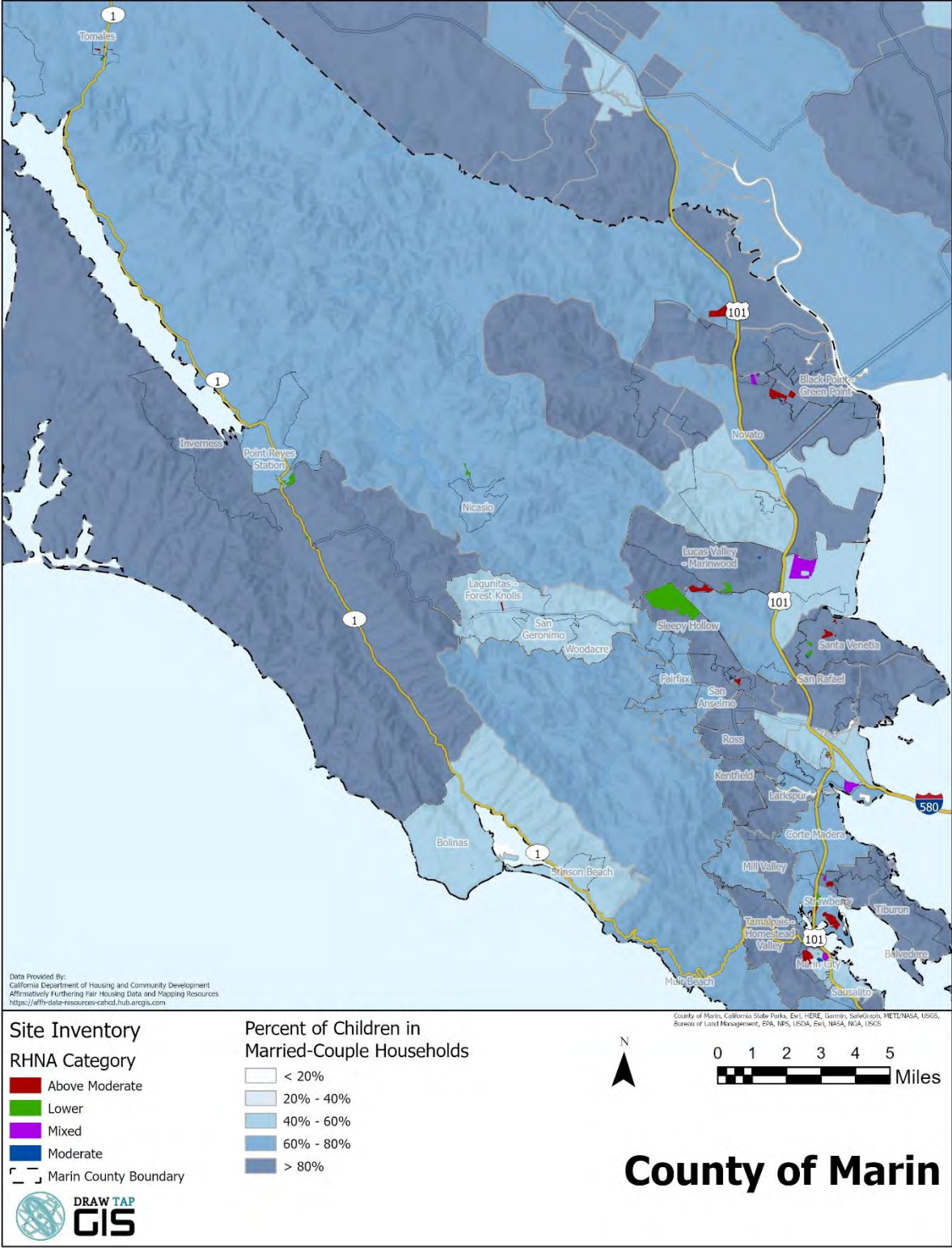


**Table D- 40: RHNA Unit Distribution by % Population with a Disability in Tract**

	Lower	Moderate	Above Moderate	Total RHNA Units
<10%	59.8%	44.1%	81.8%	65.4%
10 - 20%	40.2%	55.9%	18.2%	34.6%
Total Units	1,840	515	1,305	3,660



**Figure D- 47: RHNA Unit Distribution by % Children in Married-Couple Households in Tract**

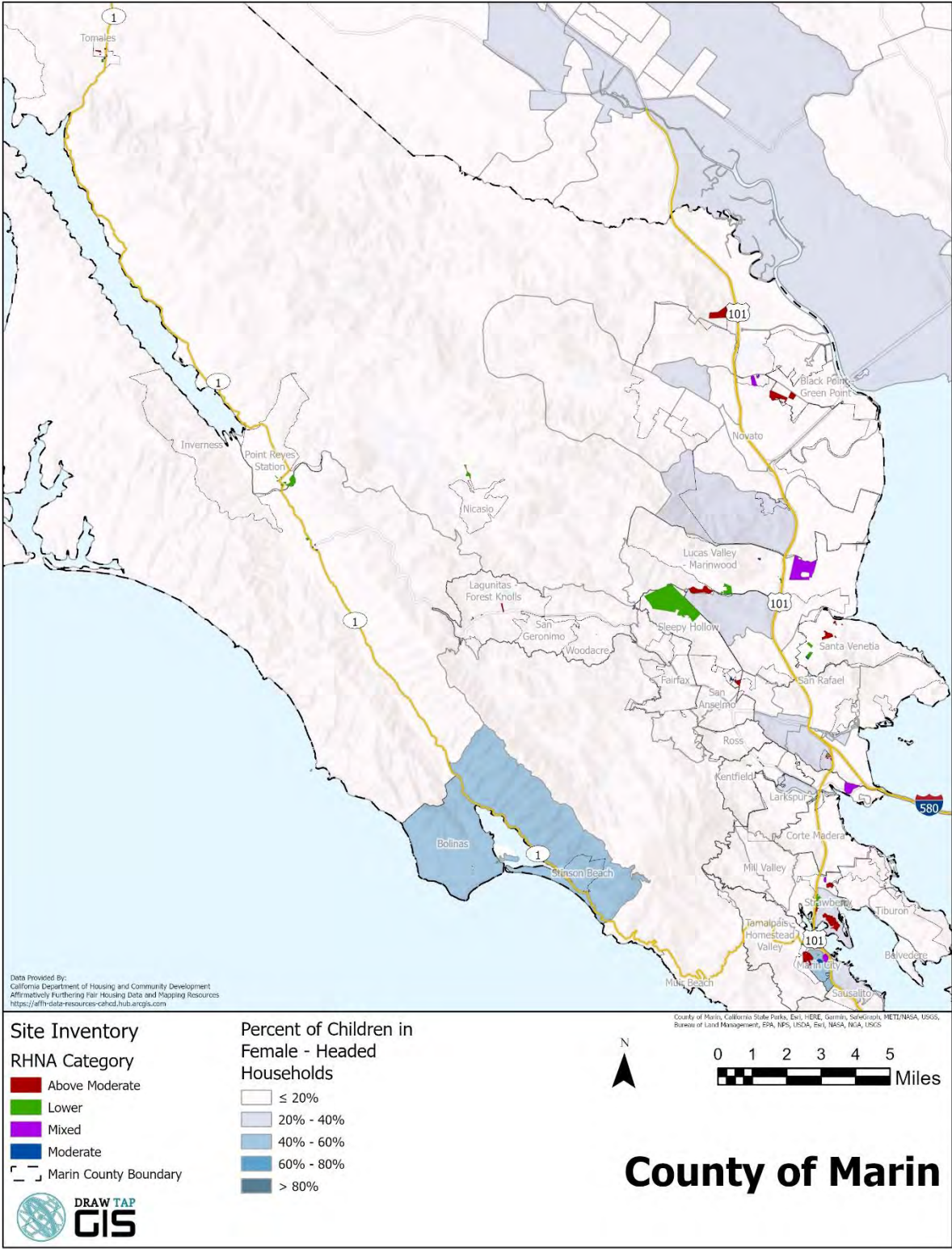




**Table D- 41: RHNA Unit Distribution by % Children in Married-Couple Households in Tract**

	Lower	Moderate	Above Moderate	Total RHNA Units
0 - 20%	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
20 - 40%	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
40 - 60%	<u>31.8%</u>	<u>19.8%</u>	<u>30.3%</u>	<u>29.6%</u>
60 - 80%	<u>25.0%</u>	<u>28.2%</u>	<u>38.2%</u>	<u>30.1%</u>
> 80%	<u>43.2%</u>	<u>52.0%</u>	<u>31.5%</u>	<u>40.3%</u>
Total Units	<u>1,840</u>	<u>515</u>	<u>1,305</u>	<u>3,660</u>

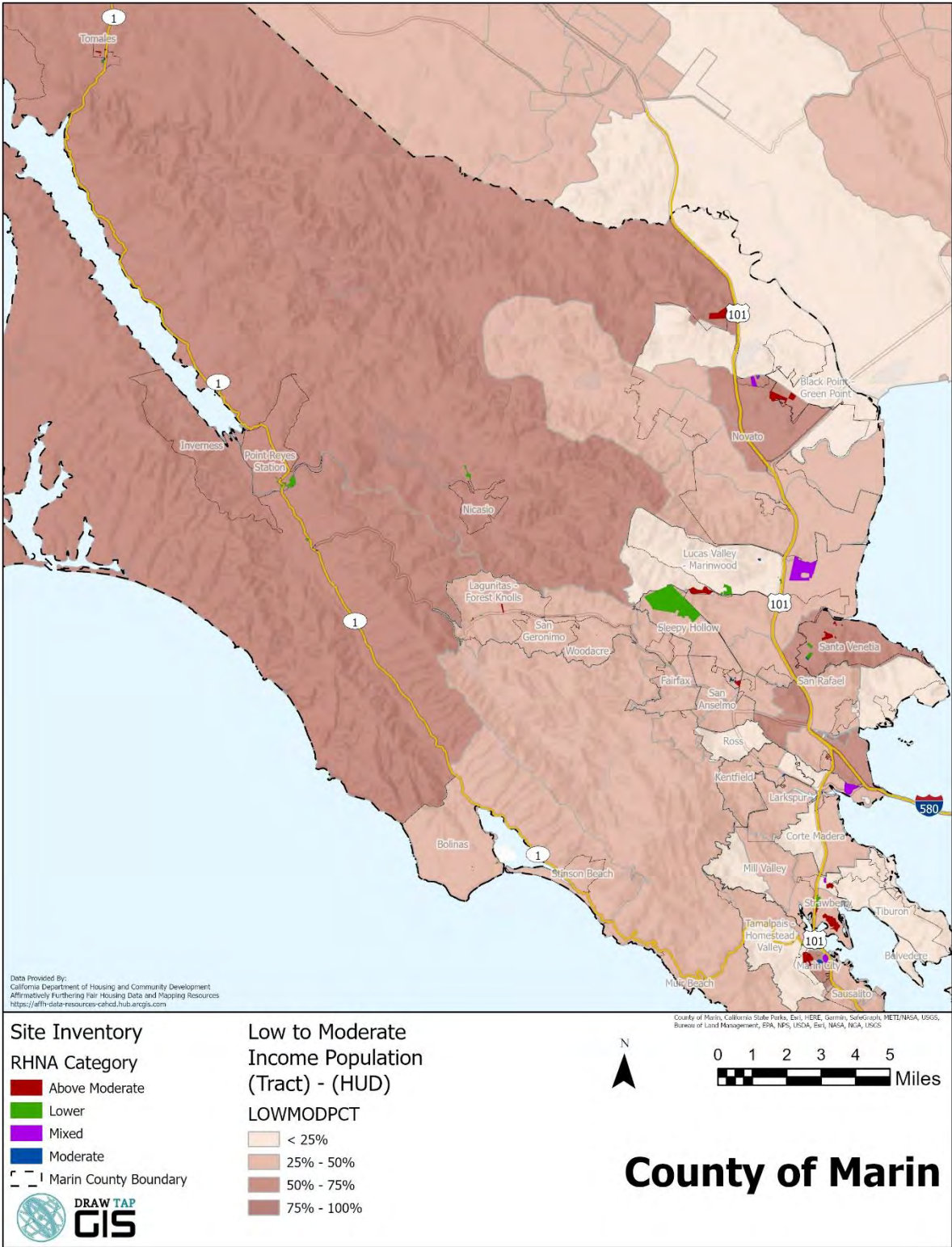
**Figure D- 48: RHNA Unit Distribution by % Children in Single Female-Headed Households in Tract**



**Table D- 42: RHNA Unit Distribution by % Children in Single Female-Headed Households in Tract**

	Lower	Moderate	Above Moderate	Total RHNA Units
0 - 20%	<u>88.4%</u>	<u>87.0%</u>	<u>73.9%</u>	<u>83.1%</u>
20 - 40%	<u>6.8%</u>	<u>0.0%</u>	<u>25.1%</u>	<u>12.4%</u>
40 - 60%	<u>4.7%</u>	<u>13.0%</u>	<u>1.0%</u>	<u>4.6%</u>
<u>60 - 80%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
<u>&gt; 80%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
Total Units	<u>1,840</u>	<u>515</u>	<u>1,305</u>	<u>3,660</u>

**Figure D- 49: RHNA Unit Distribution by % LMI Population in Tract**

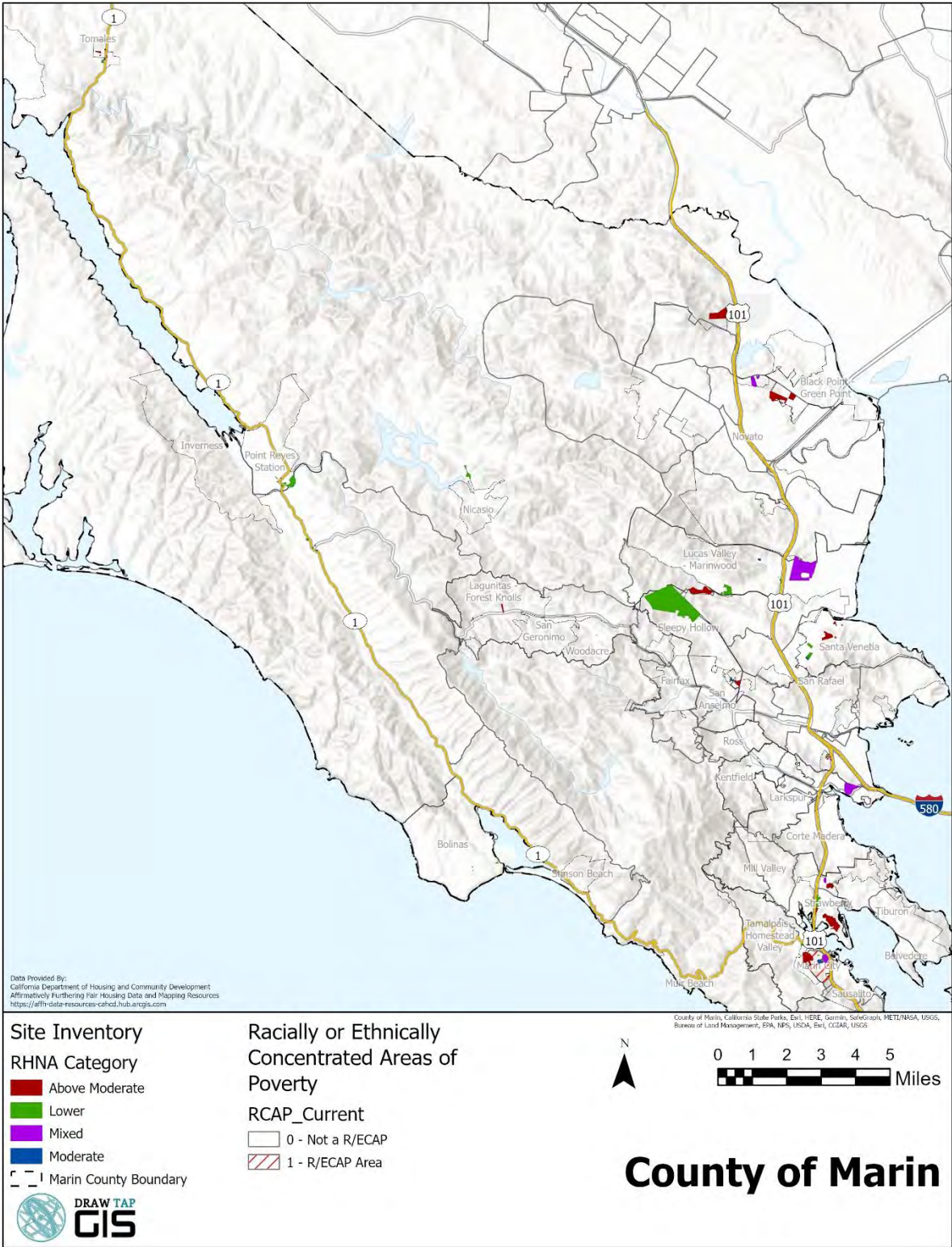


**Table D- 43: RHNA Unit Distribution by % LMI Population in Tract**

	Lower	Moderate	Above Moderate	Total RHNA Units
< 25%	<u>4.8%</u>	<u>0.0%</u>	<u>2.0%</u>	<u>3.1%</u>
25 - 50%	<u>66.1%</u>	<u>50.3%</u>	<u>57.7%</u>	<u>60.9%</u>
50 - 75%	<u>23.6%</u>	<u>36.7%</u>	<u>33.8%</u>	<u>29.1%</u>
> 75%	<u>5.4%</u>	<u>13.0%</u>	<u>6.5%</u>	<u>6.9%</u>
Total Units	<u>1,840</u>	<u>515</u>	<u>1,305</u>	<u>3,660</u>



**Figure D- 50: RHNA Unit Distribution by R/ECAPs**

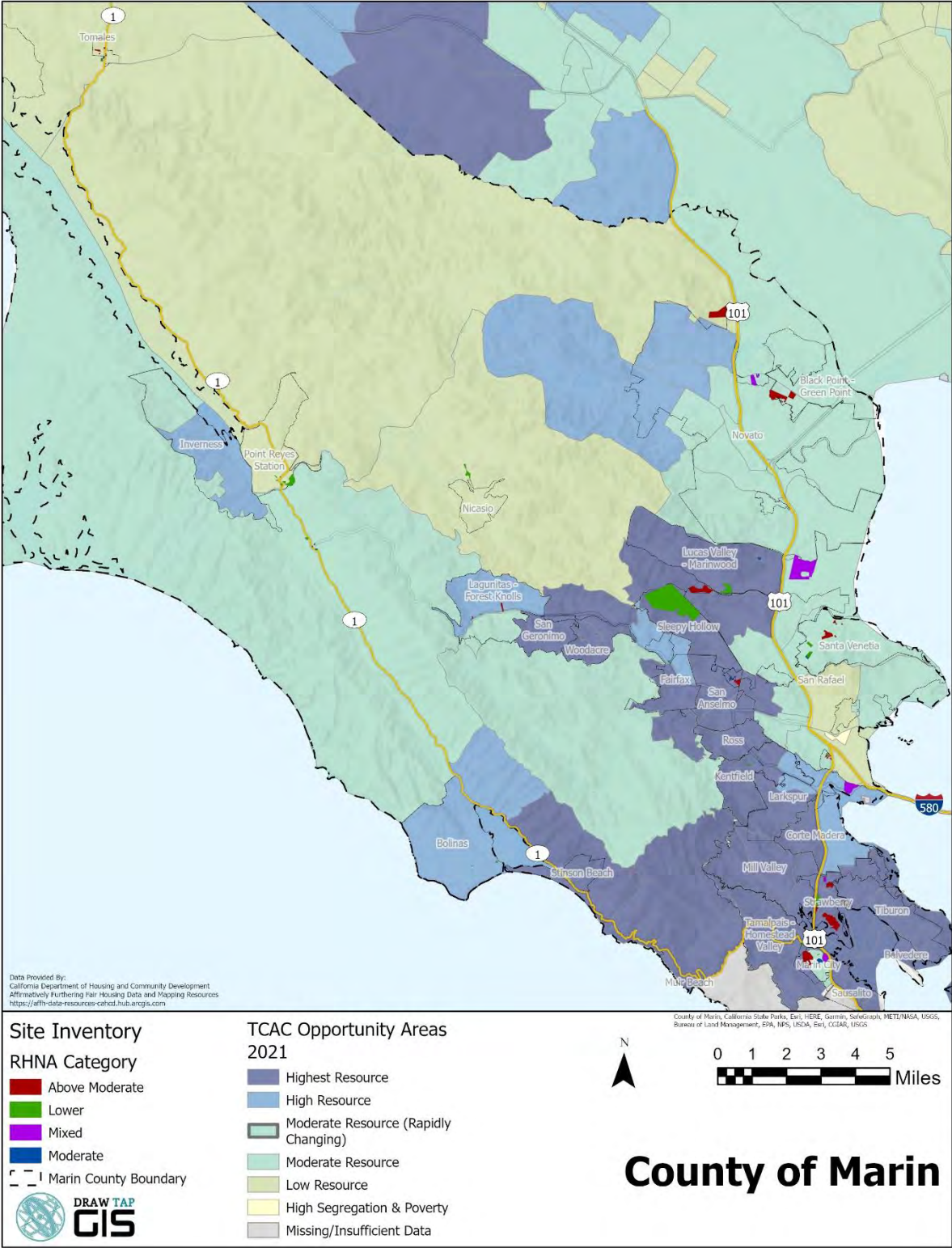


**Table D- 44: RHNA Unit Distribution by R/ECAPs**

	Lower	Moderate	Above Moderate	Total RHNA Units
No RECAP	<u>95.5%</u>	<u>88.7%</u>	<u>100.0%</u>	<u>96.1%</u>
R/ECAP	<u>4.0%</u>	<u>13.3%</u>	<u>0.0%</u>	<u>3.9%</u>
Total Units	<u>1,840</u>	<u>515</u>	<u>1,305</u>	<u>3,660</u>

Access to Opportunities

Figure D- 51: RHNA Unit Distribution by TCAC Opportunity Areas

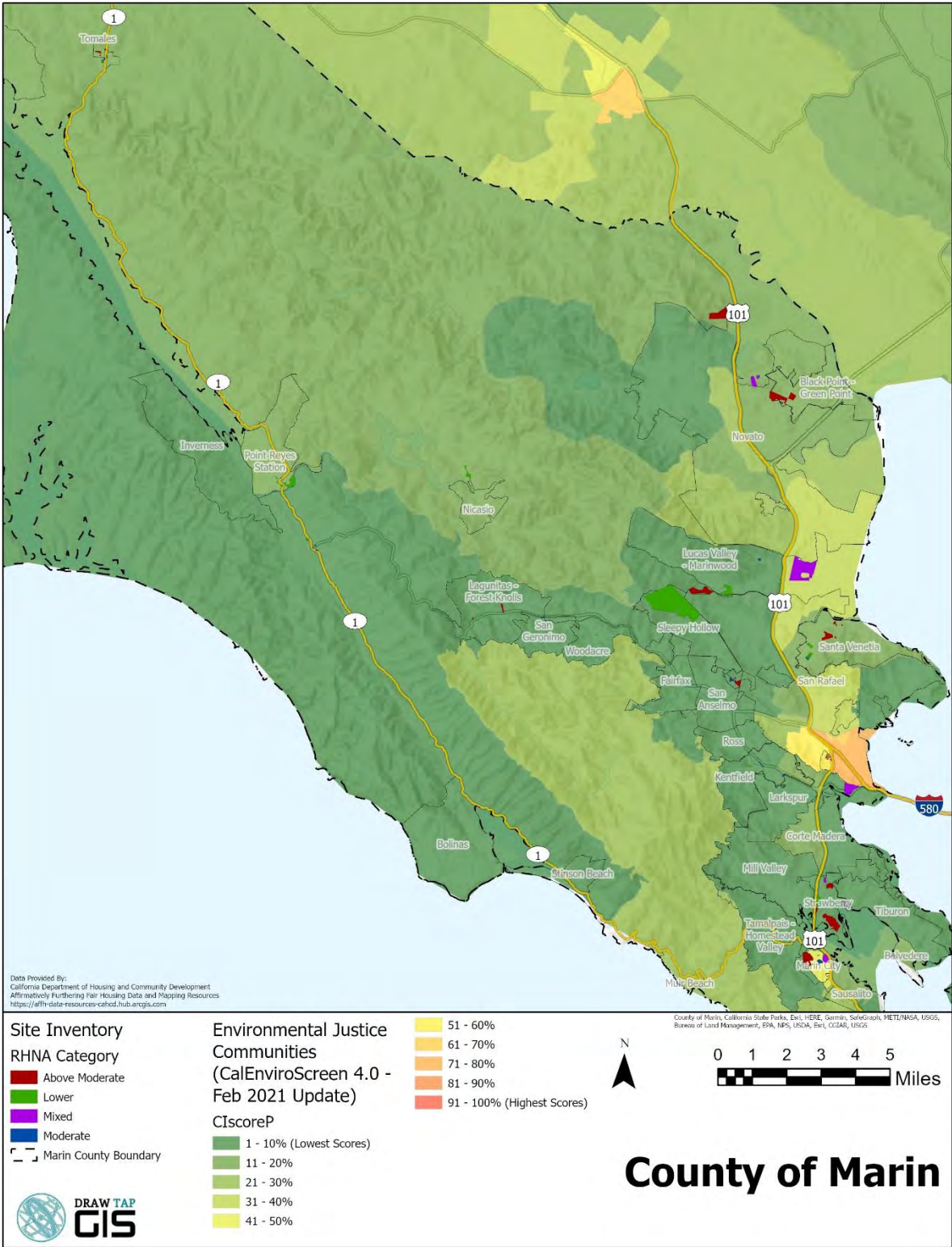


**Table D- 45: RHNA Unit Distribution by TCAC Opportunity Areas**

	Lower	Moderate	Above Moderate	Total RHNA Units
Low Resource	<u>11.4%</u>	<u>5.9%</u>	<u>23.0%</u>	<u>14.7%</u>
Moderate Resource	<u>42.7%</u>	<u>29.5%</u>	<u>39.9%</u>	<u>39.9%</u>
High Resource	<u>10.6%</u>	<u>24.8%</u>	<u>1.3%</u>	<u>9.2%</u>
Highest Resource	<u>34.9%</u>	<u>41.8%</u>	<u>35.8%</u>	<u>36.1%</u>
Total Units	<u>1,840</u>	<u>515</u>	<u>1,305</u>	<u>3,660</u>



**Figure D- 52: RHNA Unit Distribution by CalEnviroScreen 4.0 Score**



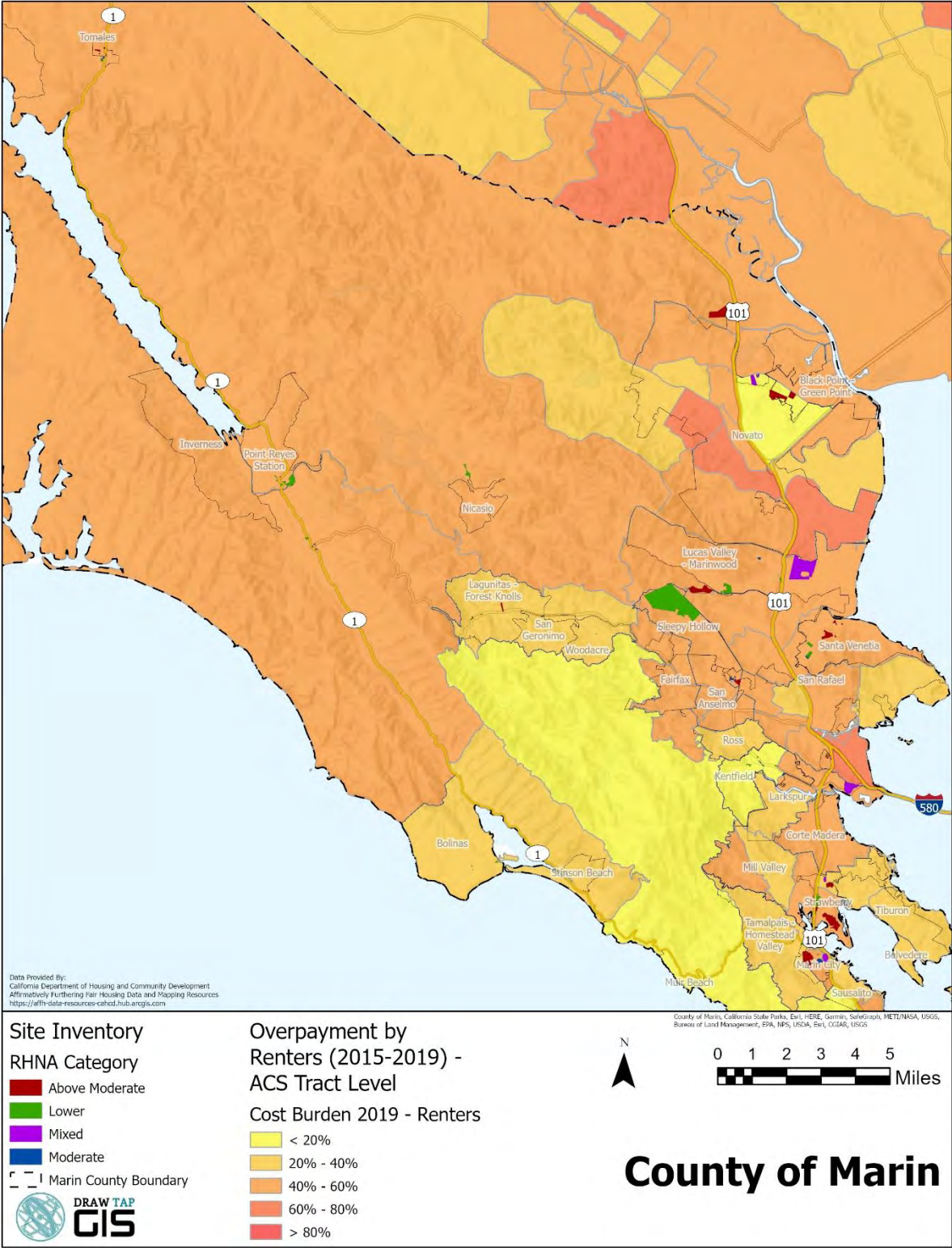


**Table D- 46: RHNA Unit Distribution by CalEnviroScreen 4.0 Score**

	Lower	Moderate	Above Moderate	Total RHNA Units
1 - 10% (Lowest Score)	<u>46.8%</u>	<u>71.3%</u>	<u>36.6%</u>	<u>46.6%</u>
11 - 20%	<u>23.9%</u>	<u>15.7%</u>	<u>37.9%</u>	<u>27.7%</u>
21 - 30%	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
31 - 40%	<u>27.9%</u>	<u>13.0%</u>	<u>18.4%</u>	<u>22.4%</u>
41 - 50%	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
51 - 60%	<u>1.4%</u>	<u>0.0%</u>	<u>7.1%</u>	<u>3.3%</u>
61 - 70%	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
71 - 80%	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
81 - 90% (Highest Score)	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
Total Units	<u>1,840</u>	<u>515</u>	<u>1,305</u>	<u>3,660</u>

**Disproportionate Needs**

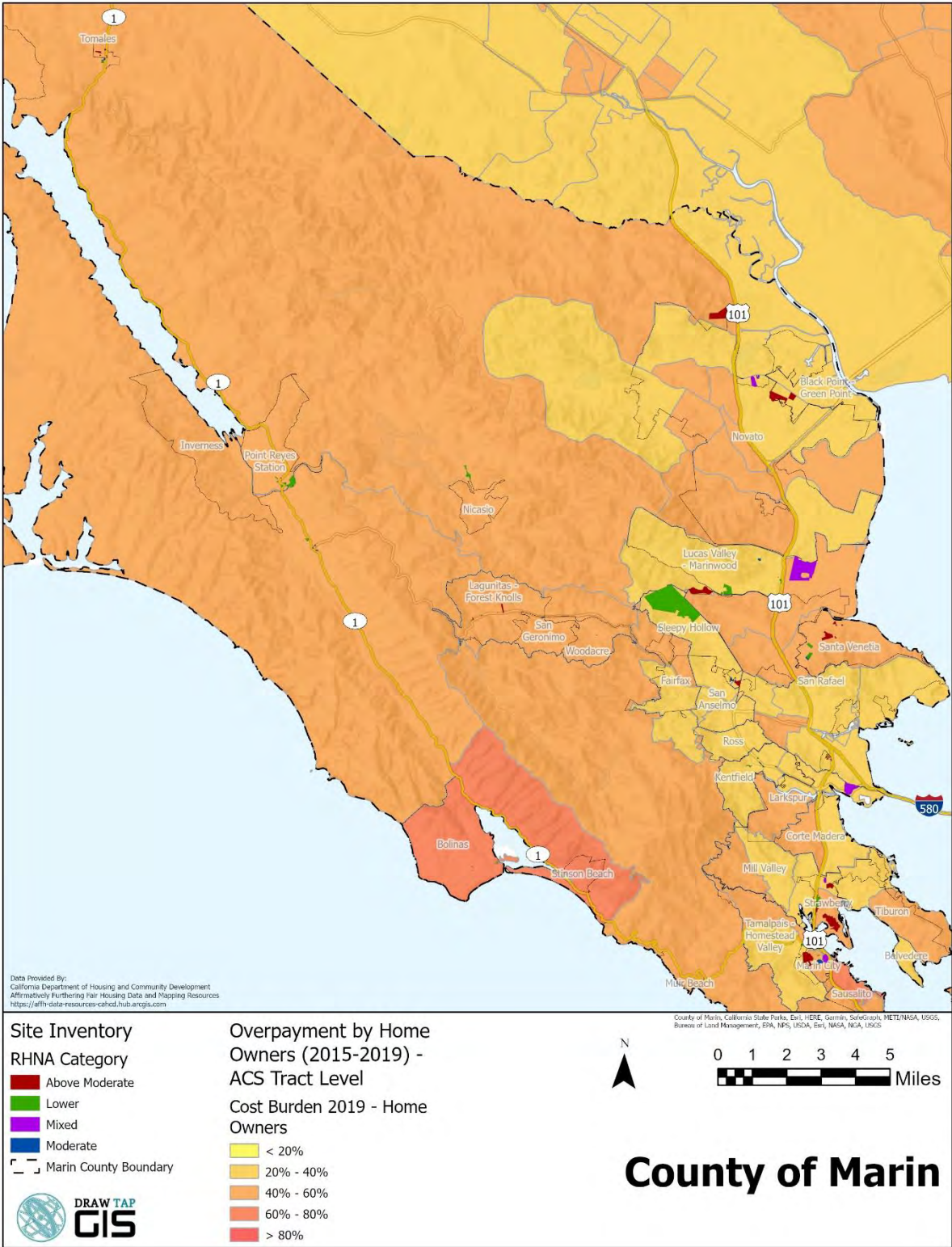
**Figure D- 53: RHNA Unit Distribution by % Cost-Burdened Renters in Tract**



**Table D- 47: RHNA Unit Distribution by % Cost-Burdened Renters in Tract**

	Lower	Moderate	Above Moderate	Total RHNA Units
< 20 %	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
20% - 40%	<u>20.4%</u>	<u>45.6%</u>	<u>26.2%</u>	<u>26.0%</u>
40% - 60%	<u>79.6%</u>	<u>54.4%</u>	<u>73.8%</u>	<u>74.0%</u>
60% - 80%	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
> 80%	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
Total Units	<u>1,840</u>	<u>515</u>	<u>1,305</u>	<u>3,660</u>

**Figure D- 54: RHNA Unit Distribution by % Cost-Burdened Owners in Tract**

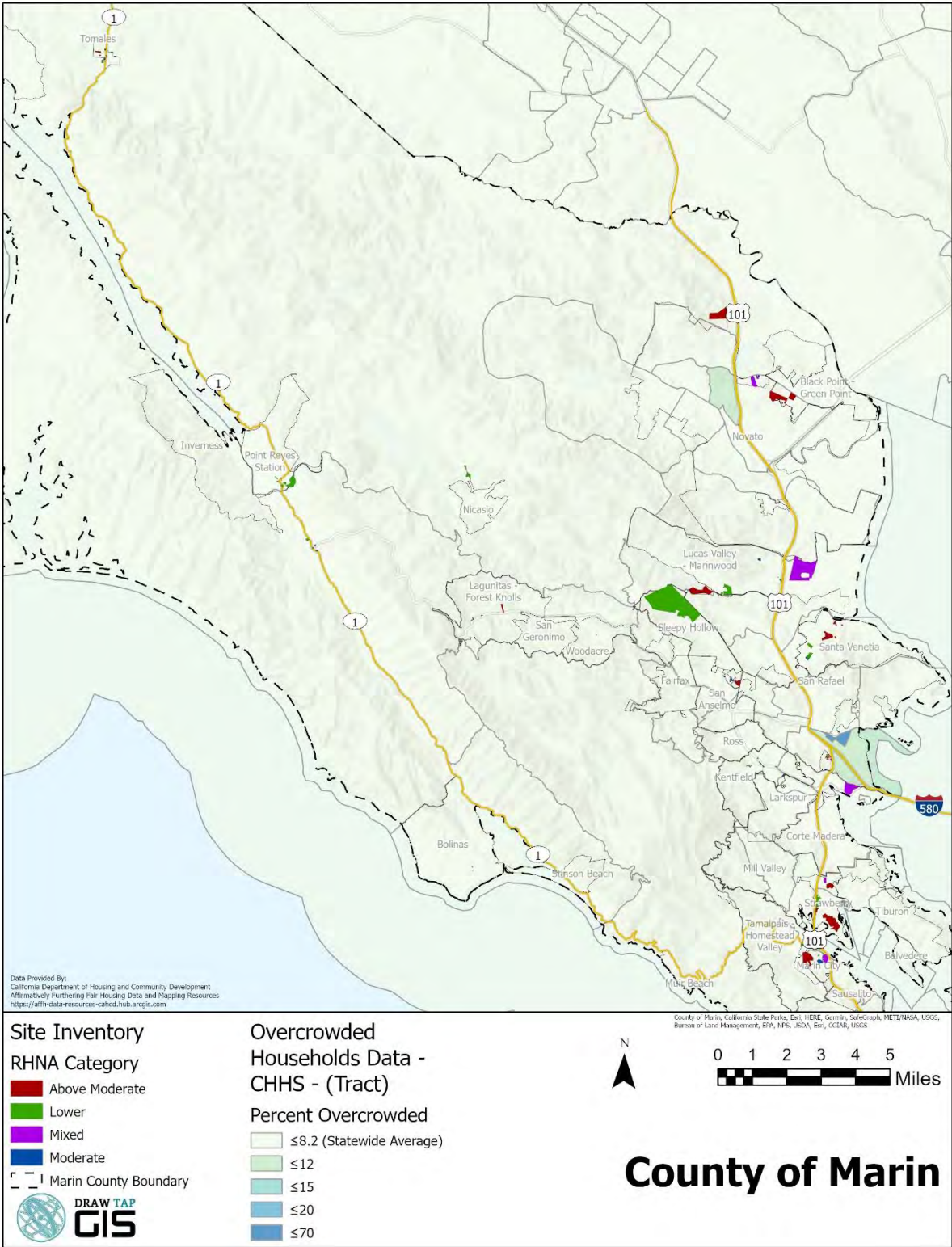


**Table D- 48: RHNA Unit Distribution by % Cost-Burdened Owners in Tract**

	Lower	Moderate	Above Moderate	Total RHNA Units
< 20 %	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
20% - 40%	<u>38.6%</u>	<u>65.8%</u>	<u>30.0%</u>	<u>39.3%</u>
40% - 60%	<u>60.7%</u>	<u>34.2%</u>	<u>66.3%</u>	<u>59.0%</u>
60% - 80%	<u>0.7%</u>	<u>0.0%</u>	<u>3.8%</u>	<u>1.7%</u>
> 80%	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
Total Units	<u>1,840</u>	<u>515</u>	<u>1,305</u>	<u>3,660</u>



**Figure D- 55: RHNA Unit Distribution by % Overcrowded Households in Tract**



**Table D- 49: RHNA Unit Distribution by % Overcrowded Households in Tract**

	Lower	Moderate	Above Moderate	Total RHNA Units
≤ 8.2 (Statewide Average)	100.0%	100.0%	100.0%	100.0%
≤ 12%	0.0%	0.0%	0.0%	0.0%
≤ -5%	0.0%	0.0%	0.0%	0.0%
≤ 20%	0.0%	0.0%	0.0%	0.0%
≤ 70%	0.0%	0.0%	0.0%	0.0%
Total Units	<u>1,840</u>	<u>515</u>	<u>1,305</u>	<u>3,660</u>

## Marin County, CA Municipal Code

### MARIN COUNTY, CALIFORNIA - MUNICIPAL CODE

#### SUPPLEMENT HISTORY TABLE

- Title 1 - GENERAL PROVISIONS
- Title 2 - ADMINISTRATION AND PERSONNEL\*
- Title 3 - REVENUE AND FINANCE
- Title 5 - BUSINESS REGULATIONS AND LICENSES\*
- Title 6 - PUBLIC PEACE, SAFETY AND MORALS\*
- Title 7 - HEALTH AND SANITATION
- Title 8 - ANIMALS\*
- Title 9 - CULTURAL SERVICES
- Title 10 - PARKS
- Title 11 - HARBORS AND WATERWAYS\*
- Title 12 - AIRCRAFT
- Title 13 - ROADS AND BRIDGES\*

Municipal Code > Title 15 - TRAFFIC

- > Title 16 - FIRE\*
- > Title 18 - SEWERS\*
- > Title 19 - MARIN COUNTY BUILDING CODE
- > Title 20 (INTERIM)\* - SUBDIVISIONS
- > Title 22 - DEVELOPMENT CODE
- > Title 22I - ZONING (INTERIM)\*
- ✓ Title 23 - NATURAL RESOURCES
  - > Chapter 23.02 - GENERAL
  - > Chapter 23.03 - RIGHT TO FARM
  - > Chapter 23.04 - TIMBER HARVESTING REGULATIONS
  - > Chapter 23.06 - REGULATION AND CONTROL OF SURFACE MINING AND QUARRYING OPERATIONS
  - > Chapter 23.08 - EXCAVATING, GRADING AND FILLING
  - > Chapter 23.09 - FLOODPLAIN MANAGEMENT\*
  - > Chapter 23.10 - WATER EFFICIENCY IN LANDSCAPING
  - > Chapter 23.11 - VINEYARD EROSION AND SEDIMENT CONTROL
  - > Chapter 23.12 - NUCLEAR-FREE ZONE
  - > Chapter 23.13 - PEACE CONVERSION COMMISSION
  - > Chapter 23.16 - PACHECO POND WILDLIFE AREA

## Municipal Code Chapter 23.18 - STORMWATER RUNOFF POLLUTION PREVENTION

## ▼ Article 1. - Title, Purpose and General Provisions

23.18.010 - Title.

23.18.020 - Purpose and intent.

23.18.025 - Agricultural exemption.

23.18.030 - Definitions.

23.18.040 - Responsibility for administration.

23.18.050 - Construction and application.

23.18.055 - Coordination with hazardous materials inventory and response program.

## ➤ Article 2. - Discharge Regulations and Requirements

## ➤ Article 3. - Inspection and Enforcement

## ➤ Article 4. - Severability

## ➤ Chapter 23.19 - INTEGRATED PEST MANAGEMENT PROGRAM

## ➤ 23.20 - ORGANIC CERTIFICATION REQUIREMENTS FOR PRODUCERS OF ORGANIC PRODUCTS

## ➤ Chapter 23.21 - FEES FOR CERTIFICATION OF PRODUCERS OF GRASS FED BEEF AND OTHER LIVESTOCK

## ➤ Chapter 23.22 - ONSHORE FACILITIES SUPPORTING OFFSHORE OIL AND GAS EXPLORATION AND DEVELOPMENT

## ➤ Title 24 - DEVELOPMENT STANDARDS

## ➤ APPENDIX A - MARIN COUNTY OPEN SPACE DISTRICT CODE

## STATUTORY REFERENCES FOR CALIFORNIA COUNTIES



# Municipal Code TABLE I - DISPOSITION OF ORDINANCES

## CODE COMPARATIVE TABLE AND DISPOSITION LIST

< 23.16.050 - Penalty for violation.

Chapter 23.19 - INTEGRATED PEST MANAGEMENT PROGRAM >

### Chapter 23.18 - STORMWATER RUNOFF POLLUTION PREVENTION<sup>[1]</sup>



**Footnotes:**

--- (1) ---

**Editor's note**— Ord. No. 3631, § II, adopted May 19, 2015, substantially amended several provisions of Ch. 23.18, including retitling said chapter from "Urban Runoff Pollution Prevention" to read as herein set out.

#### Article 1. - Title, Purpose and General Provisions



##### 23.18.010 - Title.



The ordinance codified in this chapter shall be known as the "County of Marin Stormwater Runoff Pollution Prevention Ordinance" and may be so cited.

(Ord. 3225 § 2 (part), 1996)

( Ord. No. 3631, § II, 2015)

##### 23.18.020 - Purpose and intent.



The purpose of this chapter is to ensure the future health, safety and general welfare of Marin County residents and to protect and enhance watercourses, and fish and wildlife habitat by:

(a) Minimizing discharges other than storm runoff to storm drains or watercourses;

(b)

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...preventing the discharge of spills, preventing and controlling the discharge of spills to storm drains or watercourses and prohibiting dumping or disposal of materials other than stormwater;

- (c) Reducing pollutants in stormwater discharges to the maximum extent practicable;
- (d) Requiring operators of construction sites, new or redeveloped land, and industrial and commercial facilities to install, implement, or maintain appropriate best management practices (BMPs); and
- (e) Maintaining pre-development stormwater runoff rates and preventing nonpoint source pollution whenever possible, through stormwater management controls and ensuring that these management controls are properly maintained.

The intent of this chapter is to protect and enhance the water quality of our watercourses, water bodies and wetlands in a manner pursuant to and consistent with the Clean Water Act, the Porter-Cologne Water Quality Control Act (California Water Code Section 13000 et seq.), and the Phase II Small Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES) Permit, Water Quality Order No. 2013-0001-DWQ, General Permit No. CAS000004 (phase II stormwater permit) and subsequent revisions and amendments thereto.

(Ord. 3486 § 1 (part), 2008; Ord. 3439 § 9, 2006; Ord. 3225 § 2 (part), 1996)

( Ord. No. 3631, § II, 2015)

**23.18.025 - Agricultural exemption.**



All parcels used for commercial agricultural operations are exempt from the provisions of this chapter.

(Ord. 3225 § 2 (part), 1996)

**23.18.030 - Definitions.**



Any terms defined in the phase II stormwater permit, the federal Clean Water Act and acts amendatory thereof or supplementary thereto, and/or defined in the regulations for the stormwater discharge permitting program issued by the Environmental Protection Agency on November 16, 1990 (as may from time to time be amended) as used in this chapter shall have the same meaning as in that statute or regulations. The terms below, when used in this chapter, shall have the following meanings:

- (a) "Agency" means the public works department of the county of Marin, unless otherwise stated.

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Area of special biological significance (ASBS) means those areas designated by the California State Water Resources Control Board as ocean areas requiring protection of species or biological communities to the extent that alteration of natural water quality is undesirable. All areas of special biological significance are also classified as a subset of state water quality protection areas. ASBS are also referred to as state water quality protection areas—areas of special biological significance.

- (c) "ASBS compliance plan area (CPA)" means the area near the unincorporated community of Bolinas that is within the Duxbury Reef ASBS watershed where the county of Marin has jurisdiction.
- (d) "BASMAA Post Construction Manual" means the most recent version of the Bay Area Stormwater Management Agencies (BASMAA) Post Construction Manual which provides design guidelines for reducing stormwater pollutant discharges through the construction, operation and maintenance of source control measures, low impact development design, site design measures, stormwater treatment measures and hydromodification management measures.
- (e) "Best management practices (BMPs)" means schedules of activities, prohibitions of practices, general good housekeeping practices, pollution prevention practices, maintenance procedures, and other management practices to prevent or reduce the discharge of pollutants directly or indirectly to waters of the United States. BMPs also include treatment requirements, operating procedures and practices to control site runoff, spillage or leaks, sludge or waste recycling or disposal, or drainage from raw material storage.
- (f) "County" means the unincorporated area of Marin County.
- (g) "Discharge of a pollutant" means the addition of any pollutant or combination of pollutants to waters of the United States from any point source, or any addition of any pollutant to the waters of the contiguous zone or the ocean from any point source other than a vessel or other floating craft which is being used as a means of transportation. The term includes additions of pollutants to waters of the United States from: surface runoff which is collected or channeled by man; discharges through pipes, sewers, or other conveyances owned by a state, municipality, or other person which do not lead to a treatment works; and discharges through pipes, sewers, or other conveyances, leading into privately owned treatment works.
- (h) "Hydromodification" means modification of hydrologic pathways (precipitation, surface runoff, infiltration, groundwater flow, return flow, surface water storage, groundwater storage, evaporation and transpiration) that results in negative impacts to watershed health and functions.
- (i) "Illicit connection" means any device or method that conveys nonstormwater to a municipal separate storm sewer (storm drain) system (MS4) or receiving water.

## Municipal Code

"Illicit discharge" means any discharge to a municipal separate storm sewer (storm drain) system (MS4) that is prohibited under local, state, or federal statutes, ordinances, codes, or regulations. The term "illicit discharge" includes all discharges that are identified under the discharge prohibition section of the phase II stormwater permit and all nonstormwater discharges not composed entirely of stormwater. The term "illicit discharge" does not include discharges that are regulated by an NPDES permit (other than the NPDES permit for discharges from the MS4).

- (k) "Incidental irrigation runoff" means unintended amounts (volume) of runoff, such as unintended, minimal over-spray from sprinklers that escapes the landscaped area of intended use. Water leaving an intended use area is not considered incidental if it is part of the facility design, if it is due to excessive application, if it is due to intentional overflow or application, or if it is due to negligence.
- (l) "Low Impact Development (LID)" means a sustainable practice that benefits water supply and contributes to water quality protection. LID uses site design and stormwater management to maintain the site's pre-development runoff rates and volumes. The goal of LID is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall.
- (m) "MCSTOPPP" means the Marin County Stormwater Pollution Prevention Program.
- (n) "Maximum extent practicable (MEP)" means the minimum required performance standards, BMPs, control techniques and systems, design and engineering methods, and such other provisions as the Environmental Protection Agency Administrator or the state determines appropriate for reducing pollutants in stormwater. MEP is the cumulative effect of implementing, evaluating, and making corresponding changes to a variety of technically appropriate and economically feasible BMPs, ensuring that the most appropriate controls are implemented in the most effective manner. This process of implementing, evaluation, revising, or adding new BMPs is commonly referred to as the iterative process.
- (o) "NPDES permit" means a National Pollutant Discharge Elimination System permit issued by the United States Environmental Protection Agency, the state water resources control board, or a California Regional Water Quality Control Board pursuant to the Clean Water Act that authorizes discharges to the waters of the United States.
- (p) "Nonstormwater discharge" means any discharge that is not entirely composed of stormwater.
- (q) "Pollutant" means dredged soil, solid waste, incinerator residue, filter backwash, sewage, biological materials, pet wastes, manure, garbage, sewage sludge, munitions, chemical wastes, radioactive materials, heat, wrecked or discarded equipment, sediment, cellar dirt, dumped yard wastes, and industrial, municipal, and agricultural waste; or sand and gravel placed in such

carried away by stormwater into the storm drains and watercourses of the county.

## Municipal Code

- (r) "Premises" means any building, lot, parcel, real estate, or land or portion of land whether improved or unimproved, including adjacent sidewalks and parking strips.
- (s) "Storm drains" includes but is not limited to those facilities within the county by which stormwater may be conveyed to waters of the United States, including any roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels or storm drains, which are not part of a publicly owned treatment works (POTW) as defined at 40 Code of Federal Regulations (CFR) 122.2.
- (t) "Stormwater" or "storm runoff" means or includes stormwater runoff, snow melt runoff, and surface runoff and drainage.
- (u) "Stormwater control plan (SCP)" means a plan that meets those criteria contained in the most recent version of the BASMAA Post Construction Manual.
- (v) "Stormwater facilities operation and maintenance plan (O&M plan)" means a plan identifying the locations and characteristics of stormwater management facilities on a newly developed or redeveloped site and describing maintenance activities, schedules, and responsibilities to ensure the ongoing proper operation of those facilities.
- (w) "Stormwater management facility" means any device designated to detain, retain, filter, or infiltrate stormwater, including, but not limited to, bioretention facilities.
- (x) "Urbanized area" means a densely settled core of census tracts and/or census blocks that have a population of at least fifty thousand, along with adjacent territory containing nonresidential urban land uses as well as territory with low population density included to link outlying densely settled territory with the densely settled core.
- (y) "Watercourse" means any natural or once natural flowing river, creek, stream, swale or drainageway, whether perennial, intermittent or ephemeral. Includes natural waterways that have been channelized but does not include channels, ditches, culverts or other above or below ground constructed conduits, i.e., storm drains.

(Ord. 3486 § 1 (part), 2008; Ord. 3225 § 2 (part), 1996)

( Ord. No. 3631, § II, 2015)

### **23.18.040 - Responsibility for administration.**





## Municipal Code

This chapter shall be administered for the county by the agency. Where storm drains and/or watercourses have been accepted for maintenance by a public agency legally responsible for certain storm drains and/or watercourses, then the responsibility for enforcing the provisions of this chapter may be assigned to such agency (through contract or agreement with the county) with respect to those storm drains and/or watercourses for which they have accepted maintenance. In administering this chapter, the agency has the authority to request and require the submittal of information deemed necessary to assess compliance with this chapter and the phase II stormwater permit.

(Ord. 3225 § 2 (part), 1996)

( Ord. No. 3631, § II, 2015)

### **23.18.050 - Construction and application.**

This chapter shall be construed to assure consistency with the requirements of the federal Clean Water Act and acts amendatory thereof or supplementary thereto, and applicable implementing regulations, including the current and future versions of the water quality control plan for the San Francisco Bay basin and the phase II stormwater permit.

(Ord. 3486 § 1 (part), 2008; Ord. 3225 § 2 (part), 1996)

( Ord. No. 3631, § II, 2015)

### **23.18.055 - Coordination with hazardous materials inventory and response program.**

The first revision of the business plan for any facility subject to County Code [Chapter 7.90](#) (Hazardous Materials Release Response Plans and Inventories) shall include a program for compliance with this chapter, including the prohibitions on illicit discharges, and the requirement to reduce stormwater pollutants to the maximum extent practicable.

(Ord. 3225 § 2 (part), 1996)

( Ord. No. 3631, § II, 2015)

## **Article 2. - Discharge Regulations and Requirements**

## **23.18.060 - Discharge of pollutants.**

Municipal Code



The discharge of material other than stormwater to a county storm drain or to an ASBS is prohibited. All discharges of material other than stormwater must be in compliance with a NPDES permit issued for the discharge.

(Ord. 3225 § 2 (part), 1996)

( Ord. No. 3631, § II, 2015)

## **23.18.061 - Exceptions to discharge prohibition.**



The following discharges are exempt from the prohibition set forth in [Section 23.18.060](#) above unless they are discharges to an ASBS. Exempt discharges to an ASBS are set forth in [Section 23.18.062](#):

- A. Discharges regulated under another NPDES permit issued to the discharger and administered by the state of California under authority of the United States Environmental Protection Agency, provided that the discharger is in full compliance with all requirements of the permit and other applicable laws or regulations.
- B. Discharges or flows from firefighting activities unless they are identified as significant sources of pollutants to waters of the United States.
- C. Discharges from the following activities, provided any pollutants in the discharges are identified and appropriate control measures to minimize the impacts of such discharges are developed and implemented:
  1. Water line flushing;
  2. Individual residential car washing;
  3. Diverted stream flows;
  4. Rising groundwaters;
  5. Uncontaminated ground water infiltration (as defined at 40 CFR § 35.2005(20)) to separate storm sewers;
  6. Uncontaminated pumped groundwater;
  7. Discharges from potable water sources;
  8. Foundation drains;

Municipal Code: Air conditioning condensation,

10. Springs;
11. Water from crawl space pumps;
12. Footing drains;
13. Flows from riparian habitats and wetlands;
14. Dechlorinated swimming pool discharges; and
15. Incidental irrigation runoff from landscaped areas.

(Ord. 3225 § 2 (part), 1996)

( Ord. No. 3631, § II, 2015)

### **23.18.062 - Exceptions to discharge prohibition for areas of special biological significance.**



The following discharges to an ASBS are exempt from the prohibition set forth in [Section 23.18.060](#) above:

- A. Discharges regulated under another NPDES permit issued to the discharger and administered by the state of California under authority of the United States Environmental Protection Agency, provided that the discharger is in full compliance with all requirements of the permit and other applicable laws or regulations.
- B. Discharges from the following activities, provided they are essential for emergency response purposes, structural stability, or slope stability, or they occur naturally and have been identified in the county's approved ASBS compliance plan:
  1. Discharges associated with emergency firefighting operations;
  2. Foundation and footing drains;
  3. Water from crawl spaces or basement pumps;
  4. Hillside dewatering;
  5. Naturally occurring groundwater seepage via a storm drain; and
  6. Non-anthropogenic flows from a naturally occurring stream via a culvert or storm drain, as long as there are no contributions of anthropogenic runoff.

( Ord. No. 3631, § II, 2015)

### **23.18.070 - Discharge in violation of permit.**

Municipal Code



Any discharge that would result in or contribute to a violation of the phase II stormwater permit and any amendment, revision or reissuance thereof, either separately considered or when combined with other discharges, is prohibited. Liability for any such discharge shall be the responsibility of the person(s) so causing or responsible for the discharge, and such persons shall defend, indemnify and hold harmless the county in any administrative or judicial enforcement action relating to such discharge.

(Ord. 3486 § 1 (part), 2008; Ord. 3225 § 2 (part), 1996)

( Ord. No. 3631, § II, 2015)

### **23.18.071 - Notification of intent and compliance with general permits.**



Each industrial discharger, discharger associated with construction activity, or other discharger, described in any general stormwater permit addressing such discharges, as may be adopted by the United States Environmental Protection Agency, the state water resources control board, or the San Francisco Regional Water Quality Control Board, shall provide permit registration documents and comply with and undertake all other activities required by any general stormwater permit applicable to such discharges.

Each discharger identified in an individual NPDES permit relating to stormwater discharges shall comply with and undertake all activities required by such permit.

(Ord. 3225 § 2 (part), 1996)

( Ord. No. 3631, § II, 2015)

### **23.18.072 - Compliance with best management practices.**



Where best management practices (BMP) guidelines or requirements have been adopted by any federal, state of California, regional, and/or local agency, for any activity, operation or facility that may cause or contribute to stormwater pollution, contamination and/or illicit discharges, to a storm drain, every person undertaking such activity or operation, or owning or operating such facility shall comply with such guidelines or requirements as may be required by the agency.

(Ord. 3225 § 2 (part), 1996)

## Municipal Code

**23.18.073 - Control of irrigation runoff.**

Consistent with [Chapter 23.10](#), Water Efficiency In landscaping, irrigation systems must be designed to conserve water and prevent water leaving the area of application. In all urbanized areas, property owners shall control irrigation systems to prevent excessive irrigation runoff by implementing the following BMPs:

- A. Detect and repair leaks from the irrigation system within seventy-two hours of discovering the leak;
- B. Properly design and aim sprinkler heads to only irrigate the planned application area;
- C. Do not irrigate during precipitation events; and
- D. Where recycled water is used for irrigation, design and manage holding ponds such that no discharge occurs unless it is the result of the twenty-five-year-twenty-four-hour storm event. Any releases from holding ponds must be reported to the regional water board and the county within twenty-four hours of the discharge.

( [Ord. No. 3631](#), § II, 2015)

**23.18.080 - Illicit discharge and illicit connections.**

The establishment, use, maintenance or continuance of illicit connections to a county storm drain, and/or commencement or continuance of any illicit discharges to a county storm drain is prohibited. This prohibition is expressly retroactive and applies to connections made in the past, regardless of whether made under a permit or other authorization or whether permissible under the law or practices applicable or prevailing at the time of the connection.

- A. Any person responsible for a discharge, spill, or pollutant release shall promptly cease and desist discharging and/or cleanup and abate such a discharge as directed by the agency.
- B. Any person responsible for an illicit connection shall promptly remove the connection as directed by the agency.
- C. The county may perform clean-up and abatement work and recover its costs from the responsible person as provided in [Section 23.18.140](#).

(Ord. 3225 § 2 (part), 1996)

( [Ord. No. 3631](#), § II, 2015)



### **23.18.090 - Reduction of pollutants in stormwater runoff.**

Any person engaged in activities which will or may result in pollutants entering a county storm drain shall undertake all practicable measures to cease such activities and/or eliminate or reduce such pollutants. Such activities include, but are not limited to, ownership, operation and/or use of parking lots, gasoline stations, industrial facilities, commercial facilities, construction activities, and stores.

(Ord. 3225 § 2 (part), 1996)

( Ord. No. 3631, § II, 2015)

**Editor's note**— Ord. No. 3631, § II, adopted May 19, 2015, retitled the catchline of § 23.18.090 from "Reduction of pollutants in urban runoff" to read as herein set out.

### **23.18.091 - Littering.**

Except for pollutants lawfully disposed of by way of containers or at lawfully established dumping grounds, no person shall throw, deposit, leave, maintain, keep, or permit to be thrown, deposited, placed, left or maintained, any refuse, rubbish, garbage, or other discarded or abandoned objects, articles and accumulations, in or upon any street, alley, sidewalk, storm drain, inlet, catch basin, conduit or other drainage structures, business place, or upon any public or private lot of land in the county, such that, in the opinion of the agency, the same might be or become a pollutant discharged to the waters of the United States.

The occupant or tenant, or in the absence of occupant or tenant, the owner, lessee or proprietor of any real property in the county in front of which there is a paved sidewalk shall maintain said sidewalk free of dirt and/or litter to the maximum extent practicable. Sweepings from said sidewalk shall not be swept or otherwise made or allowed to go into the gutter or roadway, but shall be disposed of in receptacles maintained on said real property as required for the recycling or disposal of garbage.

(Ord. 3225 § 2 (part), 1996)

( Ord. No. 3631, § II, 2015)

### **23.18.092 - Standard for parking lots and similar structures.**

Municipal Code  
 Any person owning or operating a parking lot, gas station or similar facility shall clean same as frequently and thoroughly as practicable in a manner that does not result in discharge of pollutants to a county storm drain, watercourse, bay or the ocean.

(Ord. 3225 § 2 (part), 1996)

( Ord. No. 3631, § II, 2015)

### **23.18.093 - Construction-phase best management practices.**

Any person performing construction activities in the county shall implement appropriate BMPs to prevent the discharge of construction wastes, including soil or sediment, or contaminants from construction materials, tools and equipment from entering a county storm drain, watercourse, bay or ocean. In addition:

- A. Construction-phase BMPs include erosion and sediment controls and pollution prevention practices. Erosion control BMPs may include, but are not limited to, scheduling and timing of grading (soil disturbing) activities, timely revegetation of graded areas, the use of hydroseed and hydraulic mulches, and installation of erosion control blankets. Sediment control may include properly sized detention basins, dams, or filters to reduce entry of suspended sediment into the storm drain system and watercourses, and installation of construction entrances to prevent tracking of sediment onto adjacent streets. Pollution prevention practices may include designated washout areas or facilities, control of trash and recycled materials, covering of materials stored on-site, and proper location of and maintenance of temporary sanitary facilities. The combination of BMPs used, and their execution in the field, must be customized to the site using up-to-date standards and practices. The agency will provide references to current guidance manuals and BMP information on request.
- B. When any work is being done contrary to the provisions of this article, the agency may order the work stopped by notice in writing served on any persons engaged in doing or causing the work to be done. Such work shall stop until the agency authorizes the work to proceed. This remedy is in addition to and does not supersede or limit any and all other remedies, both civil and criminal provided in the county of Marin Municipal Code.
- C. Erosion and sediment control plan requirements.
  1. An erosion and sediment control plan (ESCP) shall be required for:
    - (a) Any project subject to a grading permit under [Chapter 23.08](#), Excavating, Grading and Filling.
    - (b)

Municipal Code  
 Only project subject to a building permit or other permit issued by the county that the agency determines has the potential for significant erosion and/or significant nonstormwater discharges of sediment and/or construction site waste.

2. The ESCP shall comply with County Code [Section 24.04.625](#) and shall include information required in the most recent version of the MCSTOPPP ESCP applicant package.

(Ord. 3486 § 1 (part), 2008; Ord. 3225 § 2 (part), 1996)

( [Ord. No. 3631](#), § II, 2015)

**Editor's note—** [Ord. No. 3631](#), § II, adopted May 19, 2015, retitled the catchline of § 23.18.093 from "Best management practices for new developments and redevelopments" to read as herein set out.

### **23.18.094 - Permanent best management practices for new and redevelopment.**

⋮

The agency may require, as a condition of project approval, permanent controls designed to remove sediment and other pollutants and to mimic the pre-project site hydrology by controlling the flow rates and/or the volume of stormwater runoff from the project's added and/or replaced impervious surfaces. These controls may include limits on impervious area. The selection and design of such controls shall be in general accordance with criteria established or recommended by federal, state and local agencies, and where required by the agency, the BASMAA Post Construction Manual. Where physical and safety conditions allow, the preferred control measure is to retain drainageways above ground and in as natural a state as possible or other biological methods such as bioretention areas. For each new development and redevelopment project subject to phase II stormwater permit provision E.12, or where required by the nature and extent of a proposed project and where deemed appropriate by the agency, every applicant shall develop, submit and implement a stormwater control plan (SCP) according to the requirements in [Section 24.04.627](#).

( [Ord. No. 3631](#), § II, 2015)

### **23.18.095 - Watercourse protection.**

⋮

Every person owning, occupying, leasing, renting, or in control of the premises through which a watercourse passes shall: (A) keep and maintain that part of the watercourse within the property reasonably free of trash, debris, excessive vegetation, and other obstacles which would and/or could pollute or contaminate the flow of water through the watercourse; (B) maintain existing privately owned structures

## Municipal Code

within or adjacent to a watercourse, so that such structures will not become a hazard to the use, function or physical integrity of the watercourse; and (C) not remove healthy native bank vegetation beyond that actually necessary for said maintenance, nor remove any vegetation in such a manner as to increase the vulnerability of the watercourse to erosion.

No person shall commit or cause to be committed any of the following acts, unless a written permit has first been obtained from the agency:

1. Discharge into a watercourse;
2. Modify the natural flow of water in a watercourse;
3. Deposit in or remove any material from a watercourse, including its banks, except as required for necessary maintenance;
4. Construct, alter, enlarge, connect to, change or remove any structure in a watercourse; or
5. Place any loose or unconsolidated material within a watercourse or so close to the side so as to cause a probability of such material being carried away by stormwaters.

(Ord. 3225 § 2 (part), 1996)

( Ord. No. 3631, § II, 2015)

**Editor's note**— Ord. No. 3631, § II, adopted May 19, 2015, renumbered former § 23.18.094, pertaining to watercourse protection, as § 23.18.095.

## Article 3. - Inspection and Enforcement

⋮

### 23.18.100 - Violations constitute a public nuisance; abatement; restoration.

⋮

Any condition caused or allowed to exist in violation of any of the provisions of this chapter constitutes a threat to the public health, safety and welfare, and is deemed and declared to be a public nuisance and may be summarily abated and/or the property restored to its original condition, and/or enjoined or otherwise be compelled to cease and desist, by the agency, or by actions taken by the county counsel.

(Ord. 3225 § 2 (part), 1996)

( Ord. No. 3631, § II, 2015)

### **23.18.110 - Abatement procedure; costs; lien.**

Municipal Code



The abatement of any public nuisance under this chapter shall follow the procedures as set forth in [Chapter 1.05](#) of the Marin County Code. The cost of such abatement and/or restoration of the property to its original condition shall be the responsibility of the owner of the property. Said costs shall be a lien upon and against the property and shall continue in existence until it is paid. Said lien shall be imposed and collected in accordance with the applicable provisions of state law and this code.

(Ord. 3225 § 2 (part), 1996)

( [Ord. No. 3631](#), § II, 2015)

### **23.18.120 - Inspections and sampling: authority and procedure.**



- A. The agency may, within the limitations of applicable state and federal laws, enter any building or any premises (including, but not limited to, facilities, equipment, practices, or operations) at all reasonable times to inspect the same for any or all of the following situations, as determined by the agency:
1. Routine inspections to ensure implementation of BMPs and other requirements of this chapter;
  2. Active or potential stormwater discharges;
  3. Whenever there is reasonable cause to believe that there exists any condition which constitutes a violation of the provisions of this chapter or of the phase II stormwater permit;
  4. Actual violations of this chapter or of the phase II stormwater permit;
  5. Whenever necessary to enforce any of the provisions of this chapter or of the phase II stormwater permit; or
  6. To perform any duty imposed upon the official by this chapter.
- B. The agency must present proper credentials to, and obtain consent from the owner or occupant to enter any building or any premises. If such building or premises be unoccupied, the official shall first make a reasonable effort to locate the owner or other persons having charge or control of the building or premises and request entry. In the event the owner and/or occupant refuses entry or cannot be contacted, the official shall request assistance of the county counsel to obtain an administrative warrant for the premises, pursuant to the provisions of state law.
- C.



## Municipal Code

including the right to conduct routine sampling and monitoring. The costs of such routine sampling and/or monitoring activities, including test reports and results, shall be borne by the county. Routine or area inspections shall be based upon such reasonable selection processes as may be deemed necessary to carry out the objectives of this chapter, including but not limited to random sampling and/or sampling in areas with evidence of stormwater contamination or illicit discharges to a storm drain, or similar factors.

- D. Whenever the agency determines there exists reasonable cause to believe that the owner and/or occupant of a premises is engaged in an activity and/or operating a facility that is causing or contributing to stormwater pollution or contamination, illicit discharges, and/or the discharge of other unlawful material, to a storm drain, the official may require the owner and/or occupant to conduct sampling and/or monitoring activities on the premises, and to furnish such test results and reports as the official may determine. The burden and cost of undertaking such sampling and monitoring activities, including test results and reports, shall be borne by the owner of the premises under review. The type and method of sampling and monitoring shall bear a reasonable relationship to the need for testing and monitoring and to the benefits to be obtained, as determined by the enforcement official.
- E. Whenever a condition is found to exist in violation of this chapter that, in the opinion of the agency, presents an immediate and present danger to the public health, safety and welfare requiring immediate remedial action to prevent injury to persons or property, the official shall take whatever reasonable and appropriate action he or she may deem necessary to neutralize the danger, including but not limited to, entry upon private premises for inspection, sampling and monitoring, and abatement.

(Ord. 3225 § 2 (part), 1996)

( Ord. No. 3631, § II, 2015)

### **23.18.130 - Violations—Misdemeanors or infractions; penalties.**

The violation of any provision of this chapter, or failure to comply with any of the mandatory requirements of this chapter shall constitute a misdemeanor; except that, notwithstanding any other provisions of this chapter, any such violation may, at the discretion of the agency, constitute an infraction. If convicted of a misdemeanor, a person shall be subject to payment of a fine, imprisonment, or both, not to exceed the limits set forth in Penal Code [Section 19](#). If convicted of an infraction, a person shall be subject to payment of a fine, not to exceed the limits set forth in Government Code Section 25132. A person, firm, corporation or organization shall be deemed guilty of a separate offense for each and every day during any portion of which a violation of this chapter is committed, continued or permitted by the person, firm, corporation or organization and shall be punishable accordingly.

(Ord. 3225 § 2 (part), 1996)

## Municipal Code

**23.18.140 - Violations—Civil action for enforcement.**

The violation of any provision of this chapter, or the failure to comply with any of the requirements of this chapter, may be enforced by civil action brought by the county counsel in any court having appropriate jurisdiction. In any such action, the county may seek any or all of the following remedies:

- A. A temporary or permanent injunction;
- B. Costs of investigation, inspection, sampling or monitoring activities concerning the violation, and costs of preparing and bringing legal action;
- C. Costs of restoration of the premises from its condition resulting from the violations back to its original condition or incurred in removing, correcting or terminating the adverse effects resulting from the violation;
- D. Compensatory damages including but not limited to loss and/or damage to water quality, wildlife, fish, aquatic life and other adverse environmental effects. Damages recovered under this subsection shall be paid to the county and shall be used exclusively for costs of sampling and monitoring, of establishing stormwater discharge pollution control systems and implementing and/or enforcing the provisions of this chapter.

(Ord. 3225 § 2 (part), 1996)

**23.18.150 - Violations—Administrative enforcement action.**

In addition to any other enforcement powers and/or remedies provided in this chapter, the agency may issue an order to cease and desist from the discharge, practice, operation or other activity causing or likely to cause a violation of this chapter. Such order shall be directed to those persons in violation of the chapter stating clearly and concisely the nature of the violation, the requirements for compliance, a timetable for compliance, and such other remedial and/or preventative action as may be deemed necessary by the official. Upon the violator's failure to comply with such order, the county shall take further enforcement action as specified in this chapter, or in accordance with any other appropriate provision of local, state or federal law. At the discretion of the agency, orders to cease and desist may take the following form:

- A. Verbal warnings, as may be issued during inspections;

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B. Warning letters and orders to abate pollution;

C. Warning Letters with requirements to submit written reports; or

D. Formal violations and legal action as described in this chapter and as authorized by [Chapter 1.05](#) of the Marin County Code.

(Ord. 3225 § 2 (part), 1996)

( [Ord. No. 3631](#), § II, 2015)

**23.18.160 - Remedies not exclusive.**



The remedies provided in this chapter are in addition to and do not supersede or limit any and all other remedies, both civil and criminal. The remedies provided for herein shall be cumulative to, and not exclusive of, each other.

(Ord. 3225 § 2 (part), 1996)

**23.18.170 - Authority to arrest and issue citations.**



Any person who violates any provision of this chapter shall be subject to arrest or citation in the manner provided by the California Penal Code for the arrest or release on citation of misdemeanors or for citation of infractions and notice to appear, as prescribed by [Chapter 5](#), 5c and 5d of Title 3, Part 2 of the California Penal Code including Section 853.6 or as the same may be hereinafter amended. It is the intent of the board of supervisors that the immunities prescribed in Section 836.5 of the Penal Code be applicable to public officers or employees acting in the course and scope of employment pursuant to this chapter.

(Ord. 3225 § 2 (part), 1996)

**Article 4. - Severability**



**23.18.180 - Specified.**



If any section, subsection, sentence, clause or phrase or word of this chapter is for any reason held to be invalid or unconstitutional by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this chapter. The board of supervisors of the county of Marin declares that it would have passed and adopted this chapter and each and all provisions thereof irrespective of the

any one or more of said provisions be declared invalid or unconstitutional.

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(Ord. 3225 § 2 (part), 1996)

< 23.16.050 - Penalty for violation.

Chapter 23.19 - INTEGRATED PEST MANAGEMENT PROGRAM >

G. **RMP (Residential, Multiple Planned) District.** The **RMP** zoning district is intended for a full range of residential development types within the unincorporated urban areas of the County, including single-family, and multi-family residential development, and limited commercial uses in suburban settings, along with similar and related compatible uses, where site or neighborhood characteristics require particular attention to design detail provided through the Master Plan process (Chapter [22.44](#) (Master Plans and Precise Development Plans)). The **RMP** district is applied to areas identified by the Marin Countywide Plan as capable of accommodating increased density, and is consistent with the Planned Residential and Multi-Family 2, 3, 3.5, 4, and 4.5, the General Commercial/Mixed Use, Office Commercial/Mixed Use, Neighborhood Commercial/Mixed Use, PD-Agricultural and Environmental Resource Area, PD-Reclamation Area, Public and Quasi-Public land use categories of the Marin Countywide Plan. The designation of the **RMP** zoning district shall include a numerical suffix on the zoning map, which shall indicate the maximum residential density in units per acre.



VERSION: DEC 30, 2022 (CURRENT) ↕

- Title 13 - ROADS AND BRIDGES\*
- Title 15 - TRAFFIC
- Title 16 - FIRE\*
- Title 18 - SEWERS\*
- Title 19 - MARIN COUNTY BUILDING CODE
- Title 20 (INTERIM)\* - SUBDIVISIONS
- ▼ Title 22 - DEVELOPMENT CODE
  - ARTICLE I - DEVELOPMENT CODE ENACTMENT AND APPLICABILITY
  - ARTICLE II - ZONING DISTRICTS AND ALLOWABLE LAND USES
  - ▼ ARTICLE III - SITE PLANNING AND GENERAL DEVELOPMENT REGULATIONS
    - ▼ Chapter 22.20 - GENERAL PROPERTY DEVELOPMENT AND USE STANDARDS

22.20.010 - Purpose of Chapter.

22.20.020 - Applicability—General Standards.

22.20.030 - Access Standards.

22.20.040 - Outdoor Construction Activities.

applicant shall have a licensed land surveyor or civil engineer with proper surveying certification submit a written (stamped) building Roof Elevation Certification confirming that the building conforms to the roof ridge elevations that are shown on the approved Building Permit plans, based on a benchmark that is noted on the plans.

3. Floor area ratio verification is required if the floor area ratio resulting from a project would be within two percent of the maximum floor area ratio allowed for projects located on conventionally zoned properties. In these cases, the applicant shall submit a written (stamped) building Floor Area Certification from the project surveyor or engineer confirming that the floor area of the building conforms to the floor area that is shown on the approved Building Permit plans.
- E. Archaeological, Historical, and Paleontological Resources.** In the event that archaeological, historic, or paleontological resources are discovered during any construction, construction activities shall cease, and the Agency shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may occur in compliance with State and Federal law. The disturbance of an Indian midden may require the issuance of an Excavation Permit by the Department of Public Works, in compliance with [Chapter 5.32](#) (Excavating Indian Middens) of the County Code.
- F. Roosting Bat Protection Measures.** For the purposes of protecting roosting bats, outdoor construction activity that involves tree removal in an area where a biological assessment has identified a high probability of roosting bats on site are subject to the requirements enumerated below before and during site preparation and construction activities, unless separate project mitigation measures have been adopted that override these requirements. These standards apply only to tree removal that takes place during the nesting seasons of March 1 and April 15 or between September 1 and October 15.
1. Trees identified as containing suitable roost habitat shall be removed using a two-step process if they are removed during the nesting season. Trees removed during the nesting season shall be felled the first day and left overnight before the felled trees are removed the following day or later.
  2. A qualified biologist shall be responsible for overseeing the removal of trees that provide suitable bat habitat and will submit written confirmation to the County verifying that these measures have been undertaken.
- G. Nesting Bird Protection Measures (excluding Northern Spotted Owl).** For the purposes of protecting nesting birds, outdoor construction activity that involves tree removal, grading, or other site disturbances in an area where a biological assessment has identified a high probability of the presence of nesting birds are subject to the requirements enumerated below before and during site preparation and construction activities, unless separate project mitigation measures have been adopted that override these requirements.
1. Construction activities that may disturb birds shall be conducted outside the nesting season, which generally occurs between February 1 and August 15.
  2. If commencing construction activities between August 16 and January 31 is infeasible and ground disturbance or tree removal needs to occur within the nesting season, a pre-construction nesting bird survey of the property shall be conducted by a qualified biologist. If no nesting birds are observed by the biologist, no further action is required, and construction activities shall occur within one week of the survey.
  3. If active bird nests are observed during the pre-construction survey, a disturbance-free buffer zone shall be established around the nest tree(s) until the young have fledged, as determined by a qualified biologist.
  4. To delineate the buffer zone around a nesting tree, orange construction fencing shall be placed at the specified radius from the base of the tree within which no machinery or workers shall intrude. After the fencing is in place, there will be no restrictions on grading or construction activities outside the prescribed buffer zones, but County staff during routine site inspections may verify that fencing remains in place.
  5. Pre-construction surveys will be documented and provided to the County by the qualified biologist. If construction fencing is required, photographs of the fencing, directly after installation, will



The agency may require, as a condition of project approval, permanent controls designed to remove sediment and other pollutants and to mimic the pre-project site hydrology by controlling the flow rates and/or the volume of stormwater runoff from the project's added and/or replaced impervious surfaces. These controls may include limits on impervious area. The selection and design of such controls shall be in general accordance with criteria established or recommended by federal, state, and local agencies, and where required by the agency, the BASMAA Post Construction Manual. Where physical and safety conditions allow, the preferred control measure is to retain drainage ways above ground and in as natural a state as possible or other biological methods such as bioretention areas. Where required by the phase II stormwater permit provision E.12, or where required by the nature and extent of a proposed project and where deemed appropriate by the agency, every applicant shall develop, submit and implement a stormwater control plan (SCP) as described below:

Stormwater control plan (SCP) requirements:

- (a) The SCP shall follow the appropriate SCP template, based on project type, in the most recent version of the BASMAA Post Construction Manual.
- (b) The specific practices proposed in the SCP shall be subject to the review and approval of the agency and shall be in general accordance with the BASMAA Post Construction Manual, and the phase II stormwater permit.
- (c) The SCP is separate and distinct from the ESCP requirements described in [Section 24.04.625](#).
- (d) All stormwater management facilities shall be designed in a manner to minimize the need for maintenance and reduce the chances of failure. Design guidelines for bioretention facilities are outlined in the BASMAA Post Construction Manual.
- (e) Where required by the agency, as a condition precedent to the issuance of a building permit, the applicant shall submit a preliminary stormwater facilities operation and maintenance plan (O&M plan). The approval of the O&M plan by the agency is required prior to final inspection and approval of building permit closure.
- (f) All stormwater management facilities shall be maintained according to the approved O&M plan. The person(s) or organization(s) responsible for maintenance shall be designated in the plan. The plan shall require that stormwater management facilities be inspected by those responsible for maintenance at least annually. The O&M plan shall also describe how the maintenance will be funded. Upon the failure of a responsible person to maintain the stormwater management facilities in accordance with the O&M plan, the county may perform the maintenance and recover its costs from the responsible person as provided in [Section 23.18.140](#).
- (g) Where deemed appropriate by the agency, access by the county to stormwater management facilities for inspections, as provided in [Section 23.18.120](#), and through such means as may be appropriate, including, but not limited to, legal agreements, recorded covenants or easements, shall be provided by the property owner.
- (h) All project proponents and their successors, or successors in fee title, in control of a project that is located within a county urbanized area and that is defined as a regulated project in section E.12.c. of the phase II stormwater permit shall submit for approval one of the following as a condition prior to final inspection and approval of building permit closure:
  1. The project proponent's signed statement accepting responsibility for the operations and maintenance of stormwater management facilities until such responsibility is legally transferred to another entity;
  2. Written conditions in the sales or lease agreements or deed for the project that requires the buyer or lessee to assume responsibility for the operations and maintenance of the stormwater management facilities until such responsibility is legally transferred to another entity;
  3. Written text in project deeds, or conditions, covenants and restrictions for multi-unit residential projects that require the homeowners association or, if there is no association, each individual owner to assume responsibility for the operation and maintenance of the stormwater management facilities until such responsibility is legally transferred to another entity; or
  4. Any other legally enforceable agreement or mechanism, such as recordation in the property deed, that assigns the operation and maintenance of the stormwater management facilities to the project owner(s) or the permittee.
- (i) Financial security may be required to ensure that stormwater management facilities operate and are maintained following construction for a period which may be determined by the agency. Financial security shall consist of an irrevocable letter of credit, cash deposit, or performance bond as determined by the agency.



## 6.70.030 - Enumerated noises.



The following acts, among others, are declared to be loud, disturbing and unnecessary noises in violation of this chapter, but this enumeration shall not be deemed to be exclusive:

- (1) Horns, signaling devices, etc. The sounding of any horn or signaling device on any automobile, motorcycle or other vehicle on any road or public place, except as a danger warning; the creation by means of any such signaling device of any unreasonably loud or harsh sound; and the sounding of any such device for an unnecessary and unreasonable period of time;
- (2) Radios, phonographs, jukeboxes, etc. Using, operating, or permitting to be played, used or operated any radio receiving set, musical instrument, phonograph, juke box, or other machine or device for the producing or reproducing of sound in such manner as to disturb the peace, quiet and comfort of the neighboring inhabitants or at any time with louder volume than is necessary for convenient hearing for the person or persons who are in the room, vehicle or chamber in which such machine or device is operated and who are voluntary listeners thereto. The operation of any such set, instrument, phonograph, machine or device between the hours of eleven p.m. and seven a.m. in such a manner as to be plainly audible at a distance of fifty yards from the building, structure or vehicle in which it is located shall be prima facie evidence of a violation of this section;
- (3) Loudspeakers, amplifiers, etc. Using, operating or permitting to be played, used, or operated of any musical instrument, loudspeaker, sound amplifier, or other machine or device, or combination thereof, for the producing or reproducing of sound in such manner as to disturb the peace, quiet and comfort of the neighboring inhabitants or at any time with louder volume than is necessary for convenient hearing for the person or persons who are in the room, vehicle or location in which such machine or device is operated and who are voluntary listeners thereto. The operation of any such instrument, loudspeaker, sound amplifier, or other machine or device, or combination thereof, between the hours of eleven p.m. and seven a.m. in such a manner as to be plainly audible at a distance of fifty yards from the building, structure or vehicle in which it is located shall be prima facie evidence of a violation of this section;
- (4) Yelling, shouting, etc. Yelling, shouting, hooting, whistling, or singing on public roads between the hours of eleven p.m. and seven a.m. so as to annoy or disturb the quiet, comfort, or repose of persons in any dwelling, hotel or other type of residence in the vicinity.
- (5) Construction Activities and Related Noise.
  - a. Hours for construction activities and other work undertaken in connection with building, plumbing, electrical, and other permits issued by the community development agency shall be limited to the following:
    - i. Monday through Friday; seven a.m. to six p.m.
    - ii. Saturday; 9 am to 5 pm
    - iii. Prohibited on Sundays and Holidays (New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.)
  - b. Loud noise-generating construction-related equipment (e.g., backhoes, generators, jackhammers) can be maintained, operated, or serviced at a construction site for permits administered by the community development agency from eight a.m. to five p.m. Monday through Friday only.
  - c. Special exceptions to these limitations may occur for:
    - i. Emergency work as defined in [Section 22.130.030](#) of this code provided written notice is given to the community development director within forty-eight hours of commencing work;
    - ii. Construction projects of city, county, state, other public agency, or other public utility;
    - iii. When written permission of the community development director has been obtained, for showing of sufficient cause;
    - iv. Minor jobs (e.g., painting, hand sanding, sweeping) with minimal/no noise impacts on surrounding properties;
    - v. Modifications required by the review authority as a discretionary permit condition of approval.





# Marin County Unincorporated Area Bicycle and Pedestrian Master Plan

Adopted February 27, 2018

**PREPARED BY**

Alta Planning + Design  
Parisi Transportation Consulting

**PREPARED FOR**

County of Marin



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# 1 Introduction

This update to the Marin County Unincorporated Area Bicycle and Pedestrian Master Plan (Plan) was created through the coordinated efforts of the Transportation Authority of Marin (TAM), the Marin County Public Works Department, the Marin County Bicycle Advisory Committee, and citizens interested in improving the bicycling and pedestrian environment in unincorporated Marin County (County). Without the sustained efforts of these organizations and citizens, the continuing improvements to the bicycling and pedestrian environment throughout the County would not be realized. This Plan is one component of the continued effort towards making bicycling and walking an integral part of daily life in Marin County.

This plan was completed for the Marin County Department of Public Works between 2014 and 2018 as a part of a countywide effort to update all local bicycle and pedestrian master plans and includes only the unincorporated areas of Marin County. While the plan serves as a coordinating and resource document for the entire county, its focus is on specific recommendations for the unincorporated areas which must be adopted by the Board of Supervisors. It is important to note that some of the county's unincorporated areas are adjacent to or islands surrounded by incorporated cities and towns. Although the plan makes recommendations for many of these enclaves of unincorporated development, their size and geographic isolation means that bicycle and pedestrian planning and project development will require coordination with the incorporated community to avoid disjointed or discontinuous facilities. By referencing local plans being developed concurrently with this effort, this Plan attempts to reconcile local and countywide planning efforts to create a seamless and intuitive network of facilities across jurisdictions.



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## 1.1. Bicycle and Pedestrian Improvements

### 1.1.1 Bicyclists

Like many communities around the United States, Marin County continues to experience strong growth of bicycling as a means of transportation. The bicycle is a low-cost and effective means of transportation that is quiet, non-polluting, extremely energy-efficient, versatile, healthy, and fun. Bicycles also offer low-cost mobility to the non-driving public, especially the young.

Bicycling as a means of transportation has been growing in popularity as many communities work to create more balanced transportation systems and look to create multiple transportation options for their residents and visitors.



Figure 1-1: Bicyclists near St. Andrew Presbyterian Church in Marin City

Marin County has made major gains in increasing bicycle use, thanks to several factors:

First, Marin County has many of the attributes needed to become a bicycle-friendly community. This includes smaller, compact towns and cities, a moderate climate, and a population interested in health, environment, and livable neighborhoods. The popularity of recreational bicycling in Marin County has significantly increased bicycle ridership. This plan addresses bicycles as a mode of travel for transportation, defined as any trip for commuting, shopping, traveling to and from school, or to reach a recreational destination.

Second, there is a long history of bicycling and bikeway planning in Marin County. As more residents have been bicycling for recreation, more have been commuting as well. Consequently, more residents have been advocating for improved bicycling conditions. As early as 1975, with the creation of Marin County's first bicycle plan, residents expressed a desire for more miles of bicycle lanes, bicycle boulevards, and off-street paths; more bicycle parking; and better maintenance of existing facilities, the provision of which has encouraged more bicycle riding.

Third, policy support and additional funding are available for bicycle transportation improvements. This has been true on the local, state, and national level thanks to the passage of the Measure A half-cent Transportation Sales Tax, the **California Bicycle Transportation Act** (effective 1994 and last amended in 2016), the state and federal Safe Routes to Schools programs, and other grant sources.

The increased ridership, resulting advocacy, and increased policy and financial support from all government levels have resulted in a desire for significant bicycle transportation improvements. The following Plan is a direct result of these changes and is intended to continue a proactive course toward making bicycling and walking an integral part of daily life in unincorporated Marin County.

### 1.1.2 Pedestrians

Throughout this document, all references to pedestrians are inclusive of persons with disabilities who use mobility aids (scooters, walkers, and manual or powered wheelchairs) to access public pedestrian walkways.

Walking is the oldest and most basic form of human transportation. It is clean, requires little infrastructure, and is integral to the health of individuals and communities. People who walk know their neighbors and their neighborhood. A community that is designed to support walking is desirable.

Although pedestrians have been valued for their contribution to urban vitality, walking, like bicycling, has not always been considered a legitimate means of transportation in the United States. Thanks in part to the passage of the 1991 **Intermodal Surface Transportation Efficiency Act (ISTEA)** legislation and continuing with the development of subsequent federal, state, and local funding opportunities and policy directives, this has begun to change. Communities are recognizing the need for and value of developing pedestrian facilities, whether it be to enhance safety, health, or for commuting.

Marin County's beautiful scenery has long attracted pedestrians, but getting from housing areas to employment areas or transit by foot can be challenging. Many streets in Marin's unincorporated villages have discontinuous sidewalks and crossing streets can be intimidating. In some cases, adding sidewalks is expensive and is seen as taking away from a street's rustic quality. On the other hand, the trade-off in choosing to retain 'rustic' or 'rural' road characteristics may be adverse to pedestrian and bicycle safety.

Opportunities certainly exist for improving the pedestrian system in Marin's unincorporated communities, thereby offering more residents the option of walking to school, shopping, work, or recreational facilities. These opportunities will be discussed in the subsequent sections.

## 1.2. Setting

Marin is defined by its topography and geography. Mt. Tamalpais dominates southern and central Marin County. Rugged hills and ridges separate the county, creating distinctive communities but making intercity travel difficult for bicyclists and pedestrians. The beauty of Marin's waterfronts, mountains, parks, and towns attracts people to visit and to live here—providing a livable scale within sight of downtown San Francisco.

Of the County's total estimated population of 258,349, approximately 68,640 residents live in unincorporated areas, which include communities such as Tamalpais Valley, Greenbrae, Kentfield, Strawberry, Santa Venetia, Marinwood, Bel Marin Keys, Black Point, Loma Verde, Wild Horse Valley, and all of West Marin (American Community Survey, 2011-2015).<sup>i</sup>

Households within these unincorporated communities have a median income of \$100,833, roughly 63 percent greater than the statewide median household income of \$61,818 and roughly 11 percent greater than the Marin County median household income of \$93,257 (ACS, 2011-2015).<sup>ii</sup>

Marin County is well connected to surrounding counties via major transportation corridors, with Highway 101 providing north-south connections to San Francisco (via the Golden Gate Bridge) and Sonoma County, and I-580 connecting to the East Bay via the Richmond Bridge. Highway 37 provides east-west connections to Vallejo and Napa, while Highway 1 (Shoreline Highway) links popular visitor destinations such as Stinson Beach, Muir Woods, and Pt. Reyes National Seashore. However, because of Marin's topography and policies that have discouraged roadway connections between Marin County communities, there are several locations where few to no through roads exist, creating choke points that concentrate traffic in key corridors which in turn creates challenges in providing connections for bicyclists and pedestrians.

Marin County Transit District (Marin Transit) was formed by a vote of the people of Marin County in 1964 and was given the responsibility for providing local transit service within Marin County. Marin Transit operates its local service through contracts with Golden Gate Transit and the West Marin Stagecoach and community shuttles, as well as paratransit service provided by Whistlestop Wheels.

Marin County is connected to other regional centers by scheduled regional bus transit service provided by Golden Gate Transit, Sonoma County Transit, and Greyhound. Transbay ferry service is provided by the Blue and Gold Fleet and Golden Gate Ferry. Regional airport access in Marin County is provided by the Marin Airporter to San Francisco International Airport and by the Sonoma County Airport Express to Oakland International Airport. Significantly, Marin County is a major regional visitor destination and is served by numerous tour bus operators primarily out of the San Francisco area.

### **1.3. Why does Unincorporated Marin County Need a Bicycle and Pedestrian Plan?**

Bicycle and pedestrian master plans create a shared vision for active transportation within a community, make it easier for communities to request project funding, and help ensure that stated community priorities, such as safety, are reflected in the list of projects a community tries to develop.

The State of California encourages communities applying for funding to have an adopted bicycle and pedestrian master plan. While no longer a requirement of the California Bicycle Transportation Act, having an adopted plan helps demonstrate the community's commitment to improving its active transportation network to reviewers from various grant programs and other funding sources, such as the state and regional Active Transportation Program.

Development of a bicycle and pedestrian master plan provides the community an opportunity to consider and set its project, program, and policy priorities. Needs shift over time, and periodically updating a community's master plan highlights progress made since the previous plan's adoption and updates the list of community priorities, helping the County and community leaders remain responsive to those needs. The bicycle and pedestrian master plan process also provides an opportunity to address controversial issues and to take into account changes in prevailing design and facility management practices.

## 1.4. Progress Since Adoption of the 2008 Marin County Unincorporated Area Bicycle and Pedestrian Master Plan

Substantial progress has been made in Marin County toward realizing the goals established in the 2008 Unincorporated Marin County Bicycle and Pedestrian Master Plan. This progress is due in large part to the partnership between the many public agencies throughout the county. The County of Marin Department of Public Works, Transportation Authority of Marin (TAM), towns and cities of Marin County, Caltrans, Golden Gate Bridge, Highway and Transportation District, California State Parks, the National Park Service, and San Francisco Bay Trail have all played a role in the progress since the adoption of the previous plan. Specific accomplishments are summarized below.

### 1.4.1 Unincorporated Area and Countywide Planning, Programs, and Policies

Numerous policy and planning efforts have taken place that encourage non-motorized transportation in Marin County. The funding programs and policies in the **Measure A Transportation Sales Tax**, selection of Marin County as one of the four communities in the federal Nonmotorized Transportation Pilot Program (NTPP), and other funding programs have enabled the County to implement many of the projects and programs identified in the 2008 plan. Completed planning and outreach activities include:

- Planning and feasibility studies for the Mill Valley to Corte Madera corridor, East Sir Francis Drake Corridor, Miller Creek/Las Gallinas corridor, East Strawberry/Greenwood Cove area by the Bay Trail, Tiburon Boulevard interchange, and Tam Junction area by TAM.
- Conducted countywide outreach, education, and encouragement programs including Street Skills riding classes, bicycle repair, personal travel planning, and improved mapping.
- Adoption of a Complete Streets Policy in 2016, successor to the 2006 Department of Public Works Multimodal Policy. The new policy reflects changes in best practices that have occurred over the last decade and complies with standards established by the Metropolitan Transportation Commission to be eligible for various grant funding opportunities.
- Nonmotorized Transportation Pilot Program (NTPP) – Begun in 2006 and continuing through 2016, the program has allocated over \$28 million to bicycle and pedestrian projects. Included in the program was an extensive public outreach and planning process to identify, rank, and select infrastructure projects and educational programs to be funded by the program.
- Ongoing support for the Safe Routes to Schools program to encourage more schoolchildren to walk or bicycle to school and decrease vehicle congestion.



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## 1.4.2 Infrastructure Improvements Completed

Many infrastructure improvements have been completed in the unincorporated area since adoption of the 2008 Unincorporated Marin County Bicycle and Pedestrian Master Plan:

- Construction of 3.3 miles of new Class I multiuse path in Bolinas and Greenbrae, and the Cal Park tunnel, Central Marin Ferry Connection, McGlashan Path, and Novato Narrows through Olompali State Park.
- Construction of 14.3 miles of new Class II bike lanes on Alameda del Prado, Atherton Avenue, Bel Marin Keys Boulevard, Lomita Drive, Lucas Valley Road, Miller Creek Road, Olive Avenue, Ranchitos Road, Point San Pedro Road, San Antonio Road, and Sir Francis Drake Boulevard.
- Completion of the Cal Park tunnel and bridges and the Central Marin Ferry Connection structure over East Sir Francis Drake.
- Rehabilitation of the Corte Madera Creek Path between Bon Air Road and College Avenue.
- Reconstruction and widening of the Corte Madera Creek Path between College of Marin and Ross.
- Repaving by Caltrans of the Pacheco Hill and Horse Hill paths along Highway 101.
- In west Marin, added shoulders as feasible in conjunction with roadway repaving projects, including on Novato Boulevard, Point Reyes-Petaluma Road, and Nicasio Valley Road.
- Constructed a bicycle roundabout at the junction of the Mill Valley-Sausalito and Sycamore Avenue paths in Mill Valley. The project was completed through a partnership with the City of Mill Valley and addresses the intersection of two highly-used paths with significant crossing activity due to adjacent playfields and Mill Valley Middle School.
- Expanded the countywide guide signage program to west Marin roadways. The signed route network is now complete in Marin, with the exception of Shoreline Highway (Highway 1).
- Managed Bay Area air district grant programs for bicycle parking.
- Intersection improvements for pedestrians and bicyclists at multiple locations, including pedestrian ramps and improved detection of bicycles by signal equipment.
- Construction of several Safe Routes to Schools projects, including sidewalks, bicycle lanes, and warning beacons at multiple locations.
- Construction by the National Park Service of wider shoulders and other improvements within Fort Baker and Fort Cronkite.

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### 1.4.3 Infrastructure Improvements in Progress

In addition to completed projects, several infrastructure projects are in progress:

- Central Marin Ferry Connection – Phase 2 of the Central Marin Ferry Connection will provide improved connectivity between the current Corte Madera Creek path junction on East Sir Francis Drake and Wornum Drive in Corte Madera. This phase has two separate components. The first component will widen the current walkway along the northbound freeway ramp structure over Corte Madera Creek to Class I standards and provide a direct connection to the pedestrian overcrossing over Highway 101 south of Corte Madera Creek and Lucky Drive. The second component will construct a connection between Lucky Drive and Wornum Drive via one of two alternatives which remain under discussion: new and improved facilities along the frontage road or as a separate path behind the frontage road businesses on the old Northwestern Pacific Railroad right-of-way.
- Mill Valley-Sausalito Path Rehabilitation – The path, originally constructed in 1982, has significant areas of deterioration and is in need of repaving. Further, the four bridges on this section of path are beyond their expected lifespans and require replacement. The County has been coordinating on repaving the path in three phases, the first of which is fully funded and the second is partially funded. A structural analysis of the bridges is currently under way. Future improvements to the path include potential widening to address its high rate of usage and addressing current and expected future flooding issues attributable to sea level rise.
- Sir Francis Drake Boulevard – The section of the roadway between Highway 101 and the Ross Town Limits is the subject of a major rehabilitation program. As part of this project, several improvements are proposed for pedestrians and bicyclists, including a sidepath through the Greenbrae section to improve connectivity between adjacent neighborhoods, the shopping center, and schools. At Ash Avenue, an improved crosswalk is proposed which would provide a refuge area in the median, lighting, and warning beacons. Nearly all intersections are slated for improvements including ADA-compliant crossings, modernized signals, widened sidewalks, and reduced potential for vehicle-pedestrian conflicts.
- West Marin Roadway Improvements “Widen Where Feasible” – The County continues to provide additional shoulder area along selected rural roadways where feasible as part of road repaving projects. Additional shoulder width provides areas for bicyclists to ride without being in the vehicle lane with faster moving traffic, which is especially important on uphill grades. This policy will be continued as ongoing road repaving projects occur. Caltrans is also implementing a similar program along Highway 1 as part of a larger project on that roadway.
- Tam Junction Improvements – The Transportation Authority of Marin is managing a project at the Tam Junction intersection which will provide improved pedestrian connections and bicycle lanes, connecting with existing bicycle lanes on Almonte Boulevard and the Charles McGlashan path. This project is a key gap closure connecting the Tam Valley community with Mill Valley, Tam High School, and other Marin County communities.

- Marin-Sonoma Narrows – Caltrans is constructing improvements on Highway 101 between Novato and Petaluma. Much of the Marin County portion of this project has been completed, including construction of bicycle facilities from Novato to San Antonio Road. Remaining projects in Marin County include realignment of the San Antonio Creek bridge at the county line and connection to the Sonoma County portion of the project's bicycle facilities.
- Vista Point Trail – The National Park Service is coordinating with Caltrans on constructing a multi-use path connection between Vista Point at the northeast end of the Golden Gate Bridge with East Road through Fort Baker. The path would provide a direct connection from the east side bridge path to the less trafficked East Road headed towards Sausalito. Currently bicyclists coming off the east side of the bridge heading towards Sausalito must either ride on Alexander Avenue - a busy, high-speed corridor - or use a series of stairs and ramps to reach East Road by going to the west side of the bridge. With the significant number of tourist bicyclists traveling through this corridor, an alternative connection to Sausalito will improve safety and comfort for users unfamiliar with the area.

#### **1.4.4 Funding**

Marin County has received a substantial boost from numerous funding sources in the years since the adoption of the 2008 plan. In addition to project-specific funding, other major funding opportunities include Measure A Transportation Sales Tax, which can be spent on stand-alone bicycle and pedestrian improvements, the separate Marin County Parks Measure A, and other regional and state funds, such as Transportation for Clean Air (TFCA), Transportation Development Act (TDA), and the Active Transportation Program (ATP). Additional funding opportunities may be available as SB-1, an increase in the State gas tax, designates a portion of anticipated revenues to active transportation projects. Future modification to the Active Transportation Program criteria may enable the County to be more competitive in qualifying for these funds than it has been to-date.

## 1.5. Becoming a Bicycle- and Pedestrian-Friendly Community

As Marin County moves forward, safety, access, quality of life, and effective implementation are imperative elements for Marin County's continued success as a bicycle- and pedestrian-friendly community.

Safety continues to be the number one concern of citizens, whether they are avid commuter or casual recreational bicyclists or walkers. In many cases, bicyclists and pedestrians must share narrow, high volume roadways and cross busy intersections. To assist bicyclists not familiar with local routes, the County, in conjunction with local cities and towns, has implemented a countywide numbered route network to facilitate navigation on the county's roads and paths (See Figure 1-2 and Appendix C). While there has been substantial progress made since the 2008 plan, a uniform and complete bicycle network consisting of off-street pathways and either bicycle lanes or wider curb lanes in the county still has significant gaps, particularly in rural areas.

Figure 1-2: Marin County Bicycle Route Guide Signage



For pedestrians, factors such as steep terrain and narrow rights-of-way have resulted in a minimal and frequently discontinuous sidewalk system in many neighborhoods, especially along busy streets and in older areas, which forces pedestrians to walk in the street.



Figure 1-3: Person walking bicycle on Greenbrae Boardwalk

Access improvements for bicyclists and pedestrians are important to help improve the ability to take utilitarian trips to destinations like shops, work, and school. Currently, Highway 101 presents a number of barriers in accessing key destinations, and forces people to negotiate busy interchanges. Additionally, in several locations, Marin County still lacks continuous and connected bikeways and walkways into the County's village centers, schools, parks, and employment and shopping areas. This Plan urges Marin County to take measurable steps toward the goal of improving the quality of life for the residents of Marin County, creating a more sustainable environment, reducing traffic congestion, vehicle exhaust emissions, noise, and energy consumption. Developing a bicycle and

pedestrian system that is attractive and inviting is an important element in preserving Marin County as a place where people want to live, work, and visit, in addition to providing safe and attractive means to get around without an automobile. The attractiveness of the environment not only invites bicyclists and pedestrians to explore Marin County, but more importantly, a beautiful environment helps to improve everyone's positive feelings about the quality of life in Marin County.

Education, enforcement, engineering, and funding are the basic components of an effective implementation program for this Plan. Education must be crafted specifically for bicyclists and pedestrians, as well as to motorists, regarding the rights and responsibilities of all roadway users. Also critical are comprehensive enforcement of existing traffic and parking laws and the implementation of sound design and engineering principles for bikeways and walkways. Finally, this plan proposes an aggressive strategy for obtaining grants and competing for other funding sources in order to realize the physical improvements identified as the highest priorities.

## 1.6. Major Recommendations of the Unincorporated Marin County Bicycle and Pedestrian Master Plan

This Plan contains recommendations that, if implemented over the next 20 years, will continue to make unincorporated Marin County a model community for bicycling and walking in the United States. Since the development of the 2008 Unincorporated Marin County Bicycle and Pedestrian Master Plan, the public and community leaders continue to ask for a bold vision for the county that will dramatically alter conditions for those who choose to bicycle or walk. The public continues to cite concerns about safety, traffic congestion, and general livability of towns and cities in Marin County as the primary impetus to implement this Plan. Important community members for whom the complete bicycle and pedestrian system is being developed includes new riders, non-bicyclists most likely to start bicycling when safety considerations and infrastructure are put into place, commuter and utilitarian bicyclists, and recreational bicyclists. Additionally, the following two groups have been identified as important future beneficiaries of the Plan:

<b>School Children</b>	Parents have indicated a desire for improvements that will allow their children to bicycle or walk to school. Roughly three-quarters of school-aged children in the United States are driven to school in a car.* Safe Routes to School is aimed at promoting bicycling, walking, taking transit, or carpooling to school; planning safer bicycling and walking routes to schools; funding the construction of safe pathways to school; and providing crossing guards at major intersections.
<b>Senior Citizens &amp; People with Disabilities</b>	Demographically, senior citizens and people with disabilities represent a growing proportion of the county's population. Senior citizens need access to more facilities to encourage bicycling or walking away from busy streets, as well as improvements to Marin County's existing sidewalks, such as curb cuts, to allow access to their destinations and for exercise.

\* National Center for Chronic Disease Prevention and Health Promotion (2001). *KIDSWALK-TO-SCHOOL: A Guide To Promote Walking to School*. Atlanta: Centers for Disease Control and Prevention, U.S. Department of Health and Human Services.



Expected benefits of the Plan include:

1. Improving safety;
2. Increasing opportunities for exercise;
3. Reducing vehicular traffic and congestion;
4. Enhancing public streets and making use of other routes for bicycling and walking;
5. Increasing bike-to-transit and walk-to-transit trips, helping to bolster transit, and legitimizing bicycling and walking as viable and attractive transportation options; and
6. Reducing greenhouse gas emissions through increased mode shift to bicycling and walking.

It is highly desirable that an integrated, complete network of multi-use paths, bicycle lanes, bicycle routes, and pedestrian improvements be developed in Marin County. Transportation systems that thrive require complete system integration and complete networks at the regional, community, and neighborhood levels. One aspect of this system is the use of the old Northwestern Pacific Railroad and SMART rights-of-way, tunnels, and bridges to help connect neighborhoods and overcome the steep terrain, to the extent it is compatible with SMART rail service.

Finally, it is the goal of this Plan to dramatically increase the number of people bicycling or walking for utilitarian trips, such as for work, school, or shopping. Each trip made by bicycling or walking takes one more car off the road, helping to reduce pollution and alleviate the traffic congestion that plagues so many communities.

### **1.6.1 Types of Recommendations**

There are three distinct types of recommendations in the Plan: bicycle facilities, pedestrian facilities, and bicycle and pedestrian programs. These are discussed in more detail in **Chapter 5: Proposed System & Improvements**. Physical projects such as new bikeways or walkways are broken down between short-term (1 to 5 years), mid-term (5 to 15 years), and long-term (over 15 years). They are grouped into four categories of improvements:

1. Countywide projects;
2. Local bikeway network gap closure projects;
3. Local community bicycle and pedestrian projects; and
4. Pedestrian projects

These projects generally derive from the recommendations of local advisory committees, but they may be packaged together to make them more feasible and competitive for outside funding.

Companion documents to this Plan are Chapter 1000 of the **Caltrans Highway Design Manual**, **Caltrans Manual on Uniform Traffic Control Devices**, AASHTO manuals on highway, bikeway, and pedestrian facility design, and NACTO guides on bicycle and pedestrian facility design. On a case-by-case basis, local agencies may seek design exceptions to established State and Federal standards based on local conditions and environmental and economic issues. All projects must be approved by the applicable Public Works Director or County engineering staff and, in some cases, Caltrans or the Federal Highway Administration.

Finally, this Plan provides recommendations for education, outreach, and other programs that will ultimately be implemented by public or private groups.

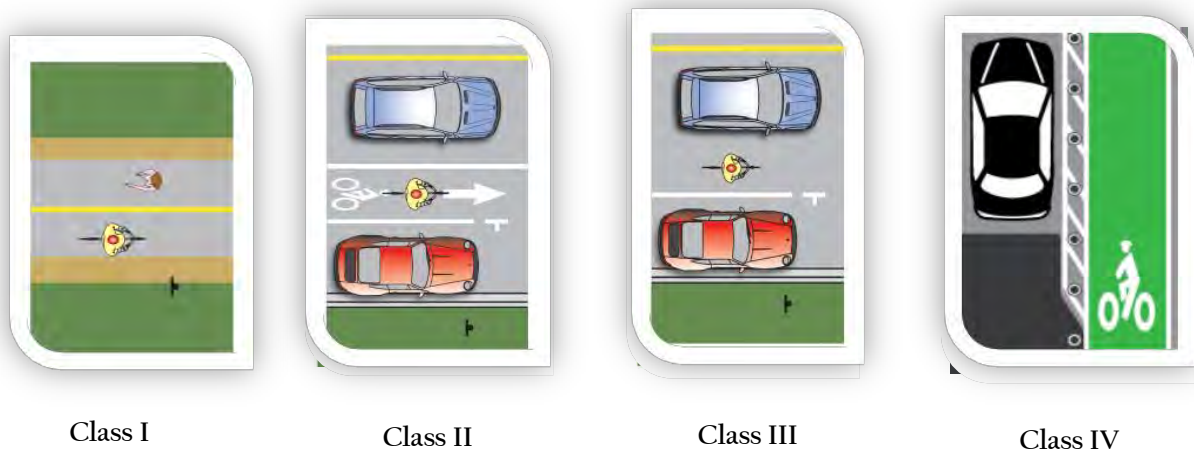
### 1.6.2 Long Term System

The long-term time horizon of this Plan calls for the completion of a network of primary and secondary bikeways. It also calls for the completion of pedestrian improvements. The proposed system will connect the major destinations in unincorporated Marin County and adjacent communities.

### 1.6.3 Bikeway Classifications

In Marin County, as everywhere, there is a tremendous diversity of opinion on what is the best type of bikeway to construct in a given context. Caltrans identifies four types of Bikeways in Chapter 1000 of its Highway Design Manual: Class I, Class II, Class III, and Class IV (See Figure 1-4).

Figure 1-4: Bikeway Classifications

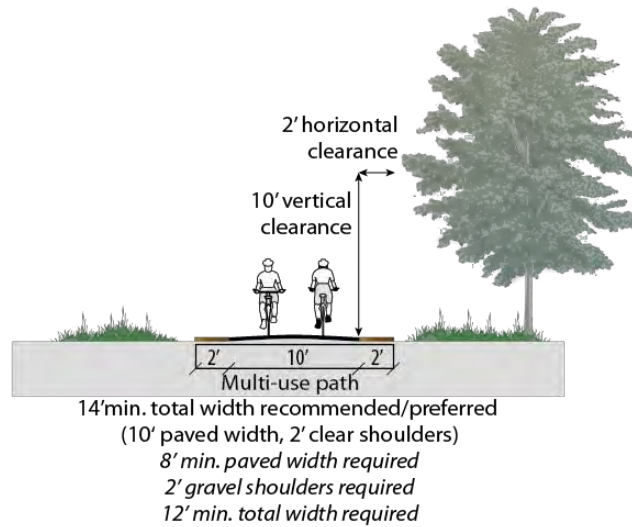


**Class I Bikeway:** Typically called a multi-use path or pathway, Class I bikeways provide for bicycle and pedestrian travel on a paved right-of-way completely separated from a street or highway. Paved pathways exist in Marin County that do not conform to established Caltrans design standards, and therefore, are not classified as Class I bikeways. This plan documents those paved pathways as functional transportation and recreational facilities. All new facilities are proposed to be built to Caltrans standards (see Figure 1-5).

Figure 1-5: Class I Bikeway

**CLASS I  
Multi-Use Path**

Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow minimized.

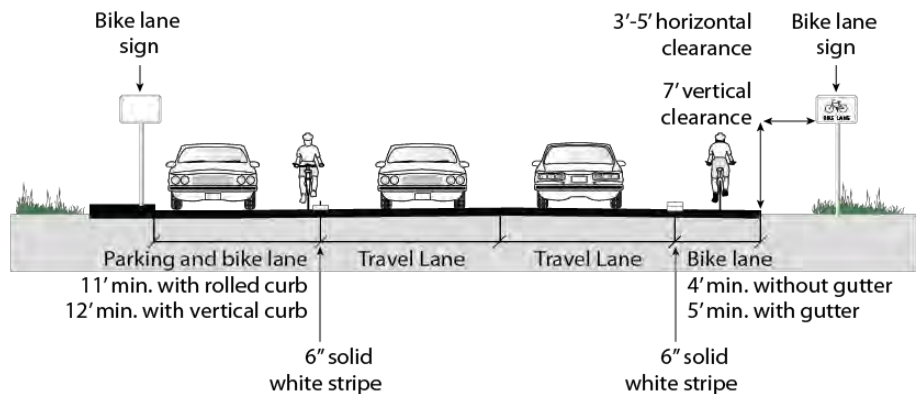


**Class II Bikeway:** More commonly referred to as bicycle lanes, Class II bikeways provide a striped lane for one-way travel on a street or highway (see Figure 1-6). Bicycle lanes can be accompanied by a striped buffer that provides clearer separation from the bicycle lane and either the adjacent travel lane and/or a parking aisle. To maintain the rural character in west Marin County, Class II bikeways are not signed or stenciled, though the pavement width does meet Caltrans Class II standards. These existing and proposed facilities are designated as Class IIr in this Plan.

Figure 1-6: Class II Bikeway

**CLASS II  
Bike Lane**

Provides a striped lane for one-way bike travel on a street or highway.

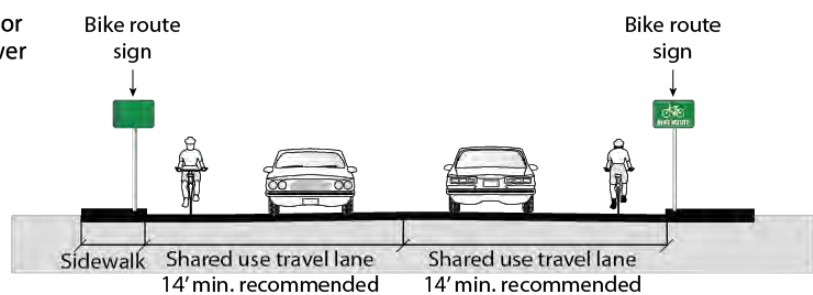


**Class III Bikeway:** More customarily called a bicycle route, Class III bikeways provide for shared use with on-street motor vehicle traffic (see Figure 1-7) and are identified by signing and/or the stenciling of “sharrows” (shared roadway bicycle pavement markings).

Figure 1-7: Class III Bikeway

**CLASS III  
Bike Route  
Signed Shared Roadway**

Provides for shared use with pedestrian or motor vehicle traffic, typically on lower volume roadways.

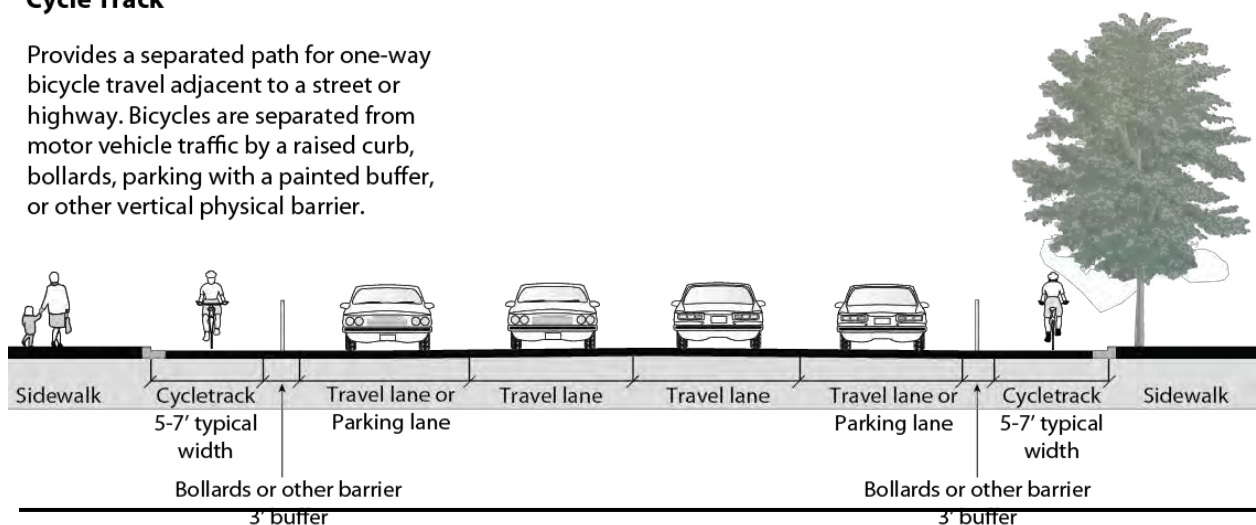


**Class IV Bikeway:** Often referred to as separated bikeways, cycle tracks, or green lanes, Class IV bikeways are located within a street or highway right-of-way, provide a designated area for one-way or two-way bicycle travel, and offer physical protection from adjacent motor vehicle traffic using barriers, bollards, curbing, parked cars, posts, planters, or other vertical-oriented elements (see Figure 1-8).

Figure 1-8: Class IV Bikeway

**CLASS IV  
Cycle Track**

Provides a separated path for one-way bicycle travel adjacent to a street or highway. Bicycles are separated from motor vehicle traffic by a raised curb, bollards, parking with a painted buffer, or other vertical physical barrier.



Ideally, bicycle facilities should be provided that serve the greatest number of users, both existing and potential. Many bicyclists are comfortable riding using bicycle lanes or mixing with traffic while others, particularly children, may not have the same level of comfort and, thus, desire a facility separated from motor vehicle traffic. The patterns under which Marin County developed make it challenging to provide a wide range of facilities for every user. Marin County's topography and former rail service directed much of the early growth patterns, particularly in the central and southern portions of the county. Few places in Marin County have a connected gridiron street pattern found in many other communities and result in the need to use high-traffic arterial roadways as the primary bicycle routes through and between communities. The former Northwestern Pacific Railroad and current SMART grades are ideally suited for separated paths as they are generally flat and have minimal road crossings; much of this corridor is envisioned as the North-South Greenway, running as a spine through the urbanized eastern corridor of the county. Other segments of Class I paths connect to this spine and penetrate into several communities. Other connecting facilities must make use of the existing roadway network.

As a result, the countywide network envisioned in this Plan recognizes the progress to date on providing a connected network while identifying additional segments that are necessary to have complete connectivity. The types of facilities proposed are dependent on several factors, including relationship to adjoining jurisdictions' facilities, available right-of-way, feasibility of roadway modifications, and community desires and support for a particular treatment.

#### **1.6.4 The Primary Network**

The primary network in Marin County consists of key north-south and east-west corridors that form the backbone of bicycle and pedestrian facilities and provide connectivity between Marin County's communities and the greater Bay Area. The primary network includes many portions of the historic rail lines that traverse the county, including the SMART right-of-way; routes along high-volume arterials providing access to local communities and important destinations; and major roadways in west Marin County. Within the primary network, three major corridors have been identified and developed starting with the first Marin County Bicycle Plan in 1975. Those corridors are the North-South Greenway, North-South Bikeway, and East-West Bikeway. A fourth corridor, the Bay Trail, generally follows the shoreline of San Francisco and San Pablo Bays.

##### **North-South Greenway**

The legacy of the old Northwestern Pacific Railroad (NWP) in Marin County along with the natural geography of the county makes the creation of a North-South Greenway a logical primary spine. The North-South Greenway starts at the Golden Gate Bridge and connects Sausalito, Mill Valley, Corte Madera, Larkspur, San Rafael, Novato, and Sonoma County, generally following the old NWP alignment.

The recommendations from the 1994 North-South Bikeway Plan are incorporated into this Plan, which proposes implementing the North-South Greenway in a series of discrete segments that best match available funding sources. This strategy is intended to recognize the high cost of the proposed multi-use path, its enormous potential to increase bicycling and walking, and the nature of the current funding climate.



The major remaining gaps in the North-South Greenway are between Mill Valley and Corte Madera in the Alto tunnel corridor; Wornum Drive in Corte Madera to East Sir Francis Drake Boulevard in Corte Madera and Larkspur; Andersen Drive and Fourth Street in San Rafael; and the vast majority of the SMART corridor between North San Pedro Road in northern San Rafael to the San Marin SMART station in Novato.

### **North-South Bikeway**

Recognizing that the SMART right-of-way and future North-South Greenway alignment north of Puerto Suello Hill travels primarily east of Highway 101 through less-developed areas while the area west of Highway 101 is where many businesses and residential neighborhoods are located, a parallel route to the North-South Greenway was identified in the 2001 **Unincorporated Marin County Bicycle and Pedestrian Master Plan**. Beginning at Puerto Suello Hill summit, this route travels north along roadways and Class I pathways through Terra Linda, Marinwood, and Novato. Except for short sections occurring along segments of Las Gallinas Avenue in Terra Linda (San Rafael) and Ignacio, Diablo, and Redwood boulevards in Novato, the North-South bikeway is complete and signed as part of Bicycle Route 5. The bicycle and pedestrian master plans for San Rafael and Novato identify the remaining segments as proposed Class II facilities.

### **East-West Bikeway**

The East-West Bikeway was first identified in a Cross Marin Trail proposal in the 1970s and later formally studied in the *Fairfax to San Rafael Cross Marin Bikeway Feasibility Study* (2010). Similar to the North-South Bikeway, this bikeway would generally follow the alignment of the NWP right-of-way from Point Reyes Station through Samuel P. Taylor State Park, Lagunitas, San Geronimo, Woodacre, Fairfax, and San Anselmo. In downtown San Anselmo, one branch of the bikeway would continue down into Ross Valley through Ross, Kentfield, and Greenbrae to Larkspur Landing and finally to San Quentin. The other branch would continue easterly into San Rafael. The only completed sections are between Remillard Park and South Eliseo Drive in Larkspur, Bon Air Road in Greenbrae to Lagunitas Road in Ross, and through Samuel P. Taylor State Park between the campground and Platform Bridge Road. Between Ross and Lagunitas, and San Anselmo and San Rafael, the right-of-way has been used for roadways or has been sold off and developed, necessitating consideration of alternate alignments through these communities. Between Platform Bridge and Point Reyes Station, the original right-of-way traverses lands of the Golden Gate National Recreation Area, except for one parcel still in private ownership. The County is currently engaged in a feasibility study to identify options for making the connection in this segment. The final alignment is dependent on numerous factors including acquisition of property, environmental approval, condition, cost to rehabilitate the White's Hill Tunnel and other issues in the developed areas. In addition, specific facilities of the East-West Bikeway are subject to the engineering judgment of the local jurisdiction and the input of local residents as detailed in the local bicycle and pedestrian plans being updated concurrently with this Plan. Similar to the North-South Greenway and North-South Bikeway, this Plan recommends treating the East-West Bikeway as a series of discrete segments that best match available funding sources.

### **Bay Trail**

The San Francisco Bay Trail is a planned 500-mile walking and bicycling path around the entire San Francisco Bay running through all nine Bay Area counties, 47 cities, and across seven toll bridges. With over 350 miles in place, the Bay Trail connects communities to parks, open spaces, schools, transit and to each other, and also provides a great alternative commute corridor. The ultimate goal of the Bay Trail is to build a continuous shoreline bicycle and pedestrian path for all to enjoy. In Marin County, completed sections of the Bay Trail utilize facilities such as the North-South Greenway, shared use pathways, sidewalks, bike lanes, and levee paths. The continuity of the Bay Trail in Marin will continue to improve as bicycle and pedestrian facilities are developed on the Bay Trail's preferred alignment. A map of the Bay Trail is in **Appendix B**.

### **1.6.5 Tunnels and Railroad Rights-of-Way**

The numerous railroad tunnels in Marin County, some of which were constructed in the 1880s and have been closed since the 1960s, are considered to be a unique resource and opportunity by many Marin County residents. The NWP once served all of Marin County through a network of direct commuter train routes. Some of the railroad rights-of-way have been converted to multi-use trails, such as the popular Sausalito-Mill Valley pathway, while others have been repurposed for use by SMART train service with a parallel multiuse path. The Cal Park tunnel, connecting San Rafael and Larkspur, was reconstructed and reopened in 2010. As the only two-track tunnel in the county, it was reconstructed to provide one track for SMART train service to Larkspur Landing and the ferry terminal while the other side is now a multiuse path and part of the North-South Greenway.

The County has studied the conditions and potential costs of reopening the Alto tunnel, between Corte Madera and Mill Valley, to connect the multi-use paths that approach it on either side. Because the tunnel is of similar construction to the Cal Park tunnel, it has been assumed that the structural supports will require complete replacement. The tunnel involves easements held by the County, Union Pacific Railroad (successor agency to NWP), and a private holder. As a result, the study looked at ownership issues and conducted geotechnical analysis on the tunnel to evaluate its condition and develop a more refined cost for its rehabilitation. The outcomes of the analysis are discussed further in **Section 5.2.3**.

The Puerto Suello Hill tunnel has been rehabilitated by SMART for exclusive use of SMART rail service. The parallel route for this corridor is the Puerto Suello Hill path along Highway 101 and Bicycle Lanes on Ranchitos Road.

The White's Hill tunnel, between Fairfax and Woodacre, is identified as part of the proposed East-West Bikeway. Rail service through the tunnel ceased in 1929 and the portals have been sealed. On the east side, the tunnel portal and former railroad grade are on private property. No further analysis of this tunnel is envisioned for the foreseeable future.

The remaining tunnels, two between Tiburon and Corte Madera and two near Tomales (one of which was removed completely) are not proposed as part of any bicycle or pedestrian facility and are on private property.

### **1.6.6 School Commute**

Safe travel to local schools remains a high priority among Marin County residents, with many of the proposed short- to mid-term projects in Chapter 5 providing enhanced connections to schools, plus coordination with the existing Safe Routes to Schools program. Both bicycling and walking “school buses” were formed in several communities where groups of students, with some parent assistance, bicycle or walk together to school. The Measure A transportation funding plan includes funds for Safe Routes to Schools projects, along with state and federal Safe Routes funding programs.

### **1.6.7 Environmental Issues**

This Plan offers Marin County a viable strategy to help mitigate the environmental impacts caused by motor vehicle trips, including air quality, energy consumption, noise, and use of land for roadways and parking lots. Because of the minimal construction involved with on-street bikeways, some off-street pathways, and walkways, the environmental impact of bikeways and walkways are usually negligible, although each project proposal may need to go through its own environmental review. Potential environmental impacts of the bicycle and pedestrian projects in this Plan are limited almost exclusively to those projects adjacent to adjacent wetlands and habitats along the NWP right-of-way. The impacts of reuse of this right-of-way as a multi-use path have been detailed in the SMART FEIR released in 2006 with which this plan is consistent.

### **1.6.8 New Era of Respect**

An important factor in bicycle- and pedestrian-friendly communities is the mutual respect between people bicycling, walking, and driving. While Marin County prides itself on being a livable community, the public continues to express concern about the lack of respect between bicyclists, pedestrians, and motorists. It is sometimes noted in the media and in public meetings how few people stop their cars for bicyclists or pedestrians at crosswalks to allow people—even children—to cross, how few bicyclists stop at stop signs, and how some pedestrians are distracted by their electronic devices that they step into the roadway without looking. Many bicyclists told stories of aggression towards them from motorists. It is also not uncommon to see bicyclists running stop signs or riding two or three abreast on narrow roads.

Local advocacy groups have partnered with Marin County law enforcement to develop and implement Share the Road and Share the Path programs. This Plan calls for continuation and expansion of these and similar efforts to achieve a new era of mutual respect between all people using public rights-of-way. The Plan identifies several strategies to educate the general public on the rights of bicyclists and pedestrians, and on the importance of sharing the road and deferring to bicyclists and pedestrians when needed. It calls on bicyclists and pedestrians to police themselves and spread the word on the importance of obeying rules-of-the-road. For example, in communities such as Davis, California, Portland, Oregon, and Boulder, Colorado, bicyclists are widely accepted as having a right to use roadways, while at the same time bicyclists adhere to established rules of the road as well. The Plan emphasizes the link between this level of respect and the overall quality of life in Marin County for everyone.

## 1.7. Role of the Bicycle and Pedestrian Plan

This Plan serves primarily as a coordinating and resource document for the County, with a focus on developing a primary network of bikeways, pedestrian enhancements, and programs. This Plan also helps to ensure good connectivity between the county's unincorporated communities and adjacent cities and towns, while promoting consistent design standards. Because this Plan is being updated concurrently with local bicycle and pedestrian plans, emphasis is on specific facilities in unincorporated areas, as well as ensuring consistent countywide and regional connections.

Projects and programs included in this Plan would be sponsored by the County or agency responsible for the particular right-of-way and may require additional feasibility analysis, design, environmental review, and public input prior to being funded and constructed. All projects and plans would, as applicable, need to be consistent with local community plans and the 2007 Marin Countywide Plan.

## 1.8. Bicycle and Pedestrian Master Plan Process

This Plan was developed between 2014 and 2018 under the purview of Marin County's Public Works Department. To fully engage residents in the production of this Plan, in conjunction with plan updates in other communities, multiple workshops were held throughout the county to discuss the existing plans and accomplishments and solicit input for future improvements. These workshops were advertised through the media and on the County website. In addition, the County's Bicycle Advisory Committee (BAC) met regularly to provide input and guidance during throughout the plan update process. The BAC is comprised of members of the community from each supervisorial district and is staffed by the Marin County Department of Public Works.

## 1.9. Overview of the Plan

This Plan outlines the actions needed, priorities, cost estimates, and timelines to keep unincorporated Marin County bicycle- and pedestrian-friendly. Chapter 2 summarizes the goals, policies, and objectives guiding the implementation of the Plan. Chapter 3 details the existing bikeway and walkway systems in unincorporated Marin County. Chapter 4 looks at what is needed to make bikeway and walkway improvements. Chapter 5 outlines the recommended bikeway and walkway improvements, including education programs and maintenance needs. Chapter 6 provides references to applicable local, state, and federal design guidelines for the construction of bicycle and pedestrian facilities. Chapter 7 outlines an implementation strategy, including feasibility analyses for some of the highest priority projects in addition to estimated costs and available funding opportunities.

This Plan is meant as a 20-year guide for making unincorporated Marin County a national model for non-motorized transportation. Its success will only be assured by the continued support of Marin County's bicycling and walking community and other residents recognizing the benefits bicycling and walking bring to all residents.



## Chapter I: End Notes

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<sup>i</sup> Estimate of residents in unincorporated Marin County based on total Marin County population (258,349) minus the population of incorporated cities and towns in Marin County: Belvedere (1,992), Corte Madera (9,595), Fairfax (7,584), Larkspur (12,219), Mill Valley (14,243), Novato (54,133), Ross (2,306), San Anselmo (12,566), San Rafael (58,819), Sausalito (7,094), and Tiburon (9,158), according to the most recent five-year estimates from the American Community Survey (2011-2015).

<sup>ii</sup> Weighted average of median household income by total population for Census Designated Places in Marin County for which there was available data: Black Point-Green Point CDP (1,250; \$126,406), Bolinas CDP (1,358; \$74,524), Dillon Beach CDP (139; \$45,139), Inverness CDP (1,089; \$52,135), Kentfield CDP (6,813; \$167,708), Lagunitas-Forest Knolls CDP (1,485; \$73,616) Lucas Valley-Marinwood CDP (6,250; \$117,071), Marin City CDP (3,048; \$40,321), Muir Beach CDP (275; \$135,278), Nicasio CDP (93; \$72,083), Point Reyes Station CDP (600; \$30,978), San Geronimo CDP (599; \$85,625), Santa Venetia CDP (5,166; \$86,182), Stinson Beach CDP (462; \$108,750), Strawberry CDP (5,901; \$81,583), Woodacre CDP (1,623; \$77,500).

## 2 Goals, Objectives, and Policy Actions

### 2.1 Study Area

The study area of the **Marin County Unincorporated Area Bicycle and Pedestrian Master Plan (Plan)** includes all the unincorporated regions of the county. The primary focus of this Plan is on a developing a countywide primary network and local feeder network of bicycle and pedestrian facilities for travel within and between the various unincorporated and incorporated communities in Marin County. This Plan's approach includes consideration of facilities located exclusively within the County's jurisdiction, as well as those which serve a countywide or regional function across multiple jurisdictions.

This chapter establishes a policy framework to guide future transportation decisions and capital improvement programming for the unincorporated areas of Marin County. It is intended to promote regional planning and offer opportunities to coordinate infrastructure improvements among multiple jurisdictions.

### 2.2 Relationship to Other Marin County Plans

As described above, this Plan is intended to coordinate and guide the provision of all bicycle- and pedestrian-related plans, programs, and projects in Marin County's unincorporated areas. It is intended to assist county staff and staff of other jurisdictions and agencies to implement their priorities, but it does not mandate any particular action. This Plan does not supersede any local bicycle or pedestrian plan but is intended to work in concert with them to establish a countywide non-motorized network. The studies or planning efforts listed below have been reviewed and consulted, studied for consistency, and, where appropriate, folded into this Plan.

#### **Marin Countywide Plan (2007)**

The Marin Countywide Plan is the land use 'constitution' for the unincorporated area and sets policy direction for the natural and built environments, as well as addressing economic and social issues. General Plans are required under State law for each county and incorporated community and are required to contain seven Elements, one of which addresses transportation and circulation issues. The first Countywide Plan was adopted in 1973 with updates adopted in 1982, 1994, and 2007. The most relevant sections of the 2007 update include Section 2.9, which details the **Marin Countywide Trails Plan**; Section 3.9, which promotes bicycling and walking as an alternative to drive alone auto trips; and Section 4.7, which creates a framework for community participation in public decision making.

#### **Community Plans**

There are 22 community plans covering most of the unincorporated area communities. These plans provide more detailed guidance than what is covered in the Marin Countywide Plan and list goals, policies, and programs specific to each community. The community plans that contain bicycle and pedestrian policies and recommendations have been incorporated into this Plan.

### **2016-2025 Short-Range Transit Plan, Marin Transit (2015/2016)**

The Short Range Transit Plan for Marin Transit includes a complete assessment of the current Marin County transit system and its riders, as well as an identification of transit needs and alternative ways to meet those needs. The goal of the plan is to develop a financially sustainable transit system for Marin County riders that maximizes productivity and mobility for everyone who travels within the County. A majority of Measure A Transportation Sales Tax revenues fund local transit service. Per Measure A requirements, this plan will be updated every two years.

In terms of bicycle access to transit, the plan boasts enhanced bicycle carrying capacity on new transit vehicles, continuation of the 511 program which provides up-to-the-minute transportation information for all modes including bicycling, and ongoing bicycle and pedestrian access studies. This plan also includes bus stop amenity standards, which include the provision of appropriate bicycle storage and/or parking at all high use transit stops defined as over 100 passengers per day.

### **Collaboration: Sea-level Marin Adaptation Response Team Work Plan (C-SMART, 2014)**

C-SMART is an effort led by the Community Development Agency to understand the potential impacts of sea-level rise and to prepare communities for its potential negative consequences. The project's advisory committee is made up of representatives from each of the west Marin communities – Muir Beach, Stinson Beach, Bolinas, Point Reyes Station, Inverness, Marshall, and Dillon Beach. The Technical Advisory Committee is made up of resources managers, utility providers, conservation scientists, and other local and regional experts. C-SMART's work plan describes a two-year process by which the team will assess vulnerabilities in Marin County and develop strategies to mitigate or adapt to those scenarios.

### **Marin County Safe Routes to Schools Program Evaluation (2016)**

Established in 2000, Marin County's Safe Routes to Schools (SR2S) is an award-winning program designed to reduce congestions around schools, while at the same time instilling healthy habits in children and creating a safer and cleaner environment for all. It does this through classroom education, special events, infrastructure improvements, and other strategies that aim to increase the number of non-motorized and higher occupancy carpool and transit trips to and from schools. The 2016 Program Evaluation reviewed behavior data for 62 schools in the SR2S program and found that 26 percent of students at participating schools bicycled or walked to school in the 2014/2015 school year.

### **Mill Valley – Corte Madera Bicycle and Pedestrian Corridor Study (2010)**

The Mill Valley to Corte Madera Bicycle and Pedestrian Corridor Study analyzed three alternative routes between Mill Valley and Corte Madera, including 1) the Horse Hill/Alto Hill Pathway and connecting roadways, 2) reconstructing the Alto Tunnel for bicycle and pedestrian use, and 3) the Camino Alto/Corte Madera Avenue on-street route. There was extensive public involvement during the study process, with over 600 people attending one of the two public workshops, along with several hundreds of letters submitted after each workshop.

### **Alto Tunnel Study (2017)**

The Alto Tunnel Study was conducted as an outcome of the 2010 Mill Valley-Corte Madera Corridor Study. The previous study provided a wide cost range to reconstruct the Alto tunnel due to unknown variables related to its geotechnical conditions and ownership. The Alto Tunnel Study conducted geotechnical analysis to evaluate the structural condition of the tunnel and conduct title research into ownership and easements related to the tunnel with the objective of deriving a more refined cost estimate to reconstruct the tunnel. The outcomes of the study are discussed in **Section 5.2.3**.

### **Alto Tunnel Scoping Study, Volumes I and II (2001)**

This study was completed in 2001 following adoption of the 2001 **Unincorporated Marin County Bicycle and Pedestrian Master Plan**. It collected background documents and laid out the scope of a future feasibility study for reopening the Alto tunnel. The studies contain detailed information about the current condition of the tunnel through field inspections and from historical sources. The document recommends a specific strategy for further study of the tunnel's condition.

### **Sonoma Marin Area Rail Transit Final Environmental Impact Report (SMART FEIR, 2006)**

The SMART FEIR detailed plans to establish passenger rail service, as well as a bicycle and pedestrian pathway parallel to the rail line, for the 70-mile corridor from Larkspur Landing in Marin County to Cloverdale in Sonoma County. According to the SMART FEIR, on average 7,000 people would use the pathway on weekdays and over 10,000 people would use it on weekend days. Rail stations were designed to optimize bicycle and pedestrian access, including on-site bicycle parking at all stations and space for staffed bicycle storage and maintenance facilities at the San Rafael and Santa Rosa station sites. With room being designed into rail cars for bicycle storage, passengers would be able take the train and ride their bicycles to work, school, shopping, or for recreation.

One of the goals of the 2001 **Unincorporated County Bicycle and Pedestrian Master Plan** was the creation of a North-South Greenway along the railroad right-of-way. Because SMART owns the railroad right-of-way north of Corte Madera, all proposals for projects in the SMART right-of-way in this Plan and in local bicycle plans in Marin County must be reconciled with the SMART FEIR.

### **Corte Madera Bay Trail Feasibility Study (2004)**

This plan fleshed out the local alignment through Corte Madera of a regionally significant bicycle and pedestrian route. It proposes a combination of Class I, II, and III bikeways along Paradise Drive in Corte Madera from San Clemente to the Tiburon border.

### **Central Marin Ferry Connection Project Feasibility Study (2004)**

This City of Larkspur and Bay Trail Project funded a study to carry forward one of the top priority North-South Greenway projects that proposed the connection of Corte Madera and Larkspur over Corte Madera Creek, which would complete an important segment of the Bay Trail and provide improved bicycle and pedestrian access to the Larkspur Ferry Terminal and the Cal Park Hill Multi-Use Pathway. The report established a preferred alignment for the Central Marin Ferry Connection project which follows the old Northwestern Pacific Railroad right-of-way between Wornum Drive in Corte Madera, across Corte Madera Creek, to East Sir Francis Drake Boulevard along a new bridge connecting to the Cal Park Hill Multi-Use Pathway. The report also identifies alternative alignments that cross Corte Madera Creek on the highway structure, connecting to proposed pathway segments on the south side of the creek.

## Marin County Unincorporated Areas Bicycle and Pedestrian Master Plan (2008)

The 2008 plan, which is the subject of the current update, was completed for the Marin County Department of Public Works. The plan outlines improvements to the unincorporated areas of the County of Marin and includes routes of countywide and regional significance, as well as highlighting improvements from the incorporated communities of Marin County.

### Local Bicycle and Pedestrian Master Plans

The following jurisdictions have adopted bicycle and pedestrian master plans. Each of the plans, with the exceptions of the City of San Rafael and Town of Ross, were updated concurrently with this Plan. As described above, throughout the planning process, special consideration has been given to locations where countywide and regional facilities cross jurisdictional boundaries in order to coordinate improvements among multiple jurisdictions.

Table 2-1: Local Bicycle and Pedestrian Master Plans

Community	Year of Most Recent Plan Adoption
Corte Madera	2016
Fairfax	2016
Larkspur	2017
Mill Valley	2017
Novato	2015
Ross	2010 (update in progress)
San Anselmo	2016
San Rafael	2011 (update in progress)
Sausalito	2008 (update in progress)
Tiburon	2016

### Marin County North-South Bikeway Feasibility Study (1994)

The purpose of the Marin County North-South Bikeway Feasibility Study was to identify and develop a safe and efficient north-south bikeway from the Golden Gate Bridge to the Sonoma County line, generally following the old Northwestern Pacific Railroad (NWP) right-of-way, for commuters. The study was never officially adopted. The Plan’s recommendations included development of a long-term alignment along the NWP right-of-way through much of the county. Although SMART did not exist at the time, the study did recognize the difficulties in this alignment due to the intended use of the right-of-way for transit in addition to cost, rebuilding of tunnels, and private site development. Thus, it also recommended a short-term alignment that runs mostly along existing streets and paths, with improvements in signing, striping, and pavement.



### **Marin County Bicycle Plan (1975)**

In 1975, Marin County's Board of Supervisors adopted a document entitled "A Bikeway Policy for Marin County," which emphasized the need for safe accommodation for bicycling in all public streets and roads. The policies called for the County to design new road construction and repair projects to safely accommodate bicycles, integrate bicycle planning into transportation planning and construction, provide recreational bikeways, develop uniform standards for bikeway design, support bicycle safety education, and rules.

The 1975 Plan called for the delineation of over 400 miles of bike routes, the provision of bicycle parking at locations with an apparent demand for such facilities, a bicycle educational and safety program to be initiated in all elementary schools, and the introduction of a bicycle registration program to help recover stolen bicycles. The total cost of implementing the plan was estimated at \$3.5 million.

### **San Quentin Area Bicycle and Pedestrian Access Study (2011)**

In conjunction with stakeholder agencies, the County conducted a corridor analysis of the San Quentin peninsula to consider potential bicycle and pedestrian improvements and connections in an area with numerous challenges. The corridor extends from the end of the multi-use path at Remillard Park in Larkspur, along East Sir Francis Drake Boulevard, eastward to the Richmond Bridge via the I-580/E. Francisco Boulevard. Recommended improvements included several alternatives such as extending the multi-use path, provision of bike lanes, construction of a separated bikeway, and connections at the proposed Richmond Bridge path.

### **Tiburon Bay Trail Gap Closure Study (2012)**

The Bay Trail, County, and Town of Tiburon collaborated on a corridor study focused on gaps in the Bay Trail between Strawberry and Blackie's Pasture. This segment is also a gap in the County's and Town's bicycle and pedestrian network. The study recommended providing a Class I multi-use path on the south side of Tiburon Boulevard between East Strawberry Drive and Greenwood Beach Road to provide a safe path of travel where bicyclists and pedestrians must use the shoulder of the high-speed roadway. Other recommended improvements included intersection modifications, provision of bike lanes, and sidewalks, along the corridor to provide complete connections.

## 2.3 Regional Bicycle and Pedestrian Plans

### **Regional Bicycle Plan for the San Francisco Bay Area (2009)**

The 2009 Regional Bicycle Plan for the San Francisco Bay Area is one component of the Metropolitan Planning Commission's multipronged effort to promote bicycling and bicycle safety while reversing decades of automobile-oriented development. *Transportation 2035*, the regional transportation plan update, boosts bicycle spending fivefold over prior regional bicycle plan expenditures (from \$20 million to \$1 billion), increases funds to help spur compact transit-oriented development, and launches a new Climate Action Program that will include programs for bicycle facilities.

### **The San Francisco Bay Trail Plan (1989) and Gap Feasibility Study (2005)**

The Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes, and advocates for the implementation of a continuous 500-mile bicycling and hiking path around San Francisco Bay. The goals of the Bay Trail Project include providing connections to existing park and recreation facilities, creating links to existing and proposed transportation facilities, and preserving the ecological integrity of the Bays and their wetlands. Major Marin County sections that have been fully completed include the Tiburon Multi-use Path, the Mill Valley-Sausalito Multi-use Path, the Corte Madera-Larkspur Bay Trail, Hamilton Field Path, and sections of the San Rafael Shoreline Park Pathway.

## 2.4 Plan Goals, Objectives, and Policy Actions

### 2.6.1 Goals

Goals provide the context for the specific objectives and policy actions discussed, provide a long-term vision, and serve as the foundation of this Plan. Goals are broad statements of purpose that do not provide specific descriptions, while policy actions provide a bridge between general policies and actual implementation guidelines. As with the Plan recommendations, none of the Goals or Objectives are explicitly funded at this time, although funding opportunities are continually pursued. This Plan and its goals, objectives, and policy actions herein do not mandate any specific action by the Transportation Authority of Marin or the County. For a full list of existing bicycle- and pedestrian-related goals and policies included in the 2007 Marin Countywide Plan, see Appendix A.

#### **Goal 1 Increased Bicyclist and Pedestrian Access**

Expand bicycle and pedestrian facilities and access in and between neighborhoods, employment centers, shopping areas, schools, and recreational sites, in pursuit of the Marin Countywide Plan goal of having 20 percent of all trips made by walking or biking by 2020 and add a 2030 goal of 25 percent bicycling and walking mode share. Provide facilities that are accessible to the greatest number of users.

#### **Goal 2 Bicycle Transportation**

Make the bicycle an integral part of daily life in Marin County, particularly for trips of less than five miles, by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer and more convenient for people of all ages and abilities.

#### **Goal 3 Pedestrian Transportation**

Encourage walking as a daily form of transportation in Marin County by completing a pedestrian network that services short trips and transit, improving the quality of the pedestrian environment, improving the health of all citizens, and increasing safety, convenience and access opportunities for all users.

### 2.6.2 Objectives

#### **Objective A**

Implement this Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs over the next 20 years.

#### **Objective A Policy Actions**

1. Fund a bicycle/pedestrian coordinator who would help implement the county and local bicycle plans.
2. Update this Plan periodically to reflect new policies and/or requirements for bicycle and pedestrian funding.
3. Maximize coordination between all municipalities, schools, and community organizations to review and comment on bicycle and pedestrian issues of mutual concern.
4. Implement the recommendation to regularly monitor bicycle- and pedestrian-related collision levels and seek a reduction in these collision levels on a per capita basis over the next 20 years.

### **Objective B**

Complete a continuous network of bikeways that are feasible, fundable, and that serve bicyclists' needs, especially for travel to employment centers, schools, commercial districts, transit stations, and institutions.

#### **Objective B Policy Actions**

1. Seek funding for bikeway projects through current local, regional, State, and federal funding programs and encourage multi-jurisdictional funding applications.
2. Implement high-priority projects, such as the North-South and East-West bikeways.
3. Complete implementation of the Countywide Bicycle Route Guide Signage Project.
4. Continue implementation of the 2016 MTC Complete Streets Resolution.

### **Objective C**

Complete a network of walkways that serves pedestrian needs, especially for short trips to employment centers, schools, commercial districts, transit stations, and institutions.

#### **Objective C Policy Actions**

1. Complete missing connections to make direct routes for walking.
2. Identify and mitigate impediments and obstacles to walking to school.
3. Continue implementation of the 2016 MTC Complete Streets Resolution.
4. For new development projects, where appropriate, require pedestrian facilities to provide connections to nearby transit facilities.
5. Work with transit authorities to ensure that pedestrian concerns are addressed in the design of transit stops.
6. Provide opportunities for walking for recreational purposes.

### **Objective D**

Maintain and improve the quality, operation, and integrity of bikeway and walkway network facilities.

#### **Objective D Policy Actions:**

1. Undertake routine maintenance of bikeway and walkway network facilities, such as sweeping bicycle lanes and sidewalks, as funding and priorities allow.
2. Ensure that repair and construction of transportation facilities minimizes disruption to the bicycling and walking environment to the extent practical.
3. Ensure that new bicycle and pedestrian improvements do not have a net negative impact on the environment.
4. Maximize opportunities to ensure that the pedestrian walkway network is accessible to, and usable by, persons with disabilities.

### **Objective E**

Provide secure short- and long-term bicycle parking in employment and commercial areas, in multifamily housing, at schools, and at transit facilities, including covered and/or attended parking.

#### **Objective E Policy Actions:**

1. Amend the Development Code to require bicycle parking spaces as part of new development projects.
2. Encourage the installation of short- and long-term bicycle parking in the public right-of-way.
3. Work with local elementary, middle, and high schools to promote bicycle commuting and to assist in purchasing and siting long- and short-term bicycle parking.
4. Amend the Development Code to require lockers and showers to be added to new or remodeled buildings, subject to certain thresholds.
5. Develop an ordinance to require the provision of bicycle parking at major events to help ease traffic and parking.

### **Objective F**

Increase the number of bicycle-transit trips and pedestrian access to transit.

#### **Objective F Policy Actions:**

1. Support and promote bicycle access to and parking at bus and ferry transit services in Marin County.
2. Assist transit providers in providing and promoting secure, covered bicycle racks and lockers in the transit system to encourage bicycle use.
3. Encourage bicycle rental opportunities near ferry terminals, major recreation destinations, and other locations where visitors are entering Marin County.
4. Require that any future rail transit service in Marin County provide adequate bicycle and pedestrian access, on-board storage capacity, and secure bicycle parking.
5. Support and promote transit facility enhancements, such as bus stop access improvements, that will encourage increased bicycle and pedestrian access to transit.

### **Objective G**

Develop and implement education and encouragement plans aimed at youth, adult bicyclists, pedestrians, and motorists. Increase public awareness of the benefits of bicycling and walking and of available resources and facilities.

#### **Objective G Policy Actions**

1. Develop adult and youth bicycle and pedestrian education, encouragement, and safety programs.
2. Market the health benefits of bicycling and walking.



## 3 Existing Conditions

### 3.1. Introduction

Existing conditions in unincorporated Marin County include both current bicycling and walking patterns, as well as physical infrastructure and programs that support these activities. While Marin County has some of the most bikeable and walkable towns and cities in the Bay Area, bicyclists must still contend with large gaps in the bikeway network and pedestrians must still negotiate streets with sub-standard to no sidewalks or try to cross busy streets with limited protection. One aspect of existing conditions that can be difficult to measure, but widely identified by the public as an important determinant of the decision to bicycle or walk, is the general attitude of people toward bicyclists and pedestrians. Numerous public comments were heard about the lack of courtesy between people using the same roadway, whether they are by foot, bicycle, or motor vehicle.

### 3.2. Bicycle Facilities

#### 3.2.1 Existing Bikeways

The existing bikeway system in Marin County's unincorporated area consists of an incomplete system of approximately 135.37 miles of bikeways, including 11.3 miles of Class I Bikeway or Multi-use Pathways (See Table 3-1), 31.0 miles of Class II on-street bicycle lanes (See Table 3-2), and 93.8 miles of bicycle routes (see Table 3-3). Currently, there are no Class IV protected bikeways in unincorporated Marin County. Maps of existing bikeways are shown in Figure 3-2 to Figure 3-6.

Bikeway designations used in this Plan are from Chapter 1000 of Caltrans' Highway Design Manual, except for a "Class IIr" designation described below. Class I multi-use paths must meet specific width, clearance, curve radii, gradient, and other requirements, while Class II bicycle lanes and Class III bicycle routes must meet specific striping, signing, and other requirements. In west Marin, the use of excessive signage and other markings is discouraged in various planning documents. For this area, a Class IIr (Class II – rural) designation is used in which the pavement section meets Class II standards but "Bike Lane" signage and pavement stencils are not used. Additionally, some

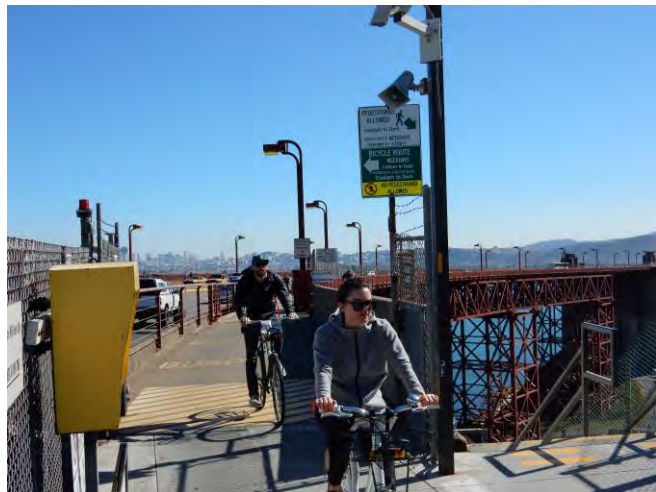


Figure 3-1: Bicycle and pedestrian access to the Golden Gate Bridge

facilities designated as Class III (Bicycle Route) are indicated in maps as Class III-S; these facilities are signed as bicycle routes but also have Shared Lane Markings (“Sharrows”) on the pavement. In situations where an existing facility does not meet Caltrans standards or adhere to local policy, those facilities are either shown as “Proposed” or “Other” for mapping purposes.

Bicycles are allowed on all paved public roadways in Marin except freeways (highways with interchanges) with the following exceptions: both shoulders of Richardson Bay Bridge (Highway 101) including adjacent on- and off- ramps; on a short section of eastbound I-580 near San Quentin; and on Highway 37 from Hanna Ranch Road to the Sonoma County line.

Bicycles are currently not allowed on the Richmond-San Rafael Bridge; bicyclists must use the bus to make this connection. A project to provide a separated bicycle facility on the upper deck of the bridge is planned for completion in 2018. Bicyclists have exclusive use of the west walkway of the Golden Gate Bridge evenings and weekends, but must share the east walkway with pedestrians during the week when the west walkway is used for bridge maintenance access during the day.

Notable existing bikeways which are totally or partially in unincorporated Marin County include:

1. **Mill Valley-Sausalito Multi-use Path**: A three-mile paved pathway on the former NWPRR railroad right-of-way that traverses wetland areas and serves numerous activity centers between Gate 6 Road in Sausalito and Vasco Court in Mill Valley. This path is an important recreational and commuting route, is part of the regional Bay Trail system, and sees the highest usage of any multi-use path in Marin County, regularly exceeding 4,000 users per day.

2. **Corte Madera Creek Pathway**: This paved path consists of three distinct segments between Remillard Park in Larkspur and Ross and is signed as Bicycle Route 20. These segments comprise the only completed sections of the East-West Bikeway in the eastern portion of the county. From east to west:

- Remillard Park to South Eliseo Drive - Near Larkspur Landing within Larkspur, the Class I path is located south of East Sir Francis Drake Boulevard and serves Larkspur Landing, the ferry terminal and connects to the North-South Greenway (Bicycle Route 5) just east of Highway 101 while west of Highway 101, the path continues parallel to Corte Madera Creek and is popular for recreational and commuter use. A gap in the path exists between Lower Via Casitas and Bon Air Road in which bicyclists and pedestrians must use South Eliseo Drive for three-quarters of a mile.
- Bon Air Road to College Avenue - This Class I segment runs alongside Corte Madera Creek, partially on the north side, crossing a bridge at Stadium Way, and then continuing on the south side to a crossing at College Avenue. This segment provides connections to Creekside Park, Marin General Hospital, Marin Catholic High School, Bacich School, Kent Middle School, and neighborhoods along the north side of the creek. While not a formal Class I path, a separated path through the college property is designated.

- College of Marin to Ross – This segment continues on the south side of the Corte Madera Creek channel, providing access to the college, various residential and commercial complexes, and Ross Common. Previously a narrow connector path, this section was widened and upgraded to Class I standards in 2016.

3. **Pacheco Hill Pathway**: This Class I path provides an important link in Northern Marin County between Miller Creek Road in Marinwood to Alameda del Prado in Ignacio. The path provides the only linkage for bicyclists and pedestrians in this entire corridor.

4. **Horse Hill Pathway**: This Class I path links Corte Madera with Alto and Mill Valley alongside Highway 101. While containing relatively steep grades, it is separated from vehicle traffic and involves less climbing than the other route through this corridor, Camino Alto/Corte Madera Avenue.

5. **Cross Marin Trail**: This partially paved pathway extends from the Inkwells Bridge just west of Lagunitas through the park on the old Northwestern Pacific Railroad right-of-way to Tocaloma, and is popular with bicyclists, hikers, and equestrians. From the Inkwells bridge to the park campground the path is unpaved but hard-packed earth. Starting at the campground to Platform Bridge it is a Class I facility.

6. **Olompali Pathway**: A Class I multi-use path constructed in conjunction with the Novato Narrows project (Highway 101). It is part of County Bike Route 5 and the North-South Greenway, and it connects the Class II on-street bicycle lanes coming from Novato on Redwood Boulevard at the Olompali State Park entrance north to the Class II on-street bicycle lanes on San Antonio Road which provide a connection to Petaluma.

Table 3-1: Existing Bikeway Facilities in Unincorporated Marin County, Class I

Name	Facility Class	Mileage	Location
Bon Air Path	I	0.31	Kentfield
Bon Air Path Spur	I	0.07	Kentfield
Conzelman Road	I	0.10	Fort Baker
Corte Madera Creek Path	I	1.48	Kentfield
Corte Madera Creek Path Spur	I	0.14	Kentfield
Creekside Park Path	I	0.36	Kentfield
Cross Marin Trail	I	2.88	West Marin
Golden Gate Bridge	I	1.01	County
Inkwells Bridge	I	0.07	Lagunitas
Manzanita Connector	I	0.10	Tam Valley
McGlashan Path	I	0.70	
Mill Valley-Sausalito Path	I	1.44*	Almonte – Waldo Point
Mission Pass Trail	I	0.22*	Sleepy Hollow
Olema Bolinas Road	I	0.36	Bolinas
Olompali Path	I	1.02	Unincorporated Novato
Pacheco Hill Path	I	0.71*	Marinwood - Novato
Vista Point Path	I	0.37	Fort Baker
<b>Total</b>		<b>11.34</b>	

\* Path also traverses incorporated cities; mileage figure for unincorporated segment only

Table 3-2: Existing Bikeways in Unincorporated Marin County, Class II/Iir

Name	Facility Class	Mileage	Location
Alameda del Prado	II	0.43	Loma Verde
Almonte Boulevard	II	0.35	Almonte
Atherton Avenue	II	2.34	Black Point
Atherton Avenue	II	0.70	North Novato
Bel Marin Keys Boulevard	II	1.64	Bel Marin Keys
Bunker Road	II	0.67	Fort Baker
College Avenue	II	0.40	Kentfield
Conzelman Road	II	1.23	Fort Baker
Donahue Street	II	0.16	Marin City
Harbor Drive	II	0.77	Black Point
Las Gallinas Avenue	II	1.03	Marinwood
Los Ranchitos Road	II	0.83	Los Ranchitos
Lucas Valley Road	II	3.40	Marinwood – Lucas Valley
Miller Creek Road	II	1.05	Marinwood
Nicasio Valley Road	Iir (shoulder)	2.66	Nicasio
North Redwood Boulevard	II	0.59	Unincorporated Novato
Olive Avenue	II	0.50	Unincorporated Novato
Point Reyes Petaluma Road	Iir (shoulder)	4.22	West Marin
San Antonio Road	II	1.50	Unincorporated Novato
Seminary Drive	II	0.90	Strawberry
Sir Francis Drake Boulevard	Iir (shoulder)	5.67	Fairfax - Lagunitas
<b>Total</b>		<b>31.04</b>	

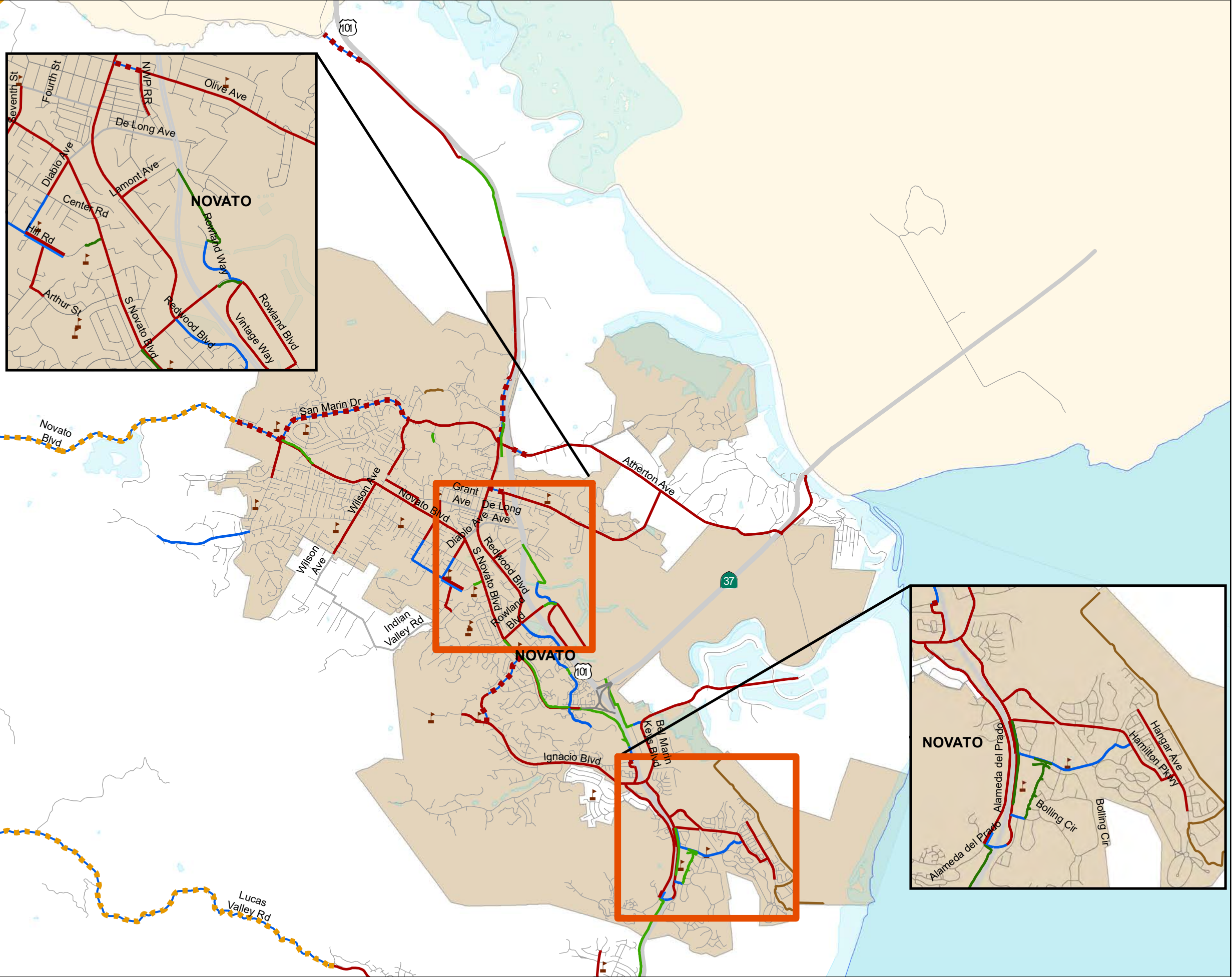
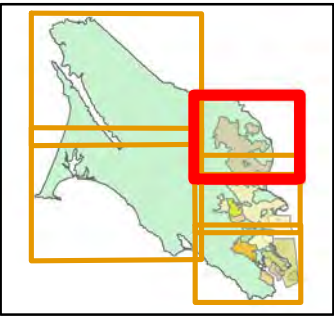


Table 3-3: Existing Bikeways in Unincorporated Marin, Class III

Name	Facility Class	Mileage	Location
Bear Valley Road	III	2.13	West Marin
Belvedere Drive	III	0.72	Strawberry
Conzelman Road	III	0.64	Fort Baker
Cypress Avenue	III	0.35	Dillon Beach
Dillon Beach Road	III	3.82	Tomales – Dillon Beach
East Road	III	1.77	Fort Baker
Fawn Drive	III	0.58	Sleepy Hollow
Greenwood Cove Drive	III	0.36	Strawberry
Kent Avenue	III	0.56	Kentfield
Lomita Drive	III	0.51	Alto
Lucas Valley Road	III	6.63	Upper Lucas Valley - Nicasio
Lucky Drive	III	0.11	Unincorporated Corte Madera
Main Street	III	0.25	San Quentin
McCullough Road	III	0.90	Fort Baker
Meadow Drive	III	0.28	Alto
Moore Road	III	0.19	Fort Baker
Muir Woods Road	III	3.92	West Marin
N. San Pedro Road	III	5.40	Santa Venetia – San Rafael
Nicasio Valley Road	III	4.93	San Geronimo - Nicasio
Novato Boulevard	III	5.72	Novato – Hicks Valley
Olema Road	III	0.45	Unincorporated Fairfax
Panoramic Highway	III	8.89	West Marin
Paradise Drive	III	5.70	Unincorporated Tiburon
Platform Bridge Road	III	2.38	West Marin
Point San Pedro Road	III	1.30	Unincorporated San Rafael

Name	Facility Class	Mileage	Location
Point Reyes Petaluma Road	III	9.25	West Marin
Redwood Highway Frontage Road	III	0.75	Strawberry
San Antonio Road	III	0.49	Unincorporated Novato
San Geronimo Valley Drive	III	2.39	Woodacre – San Geronimo
Seminary Drive	III	0.59	Strawberry
Shell Road	III	0.11	Alto
Sir Francis Drake Boulevard	III	12.80	Lagunitas – Inverness Park
Stadium Way	III	0.09	Kentfield
Taylor Park Road	III	0.61	County
Tennessee Valley Road	III	1.30	Tamalpais Valley
Tomales Petaluma Road	III	5.45	West Marin
Tower Drive	III	0.12	Alto
Vineyard Road	III	1.03	Unincorporated Novato
Woodland Avenue	III	0.32	California Park
<b>Total</b>		<b>93.79</b>	

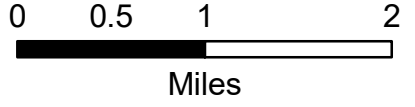
# NORTHERN MARIN COUNTY EXISTING BIKEWAY NETWORK FIGURE 3.1



**Legend**

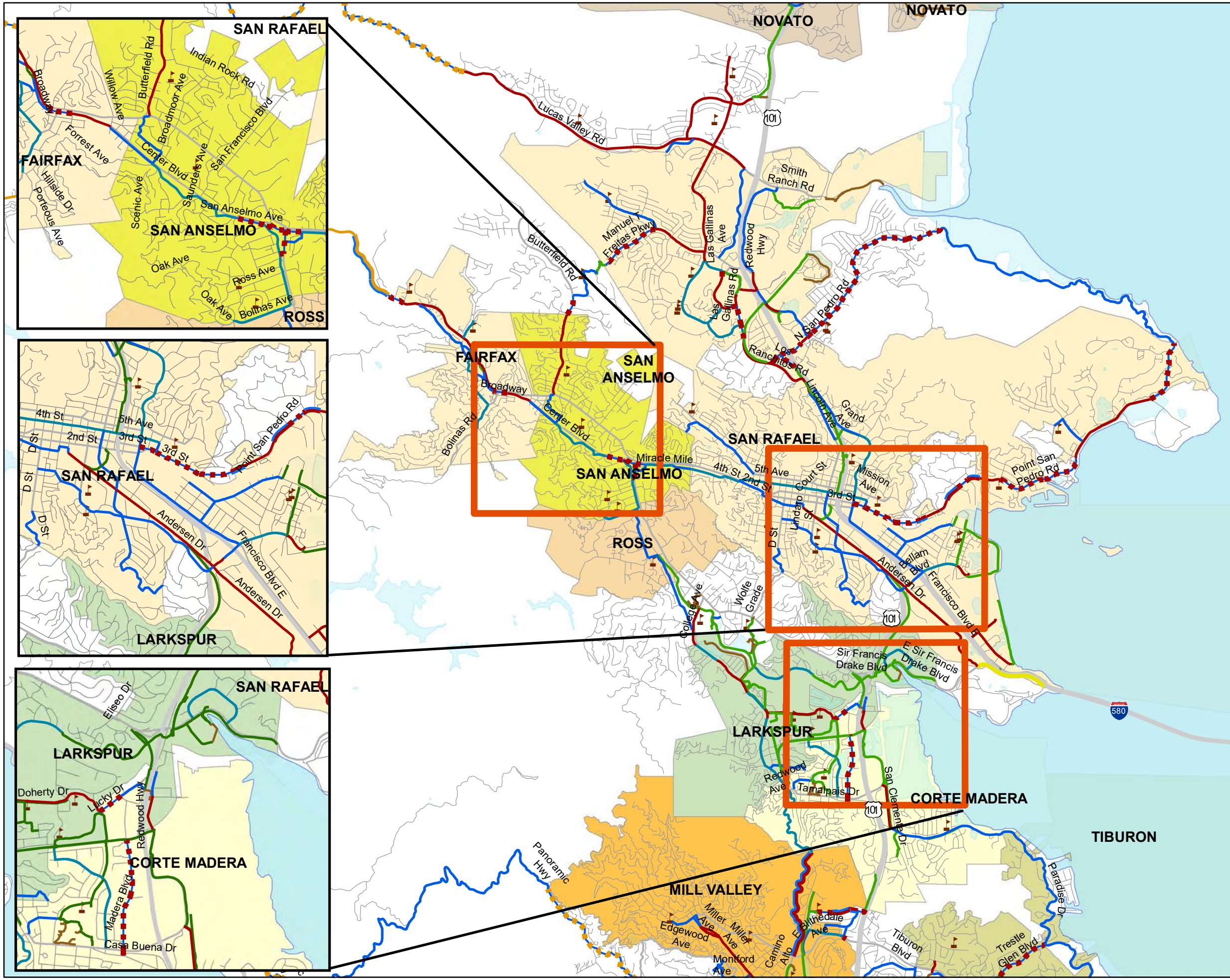
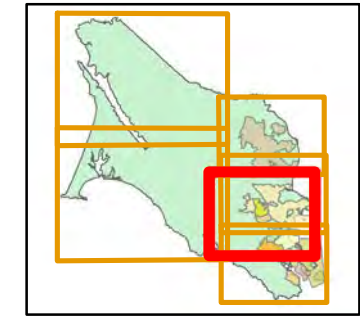
**Bicycle Facilities**

- Existing**
- Existing Class I Path
  - Existing Class II Bike Lane
  - Existing Class IIr Shoulder
  - Existing Class III Route
  - Existing Class III Route with Sharrows
  - Existing One Way Class IV Bikeway
  - Existing Two Way Class IV Bikeway
  - - - Existing Class III/Proposed Class II
  - - - Existing Class III/Proposed Class IIr
  - | | Class II/III Combination
  - | | Class II/IIIs Combination
  - | | Class IIr/III Combination
  - Freeway Legal Route
  - Existing Other Facility
  - School





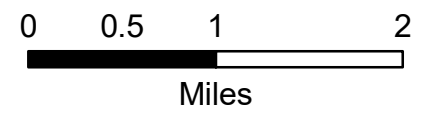
# CENTRAL MARIN COUNTY EXISTING BIKEWAY NETWORK FIGURE 3.2



### Legend

#### Bicycle Facilities

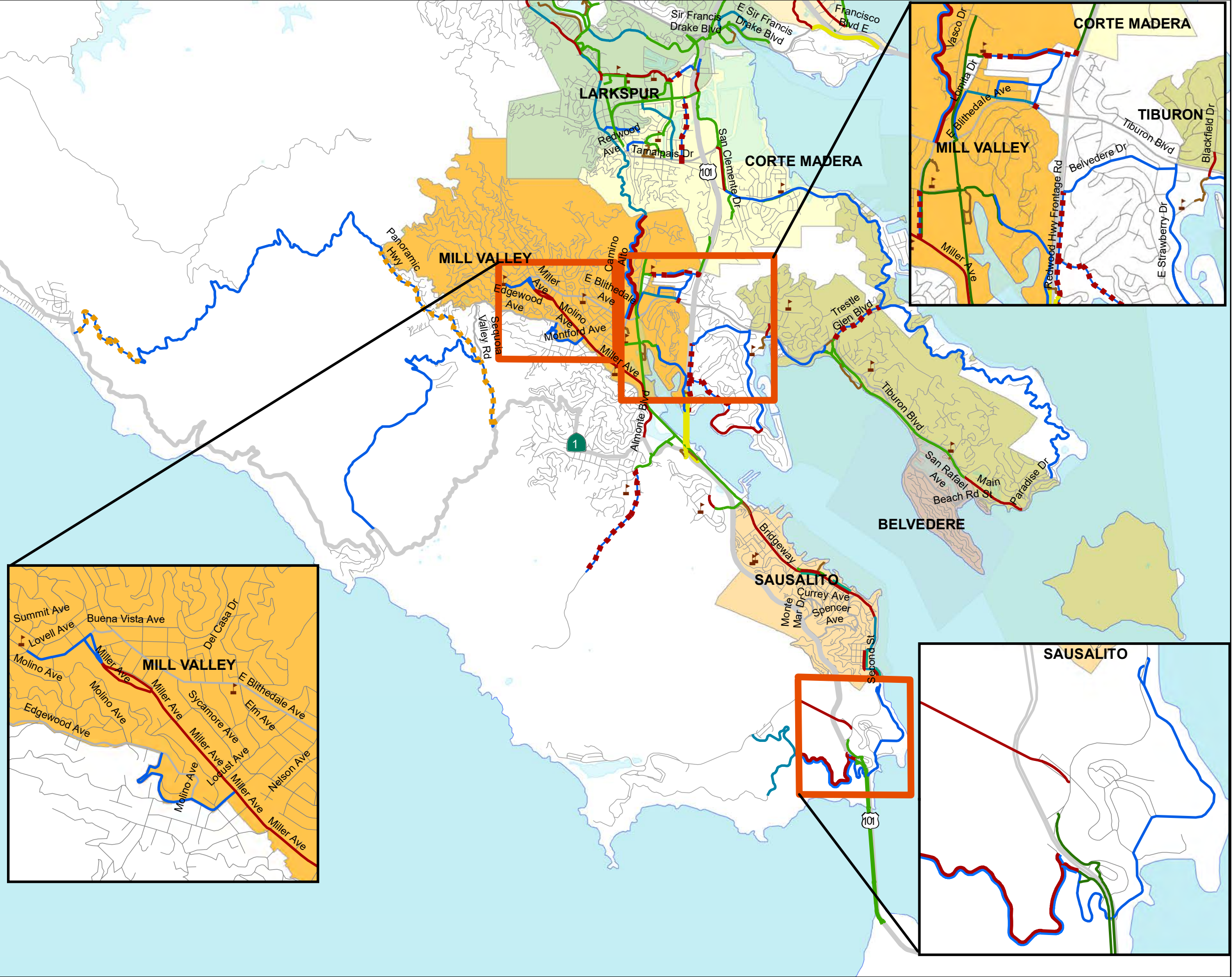
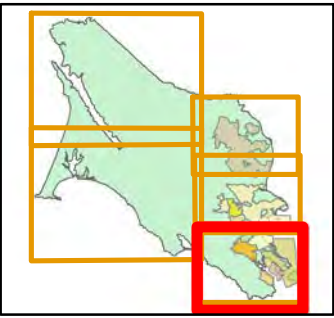
- Existing**
- Existing Class I Path
  - Existing Class II Bike Lane
  - Existing Class IIr Shoulder
  - Existing Class III Route
  - Existing Class III Route with Sharrows
  - Existing One Way Class IV Bikeway
  - Existing Two Way Class IV Bikeway
  - - - Existing Class III/Proposed Class II
  - - - Existing Class III/Proposed Class IIr
  - Class II/III Combination
  - Class II/IIIs Combination
  - Class IIr/III Combination
  - Freeway Legal Route
  - Existing Other Facility
  - School



DATA SOURCE MARINMAP



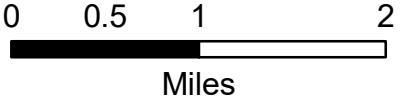
# SOUTHERN MARIN COUNTY EXISTING BIKEWAY NETWORK FIGURE 3.3



### Legend

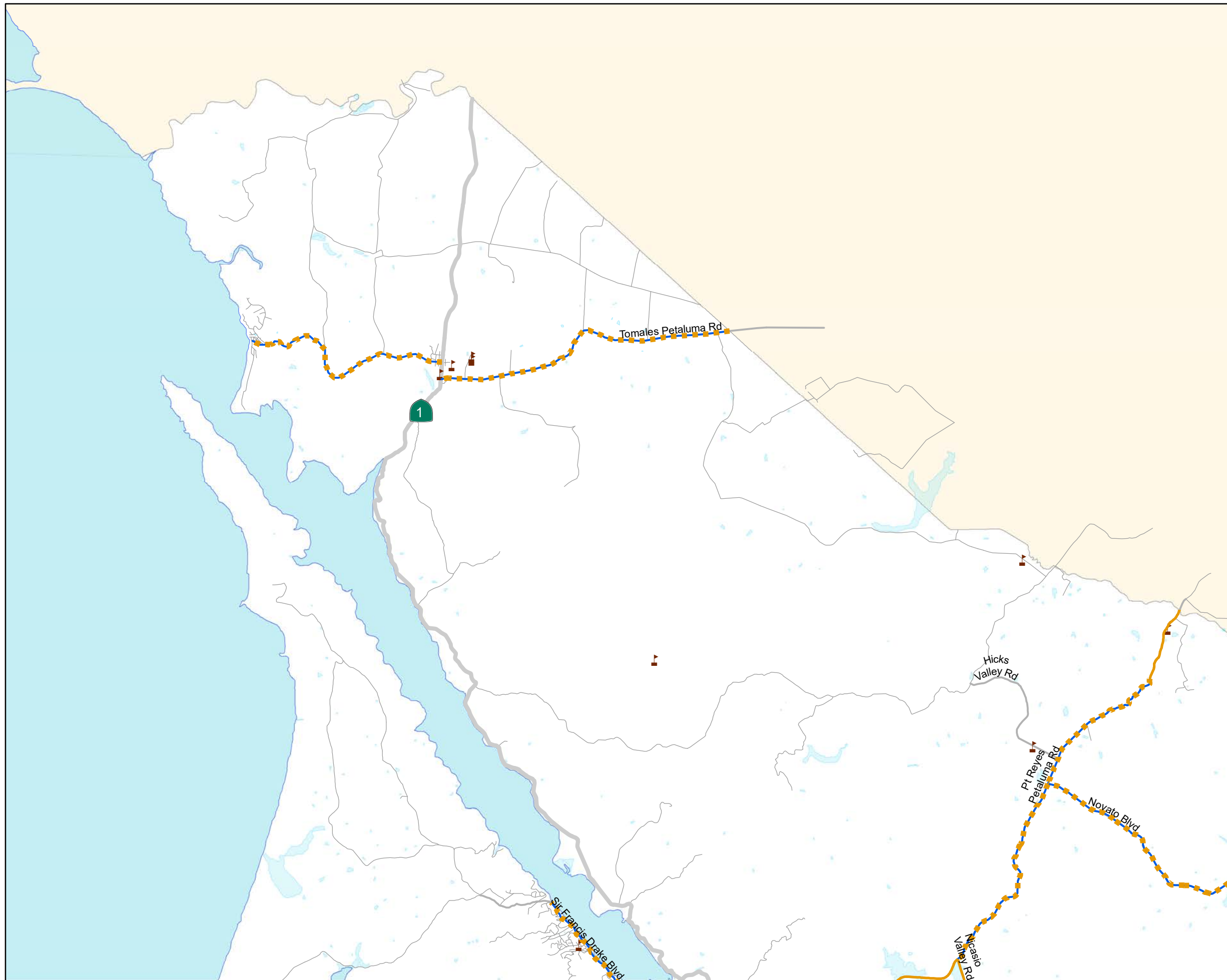
### Bicycle Facilities

- Existing**
- Existing Class I Path
- Existing Class II Bike Lane
- Existing Class IIr Shoulder
- Existing Class III Route
- Existing Class III Route with Sharrows
- Existing One Way Class IV Bikeway
- Existing Two Way Class IV Bikeway
- - - Existing Class III/Proposed Class II
- - - Existing Class IIIr/Proposed Class IIr
- Class II/III Combination
- Class II/IIIr Combination
- Class IIr/III Combination
- Freeway Legal Route
- Existing Other Facility
- School




















**WESTERN MARIN COUNTY  
(northern portion)  
EXISTING BIKEWAY  
NETWORK  
FIGURE 3.4**

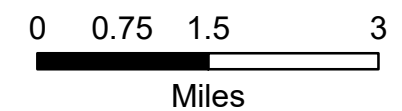


**Legend**

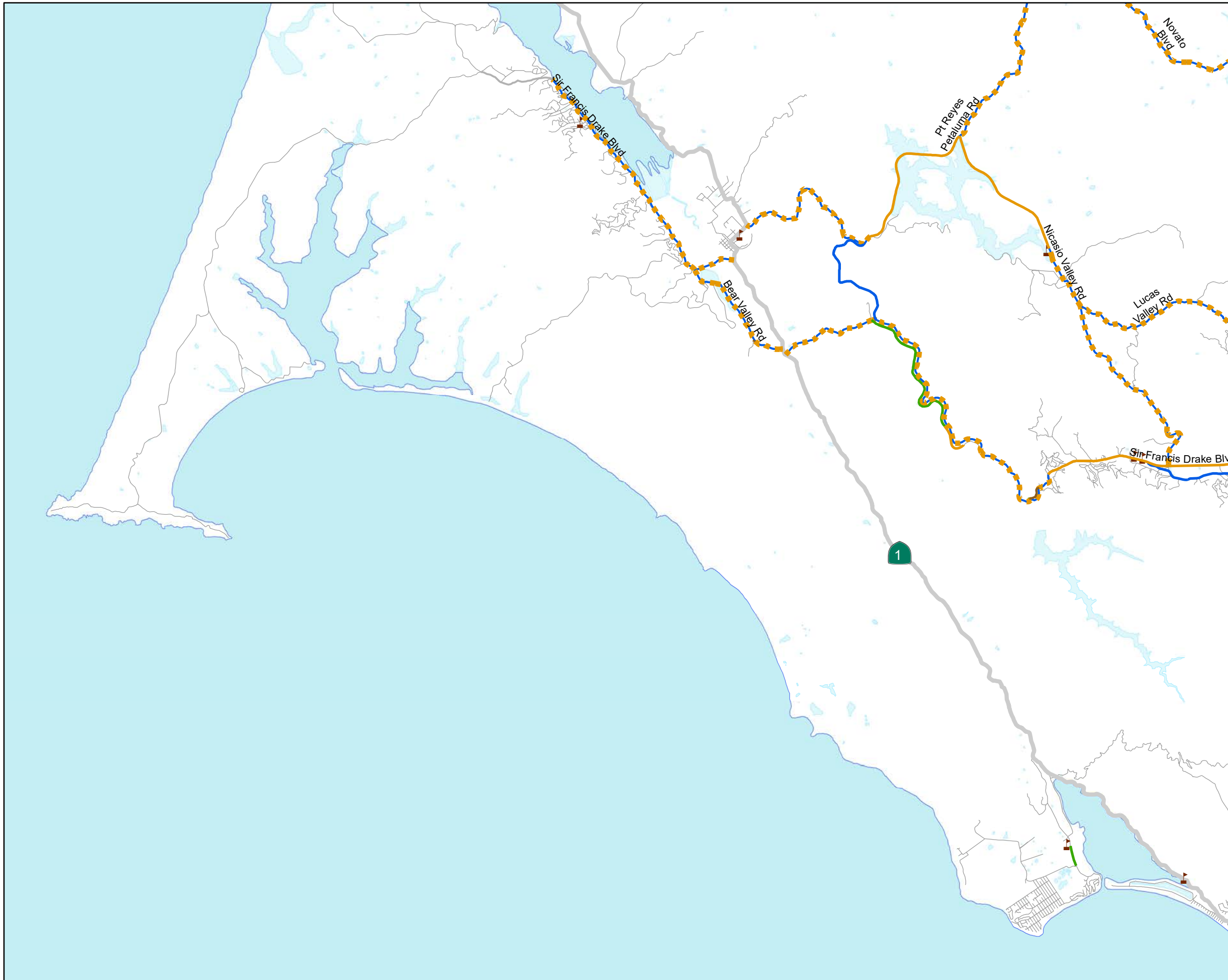
**Bicycle Facilities**

**Existing**

-  Existing Class I Path
-  Existing Class II Bike Lane
-  Existing Class IIIr Shoulder
-  Existing Class III Route
-  Existing Class III Route with Sharrows
-  Existing One Way Class IV Bikeway
-  Existing Two Way Class IV Bikeway
-  Existing Class III/Proposed Class II
-  Existing Class III/Proposed Class IIIr
-  Class II/III Combination
-  Class II/IIIr Combination
-  Class IIIr/III Combination
-  Freeway Legal Route
-  Existing Other Facility
-  School



**WESTERN MARIN COUNTY  
(southern portion)  
EXISTING BIKEWAY  
NETWORK  
FIGURE 3.5**

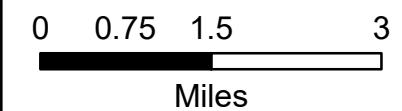


**Legend**

**Bicycle Facilities**

**Existing**

-  Existing Class I Path
-  Existing Class II Bike Lane
-  Existing Class III Shoulder
-  Existing Class III Route
-  Existing Class III Route with Sharrows
-  Existing One Way Class IV Bikeway
-  Existing Two Way Class IV Bikeway
-  Existing Class III/Proposed Class II
-  Existing Class III/Proposed Class IIr
-  Class II/III Combination
-  Class II/IIIs Combination
-  Class IIr/III Combination
-  Freeway Legal Route
-  Existing Other Facility
-  School



### **3.2.2 Bikeway Projects in Progress**

The following projects were identified as high priorities in the 2008 **Marin County Unincorporated Area Bicycle and Pedestrian Plan** and are either fully funded, have completed the design phase, and/or are in construction. Project-specific status details are provided below.

#### **Countywide Bicycle Route Guide Signage Project**

Begun in 2000, the Countywide Bicycle Route Guide Signage project was initiated to provide a comprehensive system of bicycle route signs that would guide bicyclists along the safest and most direct routes between Marin County's cities and towns and from one end of the county to the other. The project was aimed at both experienced and inexperienced bicyclists, and it was intended that the routes marked by the signs would encourage novice bicyclists to ride their bicycles more frequently. Installation of signage was motivated in part by feedback from visitors that found navigating Marin County's unfamiliar roads and paths to be difficult.

The project was a cooperative effort led by the County in partnership with local departments of public works and Caltrans. The project was initiated by a local advocacy group, which created an early version of the numbered bicycle route system that the County later adapted for use in the final project.

The County began installation of the first countywide bicycle route signs in late July 2005, starting in Sausalito and Mill Valley, working northward until all communities in the urbanized corridor were signed as originally planned. Subsequent funding has allowed expansion of the system into West Marin; as of 2016 all designated routes in West Marin, except for Shoreline Highway/Highway 1, have been signed. As new projects are completed new signed segments are brought into the system, County staff typically install the signs, but in certain cases, the signs are being provided to the local jurisdiction for installation by local crews.

#### **Interchange and Intersection Projects**

Several interchange and intersection improvements were identified in the 2008 plan. Currently, the Tam Junction area (Shoreline Highway and Almonte Boulevard) are scheduled for construction of bicycle and pedestrian improvements as part of two separate projects. Once complete, there will be continuous sidewalks and bicycle lanes along Shoreline Highway between Coyote Creek and Flamingo Road. There will also be continuous bicycle lanes on Almonte Boulevard from Shoreline Highway to Helen Avenue, providing a connection to the existing bicycle lanes that continue north into Mill Valley. Various improvements for bicyclists to Tiburon Boulevard (SR 131) are also in various stages of design or construction, including at Greenwood Cove Road and at North Knoll Road. Overall corridor improvements for pedestrians and bicyclists along Tiburon Boulevard have been included in drafts of Caltrans' District 4 Bicycle and Pedestrian Plan.

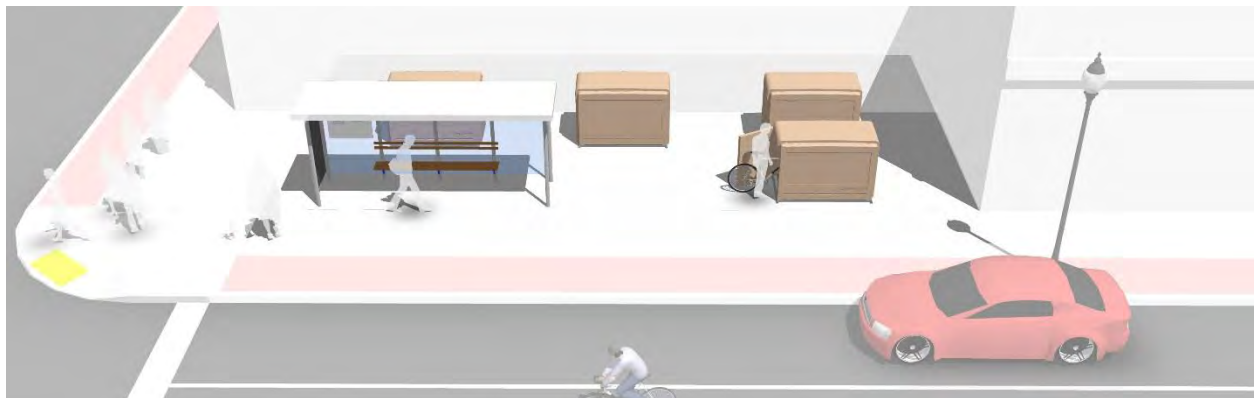
### Central Marin Ferry Connector – Phase 2

Phase 2 of the Central Marin Ferry Connector (CMFC) extends the North-South Greenway from the terminus of CMFC-Phase 1 at the Corte Madera Creek Path south to Wornum Drive in Corte Madera. Phase 2 consists of two distinct segments: north and south. The northern segment is currently funded and in design. It will extend the path over Corte Madera Creek on the freeway ramp structure to near the existing pedestrian overpass that crosses over Highway 101 to the west. The freeway structure portion will require widening of the current narrow walkway to accommodate a Class I facility. The alignment of the south segment is still to be determined. One alternative would extend a combination of Class I and Class II facilities southward along Redwood Highway Frontage Road. The other would route the path through private property at the north end to the SMART rail right-of-way east of the industrial complex and then follow the rail right-of-way south and then west to Wornum Drive, following the designated alignment of the North-South Greenway.

### 3.2.3 Bicycle Parking

Bicycle parking is typically categorized into long- and short-term bicycle parking. Long-term bicycle lockers are covered storage units that typically accommodate one or two bicycles per locker and provide additional security and protection from inclement weather (See Figure 3-7). They are typically located at large employment centers, colleges, and transit stations. Modern bicycle lockers feature card-swipe access which allow multiple users to be able use the lockers compared to personally-assigned bicycle lockers that require a dedicated key to access them.

Figure 3-7: Long-term Bicycle Parking, Bike Lockers



Bicycle Secure Parking Areas (Bike SPAs) provide long-term storage of bicycles and can be found at schools and stadiums or at special events and other locations. They typically involve a fencing system that can securely store numerous bicycles (See Figure 3-8). Bike SPAs can be monitored via camera or by an attendant, and they often limit access to the facility through a key pad or key card.

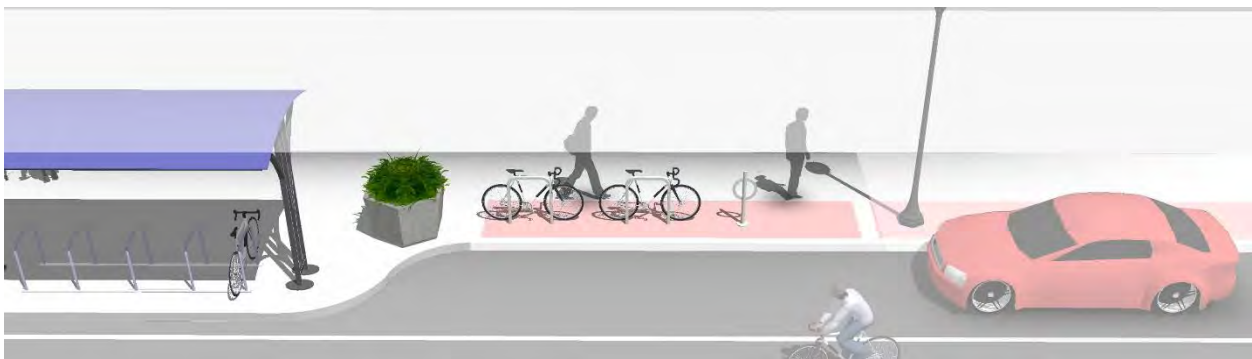


Figure 3-8: Long-term Bicycle Parking, Bike SPA



Short-term bike parking, shown in **Figure 3-9**, is best used to accommodate visitors, customers, messengers, and other bicyclists expected to depart within two hours of arrival. Bicycle racks provide support for the bicycle but do not have locking mechanisms; users are expected to use their own locks. Racks are relatively low-cost, typically hold between one to two bicycles, allow bicyclists to securely lock their frames and wheels, are secured to the ground, and are located in highly visible areas. They are usually located at schools, commercial locations, and activity centers such as parks, libraries, retail locations, and civic centers.

Figure 3-9: Short-term Bicycle Parking, Bicycle Racks





The Association of Pedestrian and Bicycle Professionals (APBP) published the second edition of **Essentials of Bike Parking** (2015) guide for people planning to purchase or install bike parking fixtures on a limited scale. It is available for download here: <http://www.apbp.org/?page=publications>.

### **Bicycle Parking in Marin**

Bicyclists visiting stores, restaurants, places of employment, and community facilities are largely left to their own devices to temporarily store their bicycles. The lack of secure parking has become a major consideration in Marin County and around the country, in part, the result of the increased value of bicycles. Most new bicycles today cost between \$350 to \$5,000. Bicycles are one of the top stolen items in all communities, with individual components being stolen even when a bicycle is securely locked.

Existing bicycle parking facilities in unincorporated Marin County are found at the Civic Center, where bicycle racks are provided for short-term visitor and bicycle lockers are available for long-term employee use. Bicycle racks have been added to many of Marin County's downtown areas, and the College of Marin provides racks at its Kentfield and Novato campuses. Some smaller retail areas such as Woodlands Market in Kent Woodlands provide bicycle racks but generally secure, modern bicycle parking is not available at these locations. Limited bicycle parking has been provided at the Larkspur Ferry terminal within the paid area to provide an additional level of security for bicyclists not wishing to leave a bike in an exposed rack for an extended period. SMART has also provided key-card access lockers at its stations for train riders not needing their bicycle for the other end of their journey. Opportunities for additional secure bicycle parking, such as Bike SPAs, attended indoor bicycle stations, or other secure parking facilities, would help to address the shortage of bicycle parking at major transit facilities such as the Larkspur Ferry Terminal and the San Rafael Transit Center and could contribute to bridging the "last mile" gap between users' origin or destination and the transit facility.

A field review for the 2008 Plan shows racks are typically provided at most elementary and middle schools throughout Marin County. An aggressive funding program to provide bicycle racks for schools was undertaken in the late 2000s and included the construction of bicycle corrals at several campuses countywide. When it occurs, vandalism and theft may be due in part to poor design or placement of bicycle racks plus inadequate locking devices and techniques used by students. The lack of adequate racks is a result of many factors, including the absence of requirements for properly designed school bicycle parking.

No official public shower or locker facility for bicycle commuters is known to exist in Marin County, although facilities are provided for employees at the Marin County Civic Center. Some employers provide private facilities, while some bicycle commuters may use facilities in local health clubs.

### **3.2.4 Bicycle Safety Education Programs**

One of the most effective way to improve the safety of bicycling is simply to improve the quality of bikeway facilities in Marin County. However, bikeways cannot improve safety conditions alone. There is also a need for proper education of youth and adult bicyclists, as well as motorists.

With the development of the Safe Routes to Schools program, formal bicycle safety education programs are now offered to schools in Marin County. More information on this program is provided in **Section 3.4**.

In addition, several nonprofits conduct bicycle safety initiatives. The Marin County Bicycle Coalition (MCBC), Bicycle Trails Council of Marin (BTCM), and Trips for Kids offer skill and other education programs for adults and youth.

Basic Street Skills Classes are provided free of charge by local bicycle advocacy groups. Classes provide information on how to avoid collisions and citations, how to ride safely, improve visibility, and the legal rights and responsibilities of bicyclists. Bicyclists who have received a bicycle violation may attend this class to reduce their fine. Share the Road presentations are also offered for the public. The presentation is available by request and includes information on the rights and responsibilities of bicyclists and motorists, as well as ways in which they can behave courteously to avoid collisions.

### **3.2.5 Multi-Modal Connections**

Improving the bicycle-transit link is an important part of making bicycling a part of daily life in Marin County. Linking bicycles with mass transit (bus, train, and ferry) helps to overcome such barriers as trips generally too long to be made solely by bicycle, personal security concerns, and riding at night, in poor weather, or up hills. Increased transit connectivity also enables bicyclists to reach more distant areas and helps to increase transit ridership midday and on weekends.

Bicycling to transit instead of driving benefits communities by reducing air pollution, demand for land to support park-and-ride lots, energy consumption, and traffic congestion through relatively low-cost investments. There are four main components of bicycle-transit integration:

- Allowing bicycles on transit;
- Offering secure bicycle parking at transit locations;
- Improving bikeways to transit; and
- Encouraging usage of bicycle and transit programs.

Approximately 10 percent of Marin County commuters use public transit (ACS, 2010-2015). Local transit service is coordinated by Marin Transit, which contracts with Golden Gate Transit (GGT) and other providers for local transit and paratransit service.

The following transit services are available in Marin County: Marin Transit and Golden Gate Transit Bus Service, Golden Gate Ferry, SMART rail service, Whistlestop (paratransit), West Marin Stagecoach, Marin Transit Community Shuttles, and the Blue and Gold Fleet (daily ferry service to San Francisco).

As of June 2016, bicycle storage is available on all public transit vehicles in Marin County. Bicycle racks on transit vehicles can be used day and night and at the same fare as passengers without bicycles. Front-mounted racks with capacity for 3 bicycles are installed on all of Golden Gate Transit's buses (excluding 45-foot motor coaches, Marin Transit's local services including the West Marin Stagecoach and the three community shuttles). Additionally, Golden Gate Transit installed underfloor style racks that hold two bicycles in the luggage compartment of 45-foot long motor coaches that previously had no bicycle carrying capacity due to state law limits on bus length. This improvement ensures that all transit buses in Marin County now have bicycle storage capabilities. Bicycles are also allowed on all ferries. Secure, weather-protected bicycle parking is available inside the paid area of the Larkspur Ferry Terminal to ensure adequate overflow storage if ferries reach capacity. SMART trains can carry up to 24 bicycles on board and SMART stations have key-card accessible e-lockers.

### **3.2.6 Encouragement and Support Programs**

#### **Support Groups**

There are numerous bicycle repair, supply, and rental shops located throughout Marin County. In addition to these shops, Marin County is also home to several bicycle advocacy and riding groups.

#### **Events**

Bike-to-Work Week takes place every year in May (National Bike Month). 511.org, a travel and commuter referral service, sponsors the event for the entire Bay Area.

Biketoberfest is a festival held every October in Fairfax and celebrates bicycling, its history, and the latest trends in bicycles, including a focus on utilitarian bicycling the greater use of bicycles for everyday trips.

While there are no support groups in Marin County dedicated specifically to pedestrians, several groups include walking or hiking as part of their mission.

### **3.3. Pedestrian Facilities**

This section briefly describes the general conditions and attributes that exist with regard to pedestrian facilities. Although the topographies, histories, and populations of the various communities and villages differ, the problems faced by pedestrians are similar. This statement of existing conditions has been synthesized from a number of sources including community workshops, pedestrian surveys, communication with residents, staff members, and field inspections.

This section is divided into three parts. The first part discusses sidewalk issues, the second part comments on issues related to steps, lanes, and paths, and the third part notes pedestrian access to transit issues. Although many good examples of each of these kinds of facilities exist, this report has focused on deficiencies, in large part because that has been the focus of past community input.

In addition to this brief analysis, the **Marin Countywide Plan (2007)** contains more specific information needs in Marin County. The plan includes policies for integrating pedestrian accommodations into the roadway design process and the development review process.

#### **Sidewalks**

Sidewalks are defined as the portion of the road right-of-way, other than the roadway, set apart by curbs, barriers, markings, or other delineation for pedestrian travel. Many of Marin County's unincorporated communities, particularly those in West Marin, are small, rural villages which generally lack sidewalk facilities. Residents have expressed a desire to balance the need to safely and adequately move about on foot with the desire to retain on-street parking and/or the rural or small-town character of their communities.

#### **Nonexistent or Inadequate Facilities**

There are numerous places where sidewalks do not exist or end abruptly. These conditions are prevalent throughout Marin County's unincorporated communities. Most neighborhoods pre-dating World War II do not have sidewalks. Steep, hilly neighborhoods and many rural subdivisions also lack sidewalks. In these areas it is necessary to walk in the roadway. For small residential streets, this is not necessarily an issue, but along busier roadways, walking is discouraged because of the proximity and speed of passing vehicles.

#### **Accessibility**

Where sidewalks are provided, not all meet the latest the Americans with Disabilities Act (ADA) guidelines for accessibility. Further, sidewalks in the unincorporated area are more prevalent in commercial areas and often do not connect to nearby residential areas. The lack of sidewalks beyond commercial areas in these communities limits the accessibility to local services by wheelchair users. While the County is actively retrofitting existing sidewalks to meet these standards, addressing all sidewalks is a multiple-year process because of the large number of locations and the complex nature of some retrofit projects. Several sidewalk and pedestrian safety projects have been implemented through grant programs such as Safe Routes to Schools.

### **Continuity and Connectivity**

In several instances, gaps in the sidewalk network have been created by changing requirements for developers. For example, there may be sidewalks near a new development but not near an older, neighboring development that was built before sidewalks were required as a condition of development. In areas that were developed by various parties over time, the result can be a patchwork of discontinuous walkways, allowing use of the sidewalk in some sections but then having to step out into the roadway to continue one's journey. Among the problems created by nonexistent sidewalks or those that are discontinuous is that pedestrians cannot rely on sidewalks to connect them to places to which they desire to walk. This problem is evident for various unincorporated areas such as the Tamalpais Valley, Kentfield, Sleepy Hollow, Santa Venetia, and Bayside Acres communities which are situated adjacent to incorporated areas with sidewalks.

### **Physical Obstacles**

A problem common to many of the sidewalks and paths are utility poles, fire hydrants, and other pieces of infrastructure located within the intended walkway. Additionally, there are places where vegetation and other obstacles encroach upon or obstruct passage. A further challenge is ongoing enforcement of parking regulations on sidewalks and bikeways.

### **Safety**

A number of issues related to safety have been mentioned during community meetings. In addition to excessive motor vehicle speed - which has been cited as a problem in almost every community - a lack of signage alerting motorists to the potential presence of pedestrians has been identified as an issue in unincorporated Marin County.

Tripping hazards, which are generally created by the roots of invasive trees or damaged concrete, are also a problem in many of the unincorporated communities.

Although streetlights are opposed as an urban amenity in some areas of Marin County, there are places, particularly in the more urbanized areas, where existing lighting is considered inadequate for pedestrian passage.

Conflicts between people bicycling and walking on multi-use paths in Marin County are another safety concern. Measures to separate these groups, establish a protocol for trail behavior, and improve enforcement of regulations are needed, especially on the more popular facilities. The County's Parks Department has conducted outreach and in-the-field campaigns on the Mill Valley-Sausalito Multi-use Path to encourage safe and courteous usage of the path by all users. Center striping has been included on most new path projects and path repaving projects to help delineate bi-directional travel.



### **3.3.1 Steps, Lanes, and Paths**

Networks of hillside paths and steps exist in many of Marin County's communities, particularly along old railroad routes where the steps and paths would provide direct access to the rail line at the bottom of a hill. Many of these step and path corridors were never formally accepted by the local agency and as a result have not been constructed or maintained.

There are a number of issues that affect the pedestrian step and path systems, including their ability to function as alternative networks to and around neighborhoods and village centers. These issues include physical neglect, in which paths have fallen into disrepair, overgrown landscaping, which has caused many paths to be hidden or inaccessible, and a general lack of knowledge by many community members of paths that exist in their neighborhoods and communities.

Mill Valley has done extensive research to catalog the extent and condition of their paths, stairs, and pedestrian facilities in that community while other communities have also shown an increased interest in their own pathways and steps.

### **3.3.2 Pedestrian Access to Transit**

Transit facility enhancements, such as bus stop improvements, are important for increasing pedestrian mobility and access to transit. Perceived safety concerns can discourage residents from walking to transit or from using transit at all. Continuous sidewalks with ramps at intersections to provide access to transit facilities are critical for pedestrians. Marin Transit has inventoried high-usage bus stops in Marin County and identified necessary access improvements to the bus stops. Marin Transit will need to partner with the local agencies who have responsibility over the sidewalks and paths that access the bus stops to ensure a seamless path of travel.

## **3.4 Safe Routes to Schools**

Safe Routes to Schools is a Transportation Authority of Marin (TAM) program funded by the Measure A transportation sales tax and combines safety education for bicycling and walking with infrastructure improvements that benefit both bicyclists and pedestrians. The Safe Routes to Schools program began in 2000 as a grassroots effort to reduce congestion and encourage healthy habits among school-aged children in Marin County. A local advocacy group initially developed the program with funding from the National Highway Transportation Safety Administration as one of two model programs nationwide. The program has since expanded every year to its current level, with 58 schools and over 23,500 students participating countywide. According to the **Marin County Safe Routes to Schools Program Evaluation (2016)**, participating schools have maintained a 26 percent to 28 percent bicycling and walking mode share.<sup>i</sup>

### 3.4.1 Program Elements

The program consists of five program elements described below:

- **Education** - Classroom lessons teach children the skills necessary to navigate through busy streets and show them how to be active participants in the program. A Safe Routes instructor developed the curriculum that includes lessons on safety, health, and the environment. Lessons are typically offered during the physical education period of the school day.
- **Engineering** - The program's licensed traffic engineer coordinates with the local agency, schools, and other stakeholders to develop a plan to provide a safer environment for children to bicycle and walk to school. The focus is on creating physical improvements to the infrastructure surrounding the school, reducing speeds, and establishing safer crosswalks and pathways.
- **Encouragement** - Events, contests and promotional materials are incentives that encourage children and their parents to try bicycling and walking. The program supports and coordinates volunteer organizers and provides schools with promotional and contest materials, prizes, and ongoing consultation.
- **Enforcement** - Local police, sheriff, California Highway Patrol officers, crossing guards, and other law enforcement officials participate throughout the Safe Routes process to encourage safe travel through the community. Targeted enforcement of speed limits and other traffic laws around schools make the trip to school more predictable for students and allow them to interact with motorists and other travelers in the safest possible way. This program also includes outreach to drivers through driver safety campaigns.
- **Evaluation** - Program evaluation is regularly conducted to ensure the success of the program. Program participation is regularly monitored to determine the growth in student and parent participation. Typically, hand tallies are conducted to ascertain the change in travel mode to school over the course of the year.

Marin County Safe Routes to Schools program works in partnership with residents, volunteers, local schools, cities, towns, and the County's public works and public health staff. All of these partners must participate to have a successful Safe Routes to Schools Program. More details about the Marin Safe Routes to Schools program's specific elements, including a list of participating schools in the unincorporated areas of Marin County and details regarding proposed engineering projects and education and outreach programs can be found in the **Marin County Safe Routes to Schools Program Evaluation (2016)**.<sup>1</sup>

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<sup>1</sup> <http://www.tam.ca.gov/wp-content/uploads/2017/02/FINAL-Marín-SR2S-Evaluation-Report-20160929-RED.pdf>

## 4 Needs Analysis

### 4.1. Introduction

This section summarizes the needs of bicyclists and pedestrians in Marin County that have been identified by staff and the public through a series of meetings, public workshops, and previous iterations of this Plan. This section places these needs for non-motorized transportation in the context of current and future bicycle and pedestrian usage, safety trends, and potential congestion and environmental benefits.

### 4.2. Commuter and Utilitarian Bicyclist Needs

A 2003 national survey conducted by America Bikes showed that 52 percent of Americans want to bicycle more and 53 percent support federal funding for infrastructure that makes bicycling easier and safer. A similar survey conducted by PeopleForBikes in 2015 found that 53 percent of American adults want to bicycle more often. Of the roughly half of respondents from the survey that wanted to bicycle more often, about one-third said that they were dissatisfied with existing bicycle infrastructure. Transportation Authority of Marin's Strategic Vision Plan identified that 27 percent of Marin County residents have access to a bicycle as a secondary mode of transportation. The same study also identifies emerging technologies in transportation, particularly autonomous vehicles, which may significantly alter the function of our roadways with potential safety benefits for all users. These suggest that there is a large reservoir of potential bicyclists that are waiting for improvements in bicycle facilities before riding.<sup>1,2</sup>

A primary focus of this Plan is encouraging an increase in the number of commuter and utilitarian bicyclists, defined as those riding to work and school or for shopping, errands, and other trip purposes. It is important to understand the specific needs of these users and what types of improvements would most encourage more people to bicycle or walk for everyday trips.

Bicycling requires the need for shorter commutes, typically less than five miles, which runs counter to land use, technology, and transportation trends in the United States which have enabled people to live farther and farther from where they work. Access to transit helps extend the commute range of bicyclists, but transit systems also face an increasingly dispersed live-work pattern that is difficult to serve. Despite these facts, Marin County has great potential to increase the number of people who ride to work or school because of (1) the small size of many of the towns and communities, (2) moderate density residential neighborhoods near employment centers, (3) a favorable climate, (4) a high percentage of work trips that are less than 15 minutes, and (5) high-quality multi-jurisdictional pathways.

Major commuter concerns include conflicts with people driving, bicycle ownership, being able to store a bicycle securely, changes in weather (rain), riding in darkness, and personal safety. Commuters typically seek the most direct and fastest route available, with some regular, adult commuters preferring to ride on arterials with bicycle lanes rather than indirect routes on side streets or off-street facilities. Many prefer routes where they are required to stop as few times as possible, thereby minimizing delay. Commute periods typically coincide with peak traffic volumes and congestion, increasing the exposure to potential

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<sup>1</sup> U.S. Bicycling Participation Benchmarking Study. (2015). PeopleForBikes. <http://www.peopleforbikes.org/pages/u.s.-bicycling-participation-benchmarking-report>

<sup>2</sup> Getting Around Marin: Strategic Vision Plan (2017). Transportation Authority of Marin [http://2b0kd44aw6tb3js4ja3jprp6-wpengine.netdna-ssl.com/wp-content/uploads/2017/07/TAM-SVP-GettingAroundMarin\\_072617.pdf](http://2b0kd44aw6tb3js4ja3jprp6-wpengine.netdna-ssl.com/wp-content/uploads/2017/07/TAM-SVP-GettingAroundMarin_072617.pdf)

conflicts with motor vehicles. Places to securely store bicycles are of paramount importance to all bicycle commuters. Availability of lockers and shower facilities at their place of employment is also an important factor in encouraging workers to commute by bike. Commuter and utilitarian bicyclists need improvements in the commercial and downtown areas of Marin County, as well as access to work sites outside those areas, in order to reach their destinations.

Many younger students (ages seven to 11) use sidewalks for riding to schools or parks, which is acceptable in areas where pedestrian volumes are low and driveway visibility is high. Where on-street parking and/or landscaping obscures visibility, sidewalk riders may be exposed to a higher risk of collisions. Older students (12 years or older) who consistently ride at speeds over 10 miles per hour (mph) should be directed to riding on-street wherever possible. People riding the wrong-way on-street are common and account for a large percentage of bicycle-related collisions in California, pointing to the need for safety education.

### 4.2.1 Bicycle Counts in Marin County

Bicycle counts captured at various locations in Marin County show that many of the County's existing bikeways are well used. On average, about 31 bicyclists were observed during weekday peak-hour at each of the 12 count locations in 1999. This average increased to 64 bicyclists at the 28 count locations in 2016, or about a 106 percent increase in the average number of bicyclists observed during the weekday peak-hour (See Figure 4-1). A detailed breakdown of the change in weekday peak-hour counts can be found in Table 4-1.



\*Sources: Marin County NTPP Bicycle and Pedestrian Counts (2013 Update), 2014 Transportation System Monitoring Report, and 2016 Transportation System Monitoring Report

Weekend peak-hour bicycle counts also increased between 1999 and 2016. There were 71 bicyclists observed on average at the 12 count locations in 1999 and an average of 121 bicyclists observed at the 28 count locations in 2016, or a 70 percent increase (See Figure 4-1). A detailed breakdown of the change in weekend peak-hour counts can be found in Table 4-2.

In addition to peak-hour counts, automated 24-hour bicycle counters in place at two locations, one on the Mill Valley-Sausalito path and the other on the Corte Madera Creek path, show an average daily usage of 1,307 and 375 bicyclists, respectively.

Table 4-1: Weekday Peak-Hour Bicycle Counts and Percent Change, 1999-2016

ID	Streets	Bicycle Counts <sup>†</sup> (Percent Change Between Most Recent Available Counts)									
		1999	2007	2008	2009	2010	2011	2012	2013	2014 <sup>††</sup>	2016 <sup>†††</sup>
1	Tiburon Blvd. at Main St., Tiburon	* (N/A)	64 (4.9%)	54 (-11.5%)	84 (37.7%)	40 (-34.4%)	76 (24.6%)	53 (-13.1%)	67 (9.8%)	45 (-26.2%)	61
2	Miller Ave. at Throckmorton Ave, Mill Valley	* (N/A)	23 (0.0%)	37 (60.9%)	36 (56.5%)	38 (65.2%)	36 (56.5%)	12 (-47.8%)	23 (0.0%)	* (N/A)	*
3	Fourth St. at B St., San Rafael	* (N/A)	31 (0.0%)	19 (-38.7%)	35 (12.9%)	43 (38.7%)	33 (6.5%)	21 (-32.3%)	31 (0.0%)	* (N/A)	*
4	Bridgeway at Princess St., Sausalito	45 (-78.8%)	129 (-39.2%)	184 (-13.2%)	121 (-42.9%)	127 (-40.1%)	40 (-81.1%)	207 (-2.4%)	314 (48.1%)	132 (-37.7%)	212
5	San Anselmo Ave. at Tunstead Ave., San Anselmo	34 (-45.2%)	41 (-33.9%)	40 (-35.5%)	69 (11.3%)	62 (0.0%)	100 (61.3%)	46 (-25.8%)	60 (-3.2%)	36 (-41.9%)	62
6	Broadway at Bolinas Rd., Fairfax	20 (-75.0%)	61 (-23.8%)	67 (-16.3%)	80 (0.0%)	58 (-27.5%)	303 (278.8%)	55 (-31.3%)	61 (-23.8%)	50 (-37.5%)	80
7	Grant Ave. at Redwood Blvd., Novato	12 (33.3%)	21 (133.3%)	17 (88.9%)	14 (55.6%)	14 (55.6%)	25 (177.8%)	70 (677.8%)	9 (0.0%)	* (N/A)	*
8	Magnolia Ave. at Ward St., Larkspur	* (N/A)	25 (-40.5%)	33 (-21.4%)	45 (7.1%)	25 (-40.5%)	26 (-38.1%)	16 (-61.9%)	31 (-26.2%)	28 (-33.3%)	42
9	Mill Valley-Sausalito Path at E Blithedale Ave., Mill Valley	88 (-22.1%)	84 (-25.7%)	98 (-13.3%)	93 (-17.7%)	81 (-28.3%)	99 (-12.4%)	122 (8.0%)	64 (-43.4%)	69 (-38.9%)	113
10	Mill Valley-Sausalito Path at Tennessee Valley Path Junction, Tam Junction	42 (-76.4%)	101 (-43.3%)	156 (-12.4%)	116 (-34.8%)	166 (-6.7%)	114 (-36.0%)	153 (-14.0%)	112 (-37.1%)	93 (-47.8%)	178
11	Tiburon Bike Path at Blackie's Pasture, Tiburon	32 (68.4%)	77 (305.3%)	58 (205.3%)	93 (389.5%)	93 (389.5%)	86 (352.6%)	36 (89.5%)	41 (115.8%)	58 (205.3%)	19
12	Larkspur-Corte Madera Path at Baltimore Ave., Larkspur	42 (-58.8%)	28 (-72.5%)	44 (-56.9%)	41 (-59.8%)	36 (-64.7%)	68 (-33.3%)	31 (-69.6%)	43 (-57.8%)	35 (-65.7%)	102
13	Corte Madera Creek Path at Bon Air Rd., Greenbrae	4 (-93.7%)	27 (-37.1%)	38 (-39.7%)	35 (-44.4%)	61 (-3.2%)	* (N/A)	24 (-61.9%)	32 (-49.2%)	35 (-44.4%)	63
14	Medway Rd. at Belvedere St., San Rafael	* (N/A)	44 (22.2%)	80 (122.2%)	51 (41.7%)	49 (36.1%)	41 (13.9%)	40 (11.1%)	36 (0.0%)	* (N/A)	*
15	Camino Alto at E. Blithedale Ave., Mill Valley	* (N/A)	36 (-47.8%)	33 (-52.2%)	18 (-73.9%)	93 (34.8%)	20 (-71.0%)	12 (-82.6%)	8 (-88.4%)	14 (-79.7%)	69
16	Alameda Del Prado at Pacheco Hill Path, Novato	* (N/A)	6 (-66.7%)	11 (-38.9%)	4 (-77.8%)	28 (55.6%)	27 (50.0%)	13 (-27.8%)	17 (-5.6%)	21 (16.7%)	18
17	Los Ranchitos Rd. at Puerto Suello Summit, San Rafael	16 (-20.0%)	22 (10.0%)	11 (-45.0%)	15 (-25.0%)	65 (225.0%)	101 (405.0%)	29 (45.0%)	17 (-15.0%)	23 (15.0%)	20
18	Doherty Dr. at Larkspur Plaza Dr/Rose Ln (west), Larkspur	* (N/A)	28 (-79.1%)	26 (-80.6%)	40 (-70.1%)	78 (-41.8%)	86 (-35.8%)	* (N/A)	115 (-14.2%)	15 (-88.8%)	134
19	Sir Francis Drake Blvd. at Wolfe Grade, Kentfield	22 (340.0%)	9 (80.0%)	12 (140.0%)	10 (100.0%)	88 (1660.0%)	40 (700.0%)	51 (920.0%)	5 (0.0%)	* (N/A)	*
20	Cal Park Tunnel Path at Andersen Dr., San Rafael	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	60 (-4.8%)	33 (-47.6%)	40 (-36.5%)	20 (-68.3%)	63
21	S. Novato Blvd. at Rowland Way, Novato	* (N/A)	18 (-18.2%)	* (N/A)	12 (-45.5%)	76 (245.5%)	12 (-45.5%)	5 (-77.3%)	15 (-31.8%)	10 (-54.5%)	22
22	Bellam Blvd. at Anderson Dr. (West Side), San Rafael	* (N/A)	37 (42.3%)	39 (50.0%)	35 (34.6%)	30 (15.4%)	60 (130.8%)	66 (153.8%)	24 (-7.7%)	17 (-34.6%)	26
22x	Bellam Blvd. at Anderson Dr. (East Side), San Rafael	16 (-44.8%)	21 (-27.6%)	* (N/A)	25 (-13.8%)	26 (-10.3%)	29 (0.0%)	* (N/A)	* (N/A)	* (N/A)	*
23	Nicasio Valley Rd. near Nicasio School, Nicasio	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	27
24	S. Knoll Rd. and Tiburon Blvd., Mill Valley	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	22
25	Tower Dr. at E. Blithedale Ave., Mill Valley	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	25
26	Central Marin Ferry Connector Bridge at Sir Francis Drake Blvd., Larkspur	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	59
27	Doherty Dr. at Rose Ln. (east), Larkspur	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	98
28	Enfrente Bike Path at S. Novato Blvd., Novato	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	15
29	Almonte Blvd. at Shoreline Hwy., Mill Valley	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	95
30	Francisco Blvd. E. at Bay St., San Rafael	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	52
31	Andersen Dr. at Du Bois St., San Rafael	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	50
32	Merrydale Rd. at Lincoln Hill Multi-use Pathway, San Rafael	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	13
33	NB US 101 Off-ramp/Bike Path at Sir Francis Drake Blvd., Larkspur	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	40
Average Count per Location		31 (-51.6%)	42 (-34.4%)	53 (-17.2%)	49 (-23.4%)	63 (-1.6%)	67 (4.7%)	52 (-18.8%)	53 (-17.2%)	41 (-35.9%)	64

\*Data unavailable

†Source: Marin County Nonmotorized Transportation Pilot Program Bicycle and Pedestrian Counts, 2013 update

††Source: 2014 Transportation System Monitoring Report, Transportation Authority of Marin, [https://www.tam.ca.gov/wp-content/uploads/2017/03/2014-TAM-Monitoring-Report\\_FINAL.pdf](https://www.tam.ca.gov/wp-content/uploads/2017/03/2014-TAM-Monitoring-Report_FINAL.pdf)

††† Source: 2016 Transportation System Monitoring Report, Transportation Authority of Marin



Table 4-2: Weekend Peak-Hour Bicycle Counts and Percent Change, 1999-2016

ID	Streets	Bicycle Counts <sup>f</sup> (Percent Change Between Most Recent Available Counts)									
		1999	2007	2008	2009	2010	2011	2012	2013	2014 <sup>††</sup>	2016 <sup>†††</sup>
1	Tiburon Blvd. at Main St., Tiburon	43 (-73.3%)	154 (-4.3%)	147 (-8.7%)	64 (-60.2%)	213 (32.3%)	185 (14.9%)	127 (-21.1%)	103 (-36.0%)	150 (-6.8%)	161
2	Miller Ave. at Throckmorton Ave, Mill Valley	36 (-16.3%)	56 (30.2%)	58 (34.9%)	36 (-16.3%)	235 (446.5%)	89 (107.0%)	60 (39.5%)	43 (0.0%)	* (N/A)	*
3	Fourth St. at B St., San Rafael	32 (28.0%)	27 (8.0%)	46 (84.0%)	23 (-8.0%)	20 (-20.0%)	41 (64.0%)	40 (60.0%)	25 (0.0%)	* (N/A)	*
4	Bridgeway at Princess St., Sausalito	188 (-77.0%)	91 (-88.9%)	467 (-42.8%)	502 (-38.6%)	460 (-43.7%)	476 (-41.7%)	283 (-65.4%)	573 (-29.9%)	746 (-8.7%)	817
5	San Anselmo Ave. at Tunstead Ave., San Anselmo	73 (-55.8%)	102 (-)	34 (-79.4%)	128 (-)	119 (-27.9%)	166 (0.6%)	233 (41.2%)	124 (-24.8%)	134 (-18.8%)	165
6	Broadway at Bolinas Rd., Fairfax	42 (-78.6%)	167 (-14.8%)	82 (-58.2%)	239 (21.9%)	128 (-34.7%)	238 (21.4%)	302 (54.1%)	164 (-16.3%)	233 (18.9%)	196
7	Grant Ave. at Redwood Blvd., Novato	10 (25.0%)	9 (12.5%)	24 (200.0%)	19 (137.5%)	135 (1587.5%)	0 (-100.0%)	15 (87.5%)	8 (0.0%)	* (N/A)	*
8	Magnolia Ave. at Ward St., Larkspur	36 (-68.1%)	76 (-32.7%)	102 (-9.7%)	104 (-8.0%)	113 (0.0%)	125 (10.6%)	188 (66.4%)	239 (111.5%)	87 (-23.0%)	113
9	Mill Valley-Sausalito Path at E Blithedale Ave., Mill Valley	144 (-45.7%)	11 (-95.8%)	302 (14.0%)	300 (13.2%)	243 (-8.3%)	279 (5.3%)	355 (34.0%)	241 (-9.1%)	252 (-4.9%)	265
10	Mill Valley-Sausalito Path at Tennessee Valley Path Junction, Tam Junction	122 (-69.5%)	266 (-33.5%)	339 (-15.3%)	397 (-0.8%)	344 (-14.0%)	386 (-3.5%)	308 (-23.0%)	367 (-8.3%)	360 (-10.0%)	400
11	Tiburon Bike Path at Blackie's Pasture, Tiburon	106 (265.5%)	80 (175.9%)	139 (379.3%)	153 (427.6%)	251 (765.5%)	255 (779.3%)	114 (293.1%)	106 (265.5%)	190 (555.2%)	29
12	Larkspur-Corte Madera Path at Baltimore Ave., Larkspur	62 (-31.9%)	57 (-37.4%)	57 (-37.4%)	69 (-24.2%)	66 (-27.5%)	77 (-15.4%)	47 (-48.4%)	79 (-13.2%)	69 (-24.2%)	91
13	Corte Madera Creek Path at Bon Air Rd., Greenbrae	30 (-60.0%)	35 (-53.3%)	26 (-65.3%)	49 (-34.7%)	66 (-12.0%)	* (N/A)	40 (-46.7%)	45 (-40.0%)	35 (-53.3%)	75
14	Medway Rd. at Belvedere St., San Rafael	* (N/A)	32 (14.3%)	57 (103.6%)	92 (228.6%)	87 (210.7%)	82 (192.9%)	7 (-75.0%)	28 (0.0%)	* (N/A)	*
15	Camino Alto at E. Blithedale Ave., Mill Valley	* (N/A)	38 (-77.9%)	131 (-23.8%)	42 (-75.6%)	20 (-88.4%)	21 (-87.8%)	82 (-52.3%)	43 (-75.0%)	50 (-70.9%)	172
16	Alameda Del Prado at Pacheco Hill Path, Novato	* (N/A)	5 (-82.1%)	13 (-53.6%)	30 (7.1%)	22 (-21.4%)	32 (14.3%)	32 (14.3%)	24 (-14.3%)	22 (-21.4%)	28
17	Los Ranchitos Rd. at Puerto Suello Summit, San Rafael	* (N/A)	67 (67.5%)	4 (-90.0%)	11 (-72.5%)	11 (-72.5%)	38 (-5.0%)	59 (47.5%)	17 (-57.5%)	47 (17.5%)	40
18	Doherty Dr. at Larkspur Plaza Dr/Rose Ln (west), Larkspur	* (N/A)	19 (-52.5%)	31 (-22.5%)	12 (-70.0%)	9 (-77.5%)	37 (-7.5%)	* (N/A)	21 (-47.5%)	18 (-55.0%)	40
19	Sir Francis Drake Blvd. at Wolfe Grade, Kentfield	* (N/A)	15 (87.5%)	7 (-12.5%)	7 (-12.5%)	12 (50.0%)	38 (375.0%)	36 (350.0%)	8 (0.0%)	* (N/A)	*
20	Cal Park Tunnel Path at Andersen Dr., San Rafael	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	68 (7.9%)	47 (-25.4%)	57 (-9.5%)	29 (-54.0%)	63
21	S. Novato Blvd. at Rowland Way, Novato	* (N/A)	13 (-31.6%)	* (N/A)	10 (-47.4%)	11 (-42.1%)	15 (-21.1%)	20 (5.3%)	16 (-15.8%)	21 (10.5%)	19
22	Bellam Blvd. at Anderson Dr. (West Side), San Rafael	* (N/A)	23 (130.0%)	23 (130.0%)	14 (40.0%)	95 (850.0%)	79 (690.0%)	30	10 (0.0%)	11 (10.0%)	10
22x	Bellam Blvd. at Anderson Dr. (East Side), San Rafael	* (N/A)	8 (-83.7%)	* (N/A)	16 (-67.3%)	22 (-55.1%)	49 (0.0%)	* (N/A)	* (N/A)	* (N/A)	*
23	Nicasio Valley Rd. near Nicasio School, Nicasio	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	32 (-77.3%)	68 (-51.8%)	* (N/A)	141
24	S. Knoll Rd. and Tiburon Blvd., Mill Valley	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	87
25	Tower Dr. at E. Blithedale Ave., Mill Valley	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	101
26	Central Marin Ferry Connector Bridge at Sir Francis Drake Blvd., Larkspur	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	64
27	Doherty Dr. at Rose Ln. (east), Larkspur	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	35
28	Enfrente Bike Path at S. Novato Blvd., Novato	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	20
29	Almonte Blvd. at Shoreline Hwy., Mill Valley	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	97
30	Francisco Blvd. E. at Bay St., San Rafael	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	26
31	Andersen Dr. at Du Bois St., San Rafael	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	56
32	Merrydale Rd. at Lincoln Hill Multi-use Pathway, San Rafael	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	21
33	NB US 101 Off-ramp/Bike Path at Sir Francis Drake Blvd., Larkspur	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	45
Average Count per Location		71 (-41.3%)	61 (-49.6%)	104 (-14.0%)	105 (-13.2%)	122 (0.8%)	126 (4.1%)	112 (-7.4%)	105 (-13.2%)	144 (19.0%)	121

\*Data unavailable

†Source: Marin County Nonmotorized Transportation Pilot Program Bicycle and Pedestrian Counts, 2013 update

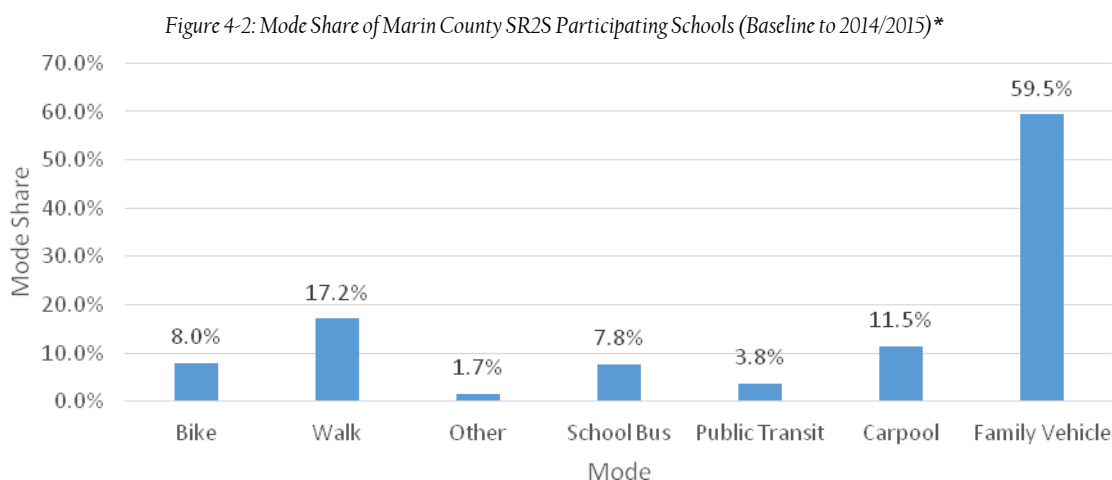
††Source: 2014 Transportation System Monitoring Report, Transportation Authority of Marin, [https://www.tam.ca.gov/wp-content/uploads/2017/03/2014-TAM-Monitoring-Report\\_FINAL.pdf](https://www.tam.ca.gov/wp-content/uploads/2017/03/2014-TAM-Monitoring-Report_FINAL.pdf)

††† Source: 2016 Transportation System Monitoring Report, Transportation Authority of Marin

Gender and age were observed during the 2013 bicycle counts. Women made up only 28 percent of observed bicyclists at the 23 count locations during the weekday and weekend evening two-hour peak periods (1,651 bicyclists out of a total 5,915 bicyclists). Children represented 9 percent of all bicyclists during the same time period (514 bicyclists out of a total 5,915 bicyclists). Both figures severely underrepresent the portion of women and children in the Marin County population, suggesting that the type of infrastructure or programming in place is more suited for adult males and that many of the count locations are in places with high vehicle traffic volumes and potential conflicts that typically deter less experienced riders. While bicyclist gender data was not collected in 2014, bicyclist age data was collected, showing an even larger gap between adult and child bicyclists compared to 2013 (the ratio decreased from 85:15 to 172:15, according to the 2014 **Transportation Systems Monitoring Report**).

The 2013 update of the **Marin County Bicycle and Pedestrian Counts** also marked a starting point for collecting data on helmet use and wrong-way bicycling. Of the 5,915 observed bicyclists during the weekday and weekend evening two-hour peak period, 903 were wearing helmets (15 percent). Helmet use is mandatory for bicyclists under age 16 in Marin County. Many adults opt to not wear a helmet for shorter trips around town, though these areas also have the higher probability of being involved in a collision because of multiple potential conflicts in a more urban environment. An even lower number of observed bicyclists were bicycling in the wrong direction, with 168 out of the total 5,915 observed going against traffic (3 percent). The 2014 **Transportation System Monitoring Report** did not record helmet or wrong-way data.

As reported in the 2016 **Marin County Safe Routes to Schools Program Evaluation**, noticeable increases in bicycling (and concurrent decreases in automobile trips and congestion) have occurred as a result of past implementation of the Safe Routes to Schools program (SR2S). Among the 56 schools participating in the SR2S program with count data for the year they entered the program and the 2014/2015 school year, there was an average schoolwide increase of 19 percent in green trips (i.e. carpooling, public transit, school buses, etc.) and a 40 percent increase in green active trips (i.e. walking, bicycling, scootering, etc.). However, there remains an opportunity to continue to increase the percent of students bicycling and walking to school. As noted in **Figure 4-2**, approximately 60 percent of students at schools participating in the Safe Routes to Schools program still travel to by family vehicle.



\*Source: Marin County Safe Routes to Schools, Program Evaluation (2016)

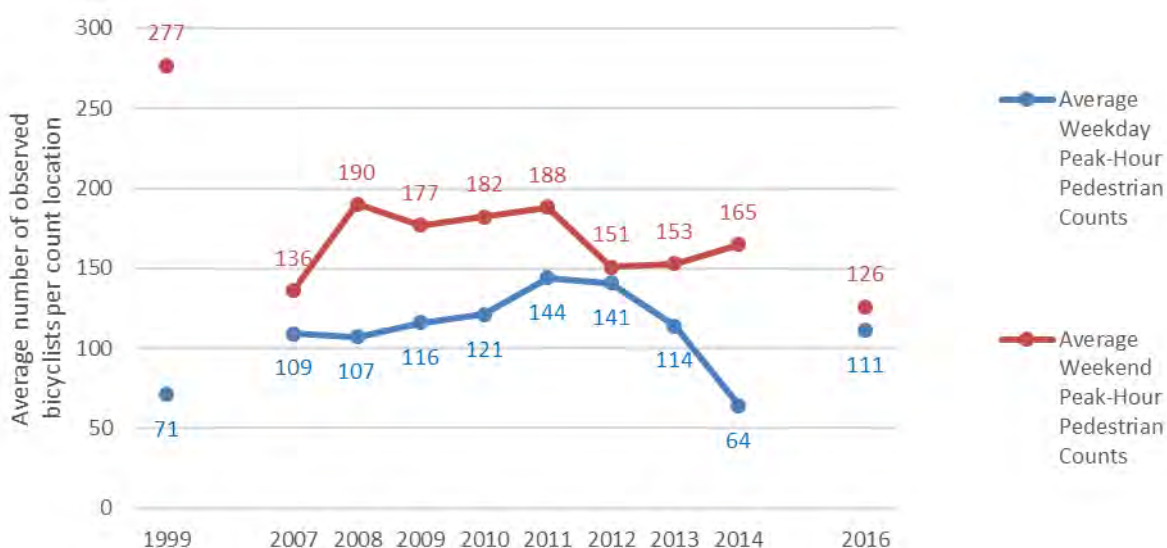
### 4.3. Pedestrian Needs

This section discusses the pedestrian facility and program needs in unincorporated Marin County that were identified during community meetings, interviews with County staff, conversations with community members, and field inspections.

#### 4.3.1 Pedestrian Counts in Marin County

Pedestrian counts taken at various locations in Marin County show that many of the County's existing walkways are well used (See Figure 4-3). On average, about 71 pedestrians were observed during weekday peak hour at each of the 12 count locations in 1999. This number increased to an average of 111 pedestrians at the 28 count locations in 2016, or about a 56 percent increase in the average number of pedestrians observed during the weekday peak hour (See Table 4-3).

Figure 4-3: Average Peak-hour Pedestrian Volumes (1999, 2007-2014, 2016)\*



\*Sources: Marin County NTPP Bicycle and Pedestrian Counts (2013 Update), 2014 Transportation System Monitoring Report, and 2016 Transportation System Monitoring Report

Conversely, weekend peak-hour pedestrian counts decreased between 1999 and 2016. There were 277 pedestrians observed on average at the 12 count locations in 1999 and an average of 126 pedestrians observed at the 28 count locations in 2016, or a 55 percent decrease (See Table 4-4). This decrease may be explained by the locations selected for observation in 1999. This original group of count locations represented some of the highest-volume pedestrian locations in the County. Pedestrian counts at these locations were carried out in 2016, along with 16 additional locations that represent lower volume pedestrian locations that could be depressing the overall average.

The automated 24-hour pedestrian counters in place in two locations, one on the Mill Valley-Sausalito path and the other on the Corte Madera Creek path show average daily usage of 1,549 and 610 pedestrians, respectively.

Table 4-3: Weekday Peak-Hour Pedestrian Counts and Percent Change, 1999-2016

ID	Streets	Pedestrian Counts* (Percent Change Between Most Recent Available Counts)									
		1999	2007	2008	2009	2010	2011	2012	2013	2014††	2016†††
1	Tiburon Blvd. at Main St., Tiburon	* (N/A)	269 (27.5%)	134 (-36.5%)	226 (7.1%)	161 (-23.7%)	82 (-61.1%)	234 (10.9%)	228 (8.1%)	130 (-38.4%)	211
2	Miller Ave. at Throckmorton Ave, Mill Valley	* (N/A)	95 (-33.1%)	161 (13.4%)	162 (14.1%)	230 (62.0%)	254 (78.9%)	227 (59.9%)	142 (0.0%)	* (N/A)	*
3	Fourth St. at B St., San Rafael	* (N/A)	669 (121.5%)	147 (-51.3%)	390 (29.1%)	258 (-14.6%)	317 (5.0%)	312 (3.3%)	302 (0.0%)	* (N/A)	*
4	Bridgeway at Princess St., Sausalito	57 (-92.2%)	348 (-52.5%)	514 (-29.8%)	394 (-46.2%)	520 (-29.0%)	506 (-30.9%)	696 (-4.9%)	638 (-12.8%)	376 (-48.6%)	732
5	San Anselmo Ave. at Tunstead Ave., San Anselmo	238 (10.2%)	122 (-43.5%)	66 (-69.4%)	140 (-35.2%)	129 (-40.3%)	181 (-16.2%)	228 (5.6%)	186 (-13.9%)	107 (-50.5%)	216
6	Broadway at Bolinas Rd., Fairfax	107 (-58.7%)	74 (-71.4%)	178 (-31.3%)	121 (-53.3%)	166 (-35.9%)	252 (-2.7%)	187 (-27.8%)	131 (-49.4%)	69 (-73.4%)	259
7	Grant Ave. at Redwood Blvd., Novato	71 (173.1%)	52 (100.0%)	69 (165.4%)	184 (607.7%)	95 (265.4%)	98 (276.9%)	237 (811.5%)	26 (0.0%)	* (N/A)	*
8	Magnolia Ave. at Ward St., Larkspur	* (N/A)	84 (-58.6%)	105 (-48.3%)	123 (-39.4%)	119 (-41.4%)	125 (-38.4%)	97 (-52.2%)	159 (-21.7%)	81 (-60.1%)	203
9	Mill Valley-Sausalito Path at E Blithedale Ave., Mill Valley	36 (-43.8%)	38 (-40.6%)	41 (-35.9%)	26 (-59.4%)	42 (-34.4%)	86 (34.4%)	78 (21.9%)	44 (-31.3%)	35 (-45.3%)	64
10	Mill Valley-Sausalito Path at Tennessee Valley Path Junction, Tam Junction	52 (-37.3%)	20 (-75.9%)	54 (-34.9%)	40 (-51.8%)	15 (-81.9%)	33 (-60.2%)	106 (27.7%)	46 (-44.6%)	44 (-47.0%)	83
11	Tiburon Bike Path at Blackie's Pasture, Tiburon	54 (217.6%)	84 (394.1%)	164	78 (358.8%)	115 (576.5%)	117 (588.2%)	92 (441.2%)	72 (323.5%)	79 (364.7%)	17
12	Larkspur-Corte Madera Path at Baltimore Ave., Larkspur	90 (16.9%)	64 (-16.9%)	42 (-45.5%)	51 (-33.8%)	60 (-22.1%)	51 (-33.8%)	31 (-59.7%)	56 (-27.3%)	55 (-28.6%)	77
13	Corte Madera Creek Path at Bon Air Rd., Greenbrae	90 (23.3%)	35 (-52.1%)	48 (-34.2%)	35 (-52.1%)	46 (-37.0%)	* (N/A)	44 (-39.7%)	37 (-49.3%)	36 (-50.7%)	73
14	Medway Rd. at Belvedere St., San Rafael	* (N/A)	244 (7.0%)	319 (39.9%)	324 (42.1%)	377 (65.4%)	322 (41.2%)	214 (-6.1%)	228 (0.0%)	* (N/A)	*
15	Camino Alto at E. Blithedale Ave., Mill Valley	* (N/A)	35 (59.1%)	13 (-40.9%)	15 (-31.8%)	67 (204.5%)	112 (409.1%)	10 (-54.5%)	20 (-9.1%)	11 (-50.0%)	22
16	Alameda Del Prado at Pacheco Hill Path, Novato	* (N/A)	7 (-22.2%)	15 (66.7%)	7 (-22.2%)	20 (122.2%)	29 (222.2%)	22 (144.4%)	2 (-77.8%)	18 (100.0%)	9
17	Los Ranchitos Rd. at Puerto Suello Summit, San Rafael	2 (-75.0%)	14 (75.0%)	1 (-87.5%)	4 (-50.0%)	11 (37.5%)	78 (875.0%)	8 (0.0%)	6 (-25.0%)	9 (12.5%)	8
18	Doherty Dr. at Larkspur Plaza Dr/Rose Ln (west), Larkspur	(-100.0%)	38 (-80.3%)	46 (-76.2%)	161 (-16.6%)	44 (-77.2%)	387 (100.5%)	* (N/A)	118 (-38.9%)	15 (-92.2%)	193
19	Sir Francis Drake Blvd. at Wolfe Grade, Kentfield	9 (28.6%)	25 (257.1%)	13 (85.7%)	17 (142.9%)	59 (742.9%)	42 (500.0%)	61 (771.4%)	7 (0.0%)	* (N/A)	*
20	Cal Park Tunnel Path at Andersen Dr., San Rafael	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	0 (-100.0%)	10 (-33.3%)	10 (-33.3%)	1 (-93.3%)	15
21	S. Novato Blvd. at Rowland Way, Novato	* (N/A)	39 (-62.5%)	(-100.0%)	9 (-91.3%)	82 (-21.2%)	29 (-72.1%)	16 (-84.6%)	41 (-60.6%)	16 (-84.6%)	104
22	Bellam Blvd. at Anderson Dr. (West Side), San Rafael	* (N/A)	11 (-69.4%)	19 (-47.2%)	31 (-13.9%)	26 (-27.8%)	43 (19.4%)	54 (50.0%)	11 (-69.4%)	11 (-69.4%)	36
22	Bellam Blvd. at Anderson Dr. (East Side), San Rafael	42 (40.0%)	39 (30.0%)	* (N/A)	9 (-70.0%)	14 (-53.3%)	30 (0.0%)	* (N/A)	* (N/A)	* (N/A)	*
23	Nicasio Valley Rd. near Nicasio School, Nicasio	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	0
24	S. Knoll Rd. and Tiburon Blvd., Mill Valley	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	16
25	Tower Dr. at E. Blithedale Ave., Mill Valley	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	24
26	Central Marin Ferry Connector Bridge at Sir Francis Drake Blvd., Larkspur	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	25
27	Doherty Dr. at Rose Ln. (east), Larkspur	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	356
28	Enfrente Bike Path at S. Novato Blvd., Novato	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	11
29	Almonte Blvd. at Shoreline Hwy., Mill Valley	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	67
30	Francisco Blvd. E. at Bay St., San Rafael	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	140
31	Andersen Dr. at Du Bois St., San Rafael	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	123
32	Merrydale Rd. at Lincoln Hill Multi-use Pathway, San Rafael	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	9
33	NB US 101 Off-ramp/Bike Path at Sir Francis Drake Blvd., Larkspur	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	18
Average Count per Location		71 (-36.0%)	109 (-1.8%)	107 (-3.6%)	116 (4.5%)	121 (9.0%)	144 (29.7%)	141 (27.0%)	114 (2.7%)	64 (-42.3%)	111

\*Data unavailable

†Source: Marin County Nonmotorized Transportation Pilot Program Bicycle and Pedestrian Counts, 2013 update

††Source: 2014 Transportation System Monitoring Report, Transportation Authority of Marin, [https://www.tam.ca.gov/wp-content/uploads/2017/03/2014-TAM-Monitoring-Report\\_FINAL.pdf](https://www.tam.ca.gov/wp-content/uploads/2017/03/2014-TAM-Monitoring-Report_FINAL.pdf)

††† Source: 2016 Transportation System Monitoring Report, Transportation Authority of Marin

Table 4-4: Weekend Peak-Hour Pedestrian Counts and Percent Change, 1999-2016

ID	Streets	Pedestrian Counts <sup>†</sup> (Percent Change Between Most Recent Available Counts)									
		1999	2007	2008	2009	2010	2011	2012	2013	2014 <sup>††</sup>	2016 <sup>†††</sup>
1	Tiburon Blvd. at Main St., Tiburon	770	564 (120.3%)	187 (-27.0%)	238 (-7.0%)	200 (-21.9%)	394 (53.9%)	332 (29.7%)	159 (-37.9%)	427 (66.8%)	256
2	Miller Ave. at Throckmorton Ave, Mill Valley	532 (78.1%)	258 (-16.8%)	328 (5.8%)	270 (-12.9%)	371 (19.7%)	478 (54.2%)	300 (-3.2%)	310 (0.0%)	* (N/A)	*
3	Fourth St. at B St., San Rafael	510 (68.3%)	770 (154.1%)	762 (151.5%)	385 (27.1%)	448 (47.9%)	501 (65.3%)	44 (-85.5%)	303 (0.0%)	* (N/A)	*
4	Bridgeway at Princess St., Sausalito	490 (-71.7%)	303 (-82.5%)	1,388 (-19.9%)	1,782 (2.9%)	1,676 (-3.2%)	1,055 (-39.1%)	890 (-48.6%)	1,316 (-24.0%)	1,381 (-20.3%)	1,732
5	San Anselmo Ave. at Tunstead Ave., San Anselmo	450 (70.5%)	222 (-15.9%)	60 (-77.3%)	194 (-26.5%)	258 (-2.3%)	394 (49.2%)	307 (16.3%)	202 (-23.5%)	234 (-11.4%)	264
6	Broadway at Bolinas Rd., Fairfax	146 (-54.7%)	125 (-61.2%)	276 (-14.3%)	124 (-61.5%)	121 (-62.4%)	205 (-36.3%)	204 (-36.6%)	209 (-35.1%)	197 (-38.8%)	322
7	Grant Ave. at Redwood Blvd., Novato	133 (98.5%)	111 (65.7%)	61 (-9.0%)	96 (43.3%)	187 (179.1%)	79 (17.9%)	219	67 (0.0%)	* (N/A)	*
8	Magnolia Ave. at Ward St., Larkspur	120 (-46.4%)	102 (-54.5%)	114 (-49.1%)	133 (-40.6%)	48 (-78.6%)	195 (-12.9%)	170 (-24.1%)	128 (-42.9%)	165 (-26.3%)	224
9	Mill Valley-Sausalito Path at E Blithedale Ave., Mill Valley	* (N/A)	19 (-26.9%)	39 (50.0%)	28 (7.7%)	29 (11.5%)	33 (26.9%)	31 (19.2%)	63 (142.3%)	34 (30.8%)	26
10	Mill Valley-Sausalito Path at Tennessee Valley Path Junction, Tam Junction	14 (-87.6%)	48 (-57.5%)	40 (-64.6%)	55 (-51.3%)	52 (-54.0%)	53 (-53.1%)	76 (-32.7%)	65 (-42.5%)	43 (-61.9%)	113
11	Tiburon Bike Path at Blackie's Pasture, Tiburon	50 (100.0%)	75 (200.0%)	97 (288.0%)	145 (480.0%)	166 (564.0%)	267 (968.0%)	148	212	153 (512.0%)	25
12	Larkspur-Corte Madera Path at Baltimore Ave., Larkspur	10 (-90.6%)	33 (-68.9%)	44 (-58.5%)	59 (-44.3%)	33 (-68.9%)	52 (-50.9%)	29 (-72.6%)	41 (-61.3%)	64 (-39.6%)	106
13	Corte Madera Creek Path at Bon Air Rd., Greenbrae	75 (0.0%)	26 (-65.3%)	37 (-50.7%)	47 (-37.3%)	25 (-66.7%)	* (N/A)	42 (-44.0%)	23 (-69.3%)	28 (-62.7%)	75
14	Medway Rd. at Belvedere St., San Rafael	* (N/A)	198 (1.5%)	279 (43.1%)	258 (32.3%)	247 (26.7%)	256 (31.3%)	257 (31.8%)	195 (0.0%)	* (N/A)	*
15	Camino Alto at E. Blithedale Ave., Mill Valley	* (N/A)	15 (-58.3%)	12 (-66.7%)	6 (-83.3%)	9 (-75.0%)	8 (-77.8%)	22 (-38.9%)	10 (-72.2%)	15 (-58.3%)	36
16	Alameda Del Prado at Pacheco Hill Path, Novato	* (N/A)	11 (450.0%)	8 (300.0%)	11 (450.0%)	14 (600.0%)	12 (500.0%)	16 (700.0%)	7 (250.0%)	5 (150.0%)	2
17	Los Ranchitos Rd. at Puerto Suello Summit, San Rafael	* (N/A)	20 (122.2%)	1 (-88.9%)	4 (-55.6%)	5 (-44.4%)	11 (22.2%)	0 (-100.0%)	13 (44.4%)	6 (-33.3%)	9
18	Doherty Dr. at Larkspur Plaza Dr/Rose Ln (west), Larkspur	* (N/A)	30 (-6.3%)	26 (-18.8%)	13 (-59.4%)	8 (-75.0%)	30 (-6.3%)	* (N/A)	22 (-31.3%)	21 (-34.4%)	32
19	Sir Francis Drake Blvd. at Wolfe Grade, Kentfield	* (N/A)	15 (114.3%)	8 (14.3%)	5 (-28.6%)	5 (-28.6%)	26 (271.4%)	25 (257.1%)	7 (0.0%)	* (N/A)	*
20	Cal Park Tunnel Path at Andersen Dr., San Rafael	* (N/A)	(-100.0%)	* (N/A)	* (N/A)	* (N/A)	17 (-34.6%)	3 (-88.5%)	5 (-80.8%)	2 (-92.3%)	26
21	S. Novato Blvd. at Rowland Way, Novato	* (N/A)	13 (-27.8%)	* (N/A)	6 (-66.7%)	7 (-61.1%)	8 (-55.6%)	25 (38.9%)	9 (-50.0%)	11 (-38.9%)	18
22	Bellam Blvd. at Anderson Dr. (West Side), San Rafael	* (N/A)	21 (-25.0%)	24 (-14.3%)	10 (-64.3%)	71 (153.6%)	37 (32.1%)	30 (7.1%)	5 (-82.1%)	11 (-60.7%)	28
22	Bellam Blvd. at Anderson Dr. (East Side), San Rafael	* (N/A)	20 (-35.5%)	(-100.0%)	34 (9.7%)	31 (0.0%)	31 (0.0%)	* (N/A)	* (N/A)	* (N/A)	*
23	Nicasio Valley Rd. near Nicasio School, Nicasio	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	0
24	S. Knoll Rd. and Tiburon Blvd., Mill Valley	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	6
25	Tower Dr. at E. Blithedale Ave., Mill Valley	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	10
26	Central Marin Ferry Connector Bridge at Sir Francis Drake Blvd., Larkspur	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	13
27	Doherty Dr. at Rose Ln. (east), Larkspur	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	62
28	Enfrente Bike Path at S. Novato Blvd., Novato	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	5
29	Almonte Blvd. at Shoreline Hwy., Mill Valley	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	42
30	Francisco Blvd. E. at Bay St., San Rafael	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	43
31	Andersen Dr. at Du Bois St., San Rafael	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	24
32	Merrydale Rd. at Lincoln Hill Multi-use Pathway, San Rafael	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	8
33	NB US 101 Off-ramp/Bike Path at Sir Francis Drake Blvd., Larkspur	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	19
Average Count per Location		277 (119.8%)	136 (7.9%)	190 (50.8%)	177 (40.5%)	182 (44.4%)	188 (49.2%)	151 (19.8%)	153 (21.4%)	165 (31.0%)	126

\*Data unavailable

†Source: Marin County Nonmotorized Transportation Pilot Program Bicycle and Pedestrian Counts, 2013 update

††Source: 2014 Transportation System Monitoring Report, Transportation Authority of Marin, [https://www.tam.ca.gov/wp-content/uploads/2017/03/2014-TAM-Monitoring-Report\\_FINAL.pdf](https://www.tam.ca.gov/wp-content/uploads/2017/03/2014-TAM-Monitoring-Report_FINAL.pdf)

††† Source: 2016 Transportation System Monitoring Report, Transportation Authority of Marin



### 4.3.2 Traffic Calming

Safety for bicyclists and pedestrians has been a primary concern expressed by community members. Measures to calm vehicular traffic could be introduced to address these safety concerns. At many locations more or improved crosswalks may be needed. Many crosswalks, both new and existing, might be better served by improving their visibility to motorists, such as enhancing pavement markings, adding pedestrian-activated flashing lights, or installing a HAWK-type beacon, assuming they meet established warrants and criteria. This would be particularly appropriate near schools and on heavily-traveled streets like Sir Francis Drake Boulevard. Pedestrian warning beacons have been installed in several locations around the unincorporated area, with a particular focus on school routes. In short, anything that would improve the visibility of crosswalks and improve compliance and observance of the pedestrian right-of-way would provide a greater degree of safety for pedestrians.

A number of strategies could be introduced to calm traffic speeds depending on the context, including:

- street trees and landscaping
- corner and mid-block curb bulb-outs
- narrower streets and/or vehicle lanes
- signalization
- enforcement of existing speed limits
- speed humps and tables
- surface treatments
- raised intersections/crosswalks

### 4.3.3 Sidewalk Improvements

Continued evaluation of existing sidewalks for accessibility along with consideration of new sidewalks is crucial, especially on roads providing access to schools and in other areas with high levels of pedestrian activity. When contemplating sidewalk improvements, the following should be considered:

- *Physical Condition.* The condition of many sidewalks needs to be improved. Tripping obstacles range from broken and hazardous sidewalk sections to overgrown shrubs and landscaping that block passage.
- *Accessibility.* Many intersections lack curb cuts and ramps for wheelchairs that meet current ADA guidelines. Additionally, sidewalks in some places need to be widened to provide an adequate and comfortable capacity for wheelchairs. As sidewalks are widened and made accessible by the introduction of ramps, utility poles, hydrants, and other street furniture need to be located to provide an accessible path of travel. Right-of-way constraints can make installation or widening of sidewalks infeasible without other measures, such as removing on-street parking to provide sufficient width to fit the sidewalk.
- *Connectivity.* One jurisdiction has noted that maintenance and improvements to existing urban trail systems would enable residents to make better use of these facilities and access transit stops for travel out of their community. Better connectivity in the framework of the pedestrian facilities can also foster a “sense of place” at town centers.
- Signage that makes existing amenities more available to pedestrians.
- Alleviation of congestion at school sites.
- Routes to schools.
- Accessibility to recreation.
- Provision of paths on rural streets in accordance with the Caltrans Highway Design Manual.

Sidewalks are typically required as part of any new development project (e.g., new subdivisions), but there are few locations in Marin County for this to be implemented because of the slow pace of development countywide and because most development is now the reuse of existing sites. Rather, improved sidewalk facilities depend on retrofitting existing neighborhoods with new sidewalks and closing gaps between existing sidewalks. The needs for this challenging process include getting adjacent property owners to support such improvements, finding funding to complete the projects, and staffing the project construction. On many residential streets, there is insufficient right of way to install a sidewalk without removing on-street parking on one side of the street which presents an additional challenge for many neighborhoods.

#### **4.3.4 Walking to School**

As noted in Section 4.2.1, walking to schools in Marin County has increased as a result of the Safe Routes to Schools program (SR2S) and implementation of capital projects that specifically support and encourage walking to schools. As a result of this success, the demand for increased SR2S activities in Marin County has grown, and awareness of the needs of pedestrians should continue to be incorporated into school programs through the use of expanded pedestrian safety courses.

#### **4.3.5 Access to Transit**

Transit facility enhancements, such as bus stop improvements, are important for increasing pedestrian mobility and access to transit. Marin Transit has historically had no responsibility for bus stop access in the unincorporated area. Marin Transit must partner with local communities to ensure that bus stops meet accessibility standards and offer a level of amenities appropriate for the amount of use the stop receives. Because Marin Transit does not have physical jurisdiction over the stops, coordination with cities, the County, Golden Gate Transit, and Caltrans will be required to make any improvements. Both the City of Novato and the City of San Rafael have existing shelter programs with an advertising company that installs and maintains bus shelters in exchange for shared revenues from advertisements. Golden Gate Transit has a similar bus shelter advertising contract for their shelters at freeway bus pads in Marin County.

Conditions at local stops in the Marin Transit system range from basic to substandard. A concentrated program of bus stop improvements is necessary to bring Marin Transit's stops up to standard. More than any other improvement in the system, improving information and conditions at bus stops will send a positive message to customers, encourage new riders to try the system, and will increase pedestrian access across the county. Not all stops need to be treated equally. Highest priority for bus stop improvements include those stops that do not meet current ADA accessibility standards and stops with more than 100 users per day. Improvements at other stops should be prioritized by level of usage. Similar to widening sidewalks, providing additional transit amenities such as shelters and/or benches can be challenging within the limits of a constrained right of way. Acquisition of adjacent land is feasible but is typically very expensive and not supported by affected land owners.

Safer access to freeway interchange bus pads and more bus shelters appropriate for inclement weather are two additional issues that should be addressed with regard to the interplay of pedestrian and transit facilities. Marin Transit and Golden Gate Transit have partnered with local agencies and Caltrans to evaluate access improvements to the freeway bus pads, most recently with the Highway 101/SR 131 (Tiburon Boulevard.) interchange as part of an overall bicyclist, pedestrian, and transit user access improvement study.

## 4.4. Collision Analysis

The following section details the safety needs of bicyclists and pedestrians.

### 4.4.1 Bicycle-involved Collisions

Between 2011 and 2015 (the most recent five years of available collision data), 284 bicycle-involved collisions occurred in unincorporated areas of Marin County. As a whole, Marin County experienced 707 bicycle-involved collisions during the same time period. These totals likely undercount the actual number of bicycle-involved collisions because the data only includes reported collisions resulting in an injury and do not include collisions resulting in only property damage or unreported collisions.

Between 2011 and 2015, Marin County had the fifth most bicycle-involved collisions per 10,000 people among California's 58 counties (28 per 10,000 people), behind Alpine County (53 per 10,000 people), Santa Cruz County (36 per 10,000 people), San Francisco County (35 per 10,000 people), and Santa Barbara County (28 per 10,000 people).<sup>2</sup>

Most of the bicycle-involved collisions in unincorporated Marin County took place during the daylight hours of 9:00 AM to 6:00 PM (82.4 percent), when bicyclists and motorists are most likely to be on the road. There were an average of 57 bicycle-involved collisions in Marin County between 2011 and 2015, fluctuating from a low of 50 collisions and a high of 70 collisions. (See Table 4-5).

Table 4-5: Bicycle-involved Collisions in Unincorporated Marin County by Time of Day (2011-2015, SWITRS)

Time	2011	2012	2013	2014	2015	Total
12:00 PM – 2:59 AM	0	0	0	0	1	1
3:00 AM – 5:59 AM	0	0	0	0	0	0
6:00 AM – 8:59 AM	5	8	6	6	3	28
9:00 AM – 11:59 AM	13	12	23	10	15	73
12:00 PM – 2:59 PM	18	18	16	21	22	95
3:00 PM – 5:59 PM	14	6	20	15	11	66
6:00 PM – 8:59 PM	3	7	5	4	1	20
9:00 PM – 11:59 PM	0	0	0	1	0	1
<b>Total</b>	<b>53</b>	<b>51</b>	<b>70</b>	<b>57</b>	<b>53</b>	<b>284</b>

The majority of reported bicycle-involved collisions in unincorporated Marin County resulted in a visible injury (81.7 percent), among which 18.7 percent resulted in a severe injury (See Table 4-6). Unincorporated Marin County experienced one fatality resulting from a bicycle-involved collision in 2013. The fatal collision took place near Sir Francis Drake Boulevard and Vallejo Avenue in Inverness Park, and police officers listed the primary collision factors as improper turning.

<sup>2</sup> Source: Transportation Injury Mapping System (UC Berkeley), SWITRS (2011-2015), and US-Places ([2012 census estimates](#))

Table 4-6: Bicycle-involved Collisions in Unincorporated Marin County by Injury Severity (2011-2013, SWITRS)

Time	2009	2010	2011	2012	2013	Total
Fatal	0	0	1	0	0	1
Severe Injury	13	8	13	6	13	53
Visible Injury	32	30	40	40	36	178
Complaint of Pain	8	13	16	11	4	52
<b>Total</b>	<b>53</b>	<b>51</b>	<b>70</b>	<b>57</b>	<b>53</b>	<b>284</b>

The primary factor reported for bicycle-involved collisions between 2011 and 2015 was unsafe speed, with 28 of those collisions involving a non-parked motor vehicle (28.6 percent). The majority of the bicycle-involved collisions resulting from unsafe speed involved bicyclists colliding with fixed or other objects, parked motor vehicles, or non-collisions, such as becoming imbalanced on a bicycle and falling over. The second most common collision factor in a bicycle-involved collision was improper turning, resulting in 54 collisions (19 percent of total bicycle-involved collisions). Bicycle-involved collisions involving automobile right-of-way issues were the third most common issue, resulting in 34 collision (12 percent of total bicycle-involved collisions).

Table 4-7: Bicycle-involved Collisions in Unincorporated Marin County by Primary Collision Factor (2011-2015, SWITRS)

Primary Collision Factor Reported	2011	2012	2013	2014	2015	Total	Rank
Unsafe Speed	21	20	18	18	21	98	1
Improper turning	13	7	18	7	9	54	2
Automobile right of way	5	5	11	7	6	34	3
Other improper driving	2	6	2	8	4	22	4
Unknown	2	3	3	5	6	19	5
Wrong side of the road	5	1	4	5	2	17	6
Improper passing	3	3	6	2	1	15	7
Other than driver	0	1	2	2	1	6	8
Other hazardous violation	1	0	2	1	1	5	9
Traffic signals and signs	0	2	1	0	0	3	10 (tie)
Unsafe starting or backing	0	2	0	1	0	3	10 (tie)
Driving or bicycling under the influence of alcohol or drug	0	0	1	0	1	2	12
Impeding Traffic	0	0	0	0	1	1	13 (tie)
Following too closely	0	0	1	0	0	1	13 (tie)
Unsafe lane change	0	0	0	1	0	1	13 (tie)
Pedestrian right of way	0	0	1	0	0	1	13 (tie)
Pedestrian violation	1	0	0	0	0	1	13 (tie)
Not stated	0	1	0	0	0	1	13 (tie)
<b>Total</b>	<b>53</b>	<b>51</b>	<b>70</b>	<b>57</b>	<b>53</b>	<b>284</b>	



While bicycle-involved collisions took place all over Marin County, several locations experienced disproportionate levels of collisions and are listed below:

- Between the Golden Gate Bridge and the south border of Sausalito on Highway 101 and Alexander Avenue (45 bicycle-involved collisions between 2011 and 2015)
- Along Shoreline Highway in Tamalpais Valley and Tamalpais Valley Junction (20 bicycle-involved collisions between 2011 and 2015)
- Tiburon Boulevard or Greenwood Cove Drive between Highway 101 and Blackie's Pasture (13 bicycle-involved collisions between 2011 and 2015)
- Lucas Valley Road between Nicasio Valley Road and Las Gallinas Avenue (12 bicycle-involved collisions between 2011 and 2015)
- Kent Avenue between Woodland Road and Hillside Avenue (5 bicycle-involved collisions between 2011 and 2015)
- Sir Francis Drake Boulevard between Baywood Canyon Road and Old Railroad Grade Trail (5 bicycle-involved collisions between 2011 and 2015)
- North San Pedro Road between Highway 101 and Point Gallinas Road (5 bicycle-involved collisions between 2011 and 2015)

See **Figure 4-4**, **Figure 4-5**, **Figure 4-6**, and **Figure 4-7** for maps of bicycle-involved collisions in unincorporated Marin County.

#### **4.4.2 Pedestrian Collisions**

Between 2011 and 2015, 348 pedestrian-involved collisions took place in Marin County, with 46 of those collisions occurring in unincorporated areas. Marin County ranks sixteenth in pedestrian-involved collisions per 10,000 people (14 per 10,000 people) among California's 58 counties. The highest-ranking counties were San Francisco County (47 per 10,000 people), Los Angeles (25 per 10,000 people), Alameda (21 per 10,000 people), and Humboldt (21 per 10,000 people).

The number of annual reported pedestrian-involved collisions has declined steadily between 2011 and 2015, decreasing from a high of 12 collisions in 2011 to a low of 6 collisions in 2015. A larger percent of pedestrian-involved collisions took place during dawn (6:00 AM to 8:59 AM) and dusk (6:00 PM to 8:59 PM) periods compared to bicycle-involved collisions (36 percent and 17 percent, respectively). However, the large majority of pedestrian-involved collisions occurred during daylight hours between 9:00 AM and 5:59 PM (26 collisions or 56.5 percent). For a full list of pedestrian-involved collisions by time of day, see **Table 4-8**.

Table 4-8: Pedestrian-involved Collisions in Unincorporated Marin County by Time of Day (2011-2015, SWITRS)

Time	2011	2012	2013	2014	2015	Total
12:00 PM – 2:59 AM	0	0	0	0	0	0
3:00 AM – 5:59 AM	0	0	0	0	0	0
6:00 AM – 8:59 AM	3	1	3	1	0	8
9:00 AM – 11:59 AM	2	0	0	0	0	2
12:00 PM – 2:59 PM	1	3	2	1	3	10
3:00 PM – 5:59 PM	5	5	1	2	1	14
6:00 PM – 8:59 PM	1	2	1	4	1	9
9:00 PM – 11:59 PM	0	0	1	1	1	3
<b>Total</b>	<b>12</b>	<b>11</b>	<b>8</b>	<b>9</b>	<b>6</b>	<b>46</b>

One pedestrian-involved collision resulted in a fatality between 2011 and 2015, occurring 572 feet north of Seminary Drive at Hodges Drive in 2011. Visible injuries comprised 43.5 percent of all pedestrian-involved collisions, with severe injuries and complaint of pain making up 28.3 and 26.1 percent of collisions, respectively (See Table 4-9).

Table 4-9: Pedestrian-involved Collisions in Unincorporated Marin County by Injury Severity (2011-2015, SWITRS)

Time	2011	2012	2013	2014	2015	Total
Fatal	1	0	0	0	0	1
Severe Injury	4	2	3	3	1	13
Visible Injury	4	7	1	4	4	20
Complaint of Pain	3	2	4	2	1	12
<b>Total</b>	<b>12</b>	<b>11</b>	<b>8</b>	<b>9</b>	<b>6</b>	<b>46</b>

Between 2011 and 2015, the three most common collision factors that led to pedestrian-involved collisions were pedestrian violations (32.6 percent), unsafe speed (15 percent), and pedestrian right of way (13.0 percent). See Table 4-10 for a full list of pedestrian primary collision factors by year.

Table 4-10: Pedestrian-involved Collisions in Unincorporated Marin County by Primary Collision Factor (2011-2015, SWITRS)

Time	2011	2012	2013	2014	2015	Total	Rank
Pedestrian violation	3	2	3	5	2	15	1
Unsafe Speed	3	2	0	1	1	7	2
Pedestrian right of way	1	4	1	0	0	6	3
Improper turning	1	0	1	2	0	4	4
Driving or bicycling under the influence of alcohol or drug	0	0	0	1	2	3	5 (tie)
Unsafe starting or backing	2	0	1	0	0	3	5 (tie)
Other improper driving	1	0	1	0	0	2	7 (tie)
Unknown	0	1	0	0	1	2	7 (tie)
Not stated	0	1	1	0	0	2	7 (tie)
Automobile right of way	0	1	0	0	0	1	10 (tie)
Traffic signals and signs	1	0	0	0	0	1	10 (tie)
<b>Total</b>	<b>12</b>	<b>11</b>	<b>8</b>	<b>9</b>	<b>6</b>	<b>46</b>	

Small clusters of pedestrian-involved collisions formed at the north end of the Golden Gate Bridge (5 collisions), on Shoreline Highway between Almonte Boulevard and Highway 101 (4 collisions), and on North San Pedro Road between Highway 101 and Birch Way (4 collisions). See Figure 4-4, Figure 4-5, Figure 4-6, and Figure 4-7 for maps of pedestrian-involved collisions in unincorporated Marin County.

Figure 4-4: Bicycle- and Pedestrian-involved Collisions, Unincorporated West Marin County (2011-2015)

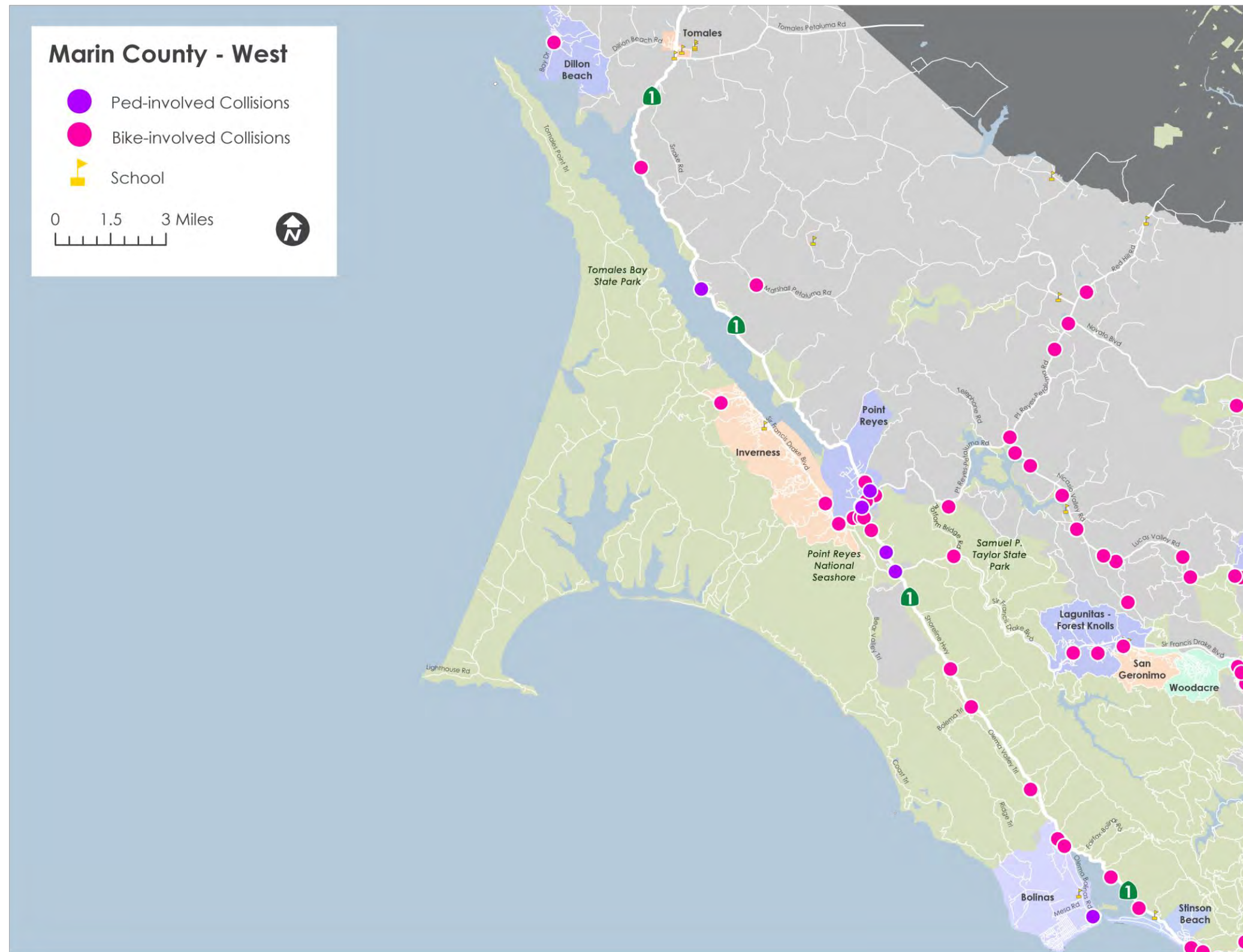




Figure 4-5: Bicycle- and Pedestrian-involved Collisions, Unincorporated North Marin County (2011-2015)

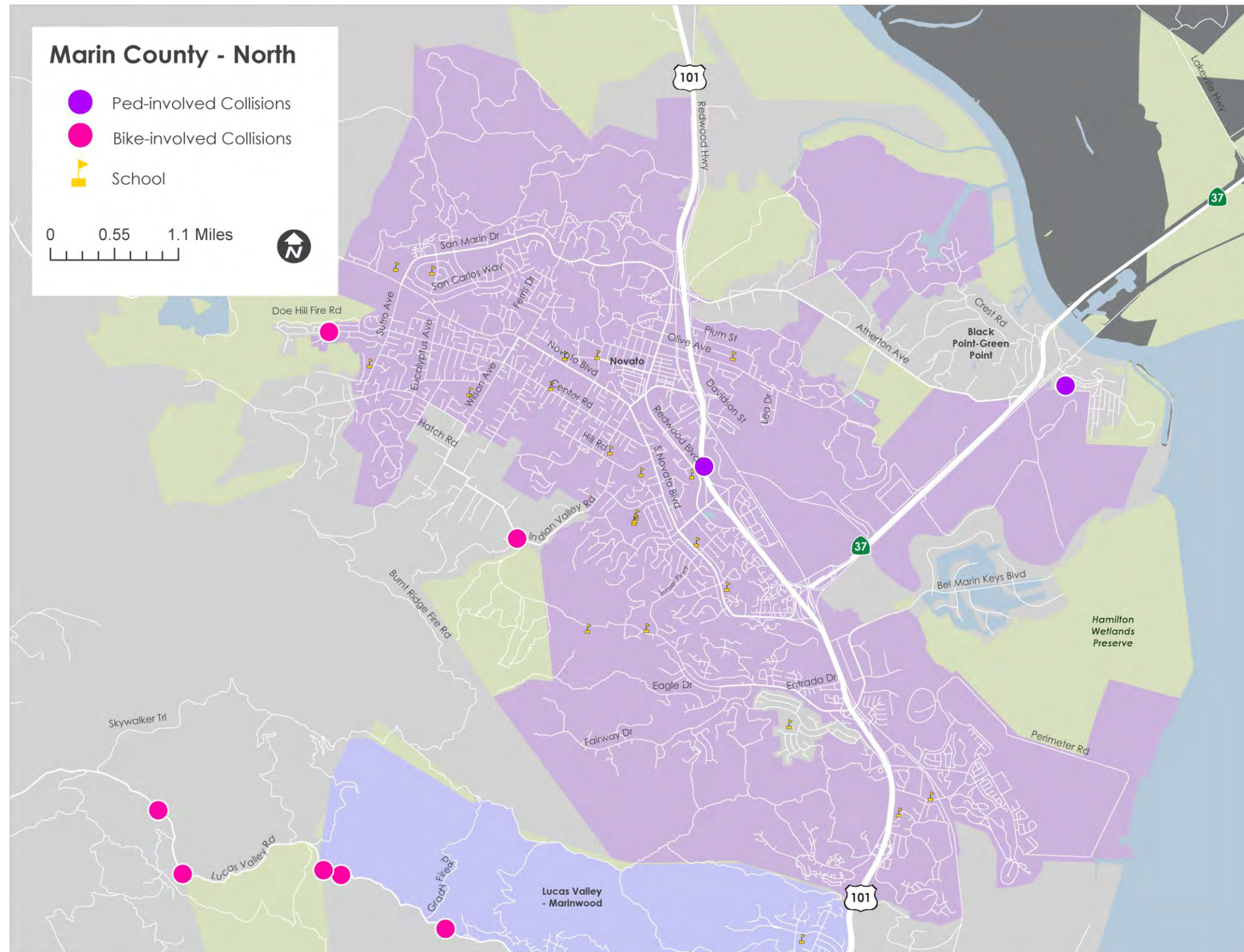




Figure 4-6: Bicycle- and Pedestrian-involved Collisions, Unincorporated Central Marin County (2011-2015)

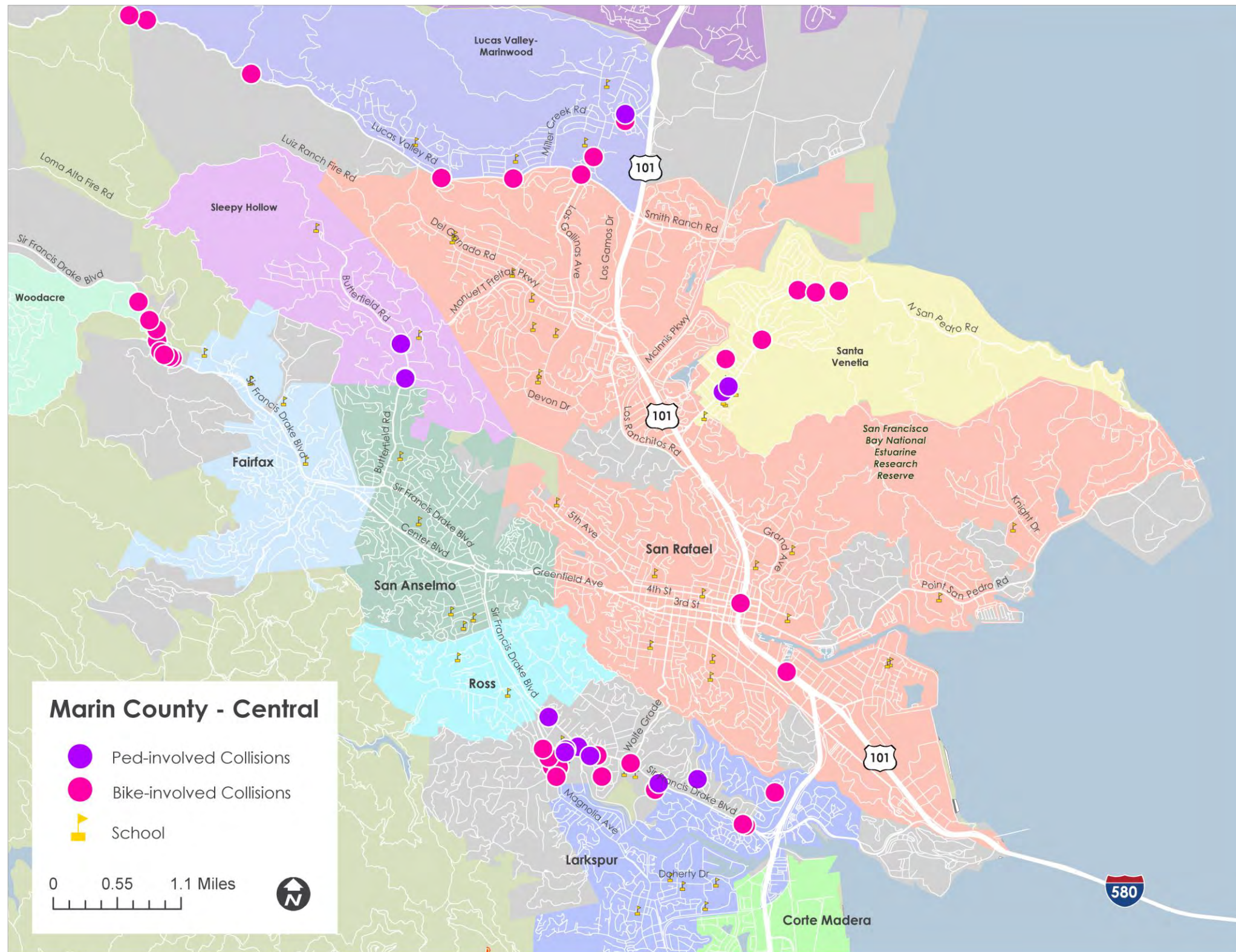
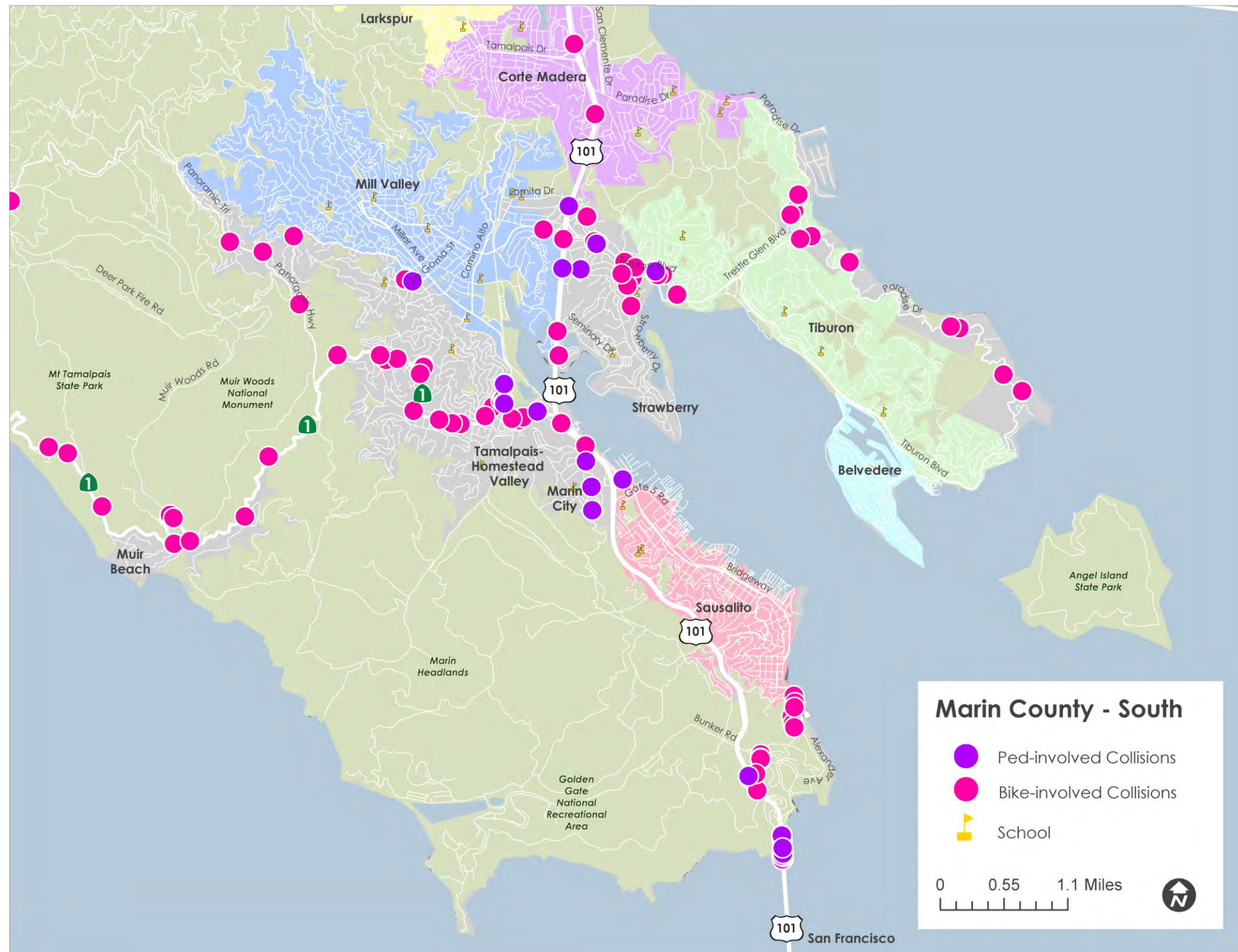




Figure 4-7: Bicycle- and Pedestrian-involved Collisions, Unincorporated South Marin County (2011-2015)



## 4.5. Identified Needs

### 4.5.1 Public Workshops Input

As part of the Bicycle and Pedestrian Plans update process, a series of public workshops were held. Specific to the unincorporated area, one workshop was held on June 2, 2015 in San Rafael, and the second workshop was held on June 3, 2015 in West Marin. Workshops held in conjunction with city and town plan updates were done jointly with the County. The workshops were designed to solicit feedback on problem areas and issues facing bicyclists and pedestrians in unincorporated areas of Marin County. A summary of the main comments related to the unincorporated area is noted below.

- Problematic intersections or crossings:
  - Bon Air Road, east of Creekside Park
  - Bridgeway at Gate 6 Road – dangerous intersection
  - Bell Lane and Marin Avenue – needs a crossing guard
  - E. Strawberry Drive at Tiburon Boulevard and Belvedere Drive – need striped crosswalk and to tighten curb radii
  - Tiburon Boulevard/E. Blithedale Avenue and Highway 101 crossing – off-ramps are dangerous to cross
  - Lucky Drive pedestrian overcrossing – maintain
  - Flamingo Road and Tennessee Valley Road – improve bicycle signal detection
  - Tiburon Boulevard at Blackfield Drive – dangerous intersection
- Maintenance, lighting, sight distance issues, and enforcement:
  - Alexander Avenue, approaching south border of Sausalito – improve quality of street lighting
  - 25 Loring Avenue – improve sight distance
  - Loring Avenue and Shoreline Highway – improve sight distance
  - Montford Avenue between Pixie Trail and Ethel Avenue – poor pavement quality
  - S. Vernal Avenue at Greenhill Road – improve sight distance
  - Redwood Highway Frontage Road – poor pavement quality
  - Seminary Drive between Chapel Drive and Seminary Cove Drive – prevent parking in the bikeway
  - Maintain Lucky Drive pedestrian overcrossing
- New bikeway, sidewalk, trail, bridge, overcrossing, or multi-use facilities:
  - De Silva Island Drive to Seminary Drive – construct bridge with multi-use path
  - Harbor Cove Way to Greenwood Bay Drive – widen existing bridge
  - E. Strawberry Drive – install Class III bikeway
  - Flamingo Road, south of Cardinal Court – install Class III bikeway

- Redwood Frontage Road from Seminary Drive to Belvedere Drive – consider Class II bikeways
- Marin Avenue between Maple Street and Laurel Way – install Class III bikeway
- Sequoia Valley Road – install bikeway on uphill segment
- Belvedere Drive – construct continuous sidewalk
- Reed Boulevard between Knoll Lane and Belvedere Drive – construct continuous sidewalk
- Laurel Grove Avenue at Sir Francis Drake Boulevard – improve signal timing for pedestrians
- Tiburon Boulevard from Highway 101 to Blackfield Drive – study potential for on-street bikeway
- Lucas Valley Road – construct parallel sidepath
- Pierce Point Road – pave roadway
- Park Road from Cross Marin Trail to Sir Francis Drake Boulevard – install Class I bikeway
- Improved wayfinding:
  - Harbor Cove Way off E. Strawberry Drive – add directional signage indicating connection to Greenwood Bay Drive
  - Paradise Drive – add “Share the Road” signage
- Slow motor vehicle speed:
  - Marin Avenue at Laurel Way, Poplar Street, Pine Street, and Spruce Street – install stop control, roundabouts, or speed humps
  - Alexander Avenue, approaching south border of Sausalito – reduce motor vehicle speeds
- Safe Routes to Schools
  - Tamalpais Valley School – study bicycle and pedestrian access improvements
  - Dixie Elementary School – study bicycle and pedestrian access improvements

## 4.6. Future Use

A goal of this Plan is to maximize the number of local bicycle and pedestrian commuters in order to help reduce traffic congestion and air pollution. In order to set the framework for these benefits, land use, commute patterns and national trends are used as a basis for determining the potential benefits to Marin County.

### 4.6.1 Land Use

The “demand” for bicycle facilities can be difficult to predict. Unlike automobile use, where historical trip generation studies and traffic counts allow for the estimation of future “demand” for travel, bicycle trip generation methods are less advanced and standardized. Land use patterns can help predict demand and are important to planning bikeways because changes in land use (and particularly employment areas) will affect average commute distance, which in turn affects the attractiveness of bicycling as a commute mode. For more information on land use planning in Marin County, see the 2007 **Marin Countywide Plan**.

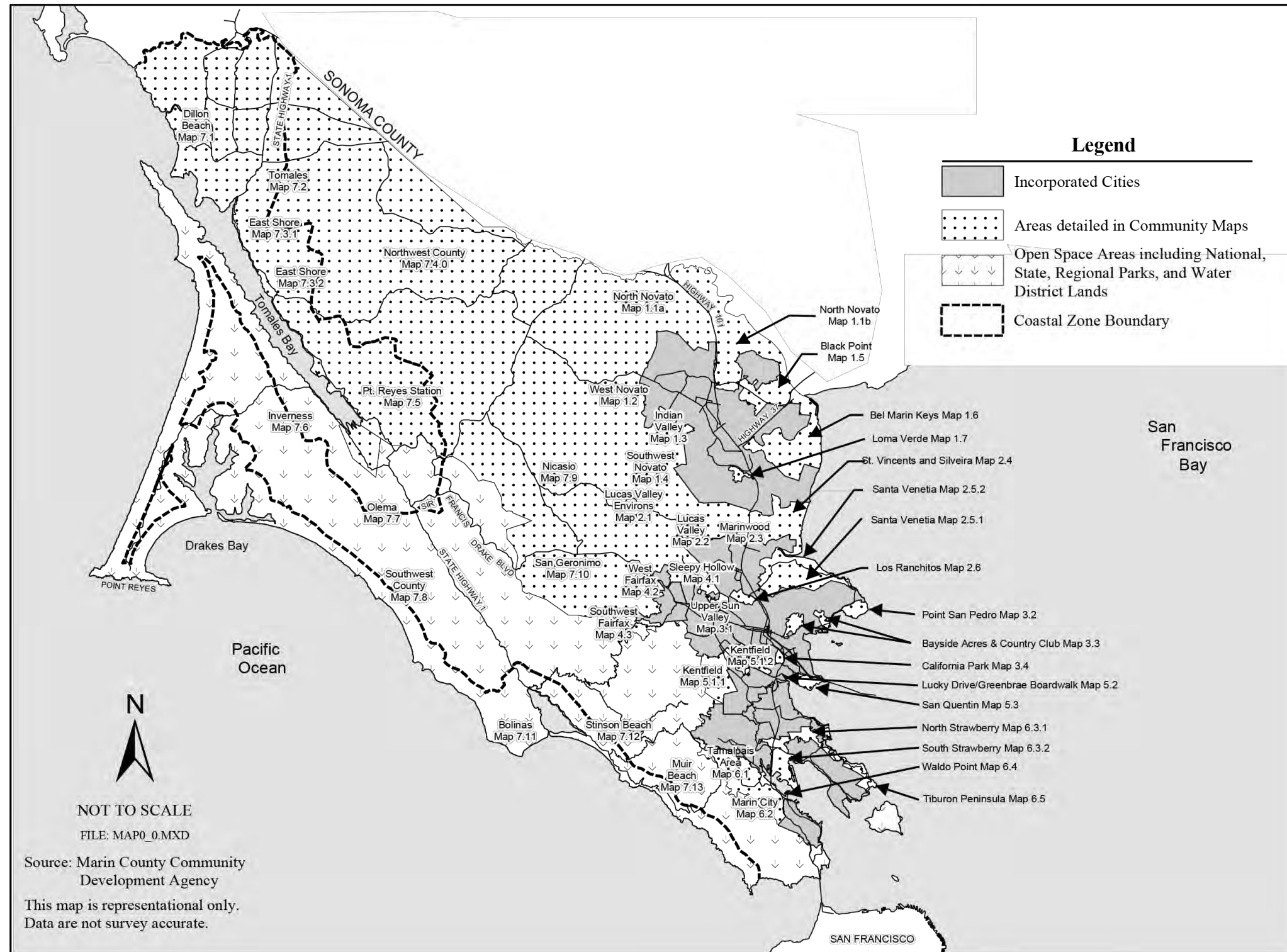
The unincorporated areas bikeway and pedestrian network is intended to connect the neighborhoods where people live to the places they work, shop, engage in recreation, or go to school. An emphasis will be placed on regional bikeways and transit connections centered on the major activity centers in the County as well as connecting to the bicycle networks in Marin’s cities and towns, including:

- Downtown commercial districts
- Civic buildings such as the community centers, senior centers and libraries
- Schools
- Transit Hubs
- Neighborhood parks and regional recreational areas
- Shopping Centers
- Major Employers

Figure 4-8 shows Marin County’s land use policy map. For more detailed planning area maps, see the 2007 **Marin Countywide Plan**.



Figure 4-8: Marin County Land Use Policy Map Index (2007 Marin Countywide Plan)



## 4.6.2 Commute Patterns

Commute information is presented to identify the current “mode split” of people that live and work in Marin County. Mode split refers to the choice of transportation a person selects to move to destinations, be it walking, bicycling, taking a bus, or driving. One major objective of any bicycle or pedestrian facility improvement is to increase the “split” or percentage of people who choose to bicycle or walk rather than drive or be driven. Every saved vehicle trip or vehicle-mile represents quantifiable reductions in air pollution and can help in lessening traffic congestion. Documenting current bicycle and pedestrian mode share and predicting future use and benefits supports these objectives. Mode splits from the most recent five years of American Community Survey data (2011-2015) for unincorporated Marin County are shown in Table 4-11 and compared to incorporated Marin County, the county as a whole, and the State of California.

Table 4-11: Commute Mode Split Comparison (ACS, 2011-2015)

	Unincorporated	Incorporated	Marin County	California
Drive Alone	8,412 (70.5%)	73,549 (64.7%)	81,961 (65.2%)	12,380,153 (73.4%)
Carpool	792 (6.6%)	10,533 (9.3%)	11,325 (9.0%)	1,823,481 (10.8%)
Public Transit	353 (3.0%)	12,020 (10.6%)	12,373 (9.9%)	881,550 (5.2%)
Bicycle	213 (1.8%)	1,927 (1.7%)	2,140 (1.7%)	188,736 (1.1%)
Walk	280 (2.3%)	3,780 (3.3%)	4,060 (3.2%)	458,523 (2.7%)
Other	157 (1.3%)	961 (0.8%)	1,118 (0.9%)	236,281 (1.4%)
Worked at Home	1,720 (14.4%)	10,915 (9.6%)	12,635 (10.1%)	900,328 (5.3%)
<b>Total</b>	<b>11,927 (100.0%)</b>	<b>113,685 (100.0%)</b>	<b>125,612 (100.0%)</b>	<b>16,869,052 (1.4%)</b>

As shown, 1.8 percent of all employed unincorporated Marin County residents commute primarily by bicycle and 2.3 percent commute by walking. Census data do not include the number of people who bicycle for recreation or for utilitarian purposes, students who bicycle to school, commuters who use multiple modes in their commute (such as bicycling or walking to transit), and bicycle commuters who travel from outside unincorporated Marin, and are therefore likely to undercount true bicycling and walking rates. According to a 2000 Metropolitan Transportation Commission study looking at all trips in Marin County, as a whole, 1.7 percent bike and 9.7 percent walk, indicating that bicycling and walking are more common for non-commute utilitarian trips. In unincorporated Marin, recreational bicycling is especially popular, where large groups of bicyclists and families out for a bicycle ride are a common sight on the weekends.

### 4.6.3 Potential Future Air Quality Improvements

The following information regarding potential air quality benefits is not intended to establish any new goals or targets for air quality attainment for Marin County. This information should not be regarded as a definitive statement of the air quality benefits that will result from the construction of bicycle and pedestrian improvements described in this Plan. Rather, this information is presented in an attempt to capture, at a countywide concept level, the potential for air quality benefits that may be possible through implementation of the proposed improvements.

Unincorporated Marin County lies within the San Francisco Bay Area Basin, which is regulated by the Bay Area Air Quality Management District (BAAQMD). According to the California Air Resources Board, as of April 2015, the air quality in the San Francisco Bay Area Basin did not meet the minimum State health-based standards for one- or eight-hour concentrations ground-level ozone and the state standards for Particulate Matter (PM<sub>10</sub>) and Fine Particulate Matter (PM<sub>2.5</sub>).<sup>3</sup> Currently, the Basin is classified as marginal non-attainment area for the Federal 8-hour ozone standard.

According to the BAAQMD, motor vehicles are responsible for approximately 75 percent of the smog in the Bay Area. Reducing vehicle-miles traveled (VMTs) is a major goal of the BAAQMD, and fully implementing unincorporated Marin's bicycle and pedestrian network could help achieve this goal by providing residents safe and functional ways to get to work, school, or shopping without relying on motor vehicles. Based on data from the 2011-2015 American Community Survey estimates of commute mode share, the current number of daily bicycle commuters in unincorporated Marin County is estimated to be 213 riders, making an estimated 426 daily roundtrips. The estimated number of daily walk commuters in unincorporated Marin County is 280 pedestrians, making an estimated 560 daily roundtrips.

Table 4-9 provides an example of the potential estimated reduction in vehicle-miles traveled and air pollutants based on the best available local and national data for unincorporated Marin County. It is estimated that bicycling and walking contribute to the reduction in 3 kg of Hydrocarbons, 30 kg of Carbon Monoxide, 22 kg of Nitrous Oxides, and 1,164 kg of Carbon Dioxide per weekday.

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<sup>3</sup> BAAQMD. Ambient Air Quality Standards & Bay Area Attainment Status. Last updated April 2015. <http://www.baaqmd.gov/research-and-data/air-quality-standards-and-attainment-status>.

Figure 4-9: Potential Bicycle and Walk Air Quality Projections for Unincorporated Marin County

Commute Data	Value	Source
Total Population	26,904	Unincorporated Marin County, American Community Survey (2011-2015), Table B01003
Employed Population	11,927	Unincorporated Marin County, American Community Survey (2011-2015), Table B08301
Bicycle Commute Mode Share	1.8%	Unincorporated Marin County, American Community Survey (2011-2015), Table B08301
Daily Bicycle Commuters	213	Unincorporated Marin County, American Community Survey (2011-2015), Table B08301
Daily Bicycle Commute Trips	426	Assumed 2 commute trips per commuter per day
Transit Mode Share	3.0%	Unincorporated Marin County, American Community Survey (2011-2015), Table B08301
Transit Commuters	353	Unincorporated Marin County, American Community Survey (2011-2015), Table B08301
Estimated Bicycle-to-Transit Mode Share	5.1%	Marin Transit 2016-2025 Short Range Transit Plan, Table A-1: Ridership Activity by Geography
Daily Bicycle-to-Transit Commute Trips	36	Assumed 2 commute trips per commuter per day
Walk Commute Mode Share	2.35%	Unincorporated Marin County, American Community Survey (2011-2015), Table B08301
Daily Walk Commuters	280	Unincorporated Marin County, American Community Survey (2011-2015), Table B08301
Daily Walk Commute Trips	560	Assumed 2 commute trips per commuter per day

School Data	Value	Source
K-12 School Enrollment	3,642	Unincorporated Marin County, American Community Survey (2011-2015), Table B14001
Estimated K-12 Bicycle Mode Share	8.00%	Marin County Safe Routes to Schools, Program Evaluation (2016)
Estimated Daily Bicycle School Trips	291	Marin County Safe Routes to Schools, Program Evaluation (2016)
Estimated K-12 Walk Mode Share	17.20%	Marin County Safe Routes to Schools, Program Evaluation (2016)
Estimated Daily Walk School Trips	626	Marin County Safe Routes to Schools, Program Evaluation (2016)
College Enrollment	2223	Unincorporated Marin County, American Community Survey (2011-2015), Table B14001
Estimated College Bicycle Mode Share	5%	National Bicycling & Walking Study, FHWA, Case Study No. 1, 1995. Review of bicycle commute share in seven university communities (5%) x 2 for roundtrips (rounded down); 2005 Traveler Opinion and Perception Survey (FHWA) found 4.9% of all trips to school were by walking.
Estimated Bicycle College Commuters	111	College enrollment multiplied by estimated college bicycle mode share
Estimated Daily Bicycle College Trips	222	Assumed 2 commute trips per commuter per day
Estimated College Walk Mode Share	5%	National Bicycling & Walking Study, FHWA, Case Study No. 1, 1995. Review of bicycle commute share in seven university communities (5%) x 2 for roundtrips (rounded down); 2005 Traveler Opinion and Perception Survey (FHWA) found 4.9% of all trips to school were by walking.
Estimated College Walk Commuters	111	College enrollment multiplied by estimated college walk mode share
Estimated Daily College Walk Trips	222	Assumed 2 commute trips per commuter per day



Estimates	Value	Source
Estimated Daily Bicycle and Walk Commute and School Trips	1,939	Sum of estimated daily bicycle, bicycle-to-transit, and walk commute and school trips
Ratio of Commute/School Bicycle Trips to Other Trips	0.95	National Household Travel Survey (2009), Number of Person Miles by Mode and Purpose
Ratio of Commute/School Walk Trips to Other Trips	1.34	National Household Travel Survey (2009), Number of Person Miles by Mode and Purpose
Estimated Daily Bicycle and Walk Non-Commute Trips	2,299	Estimated daily bicycle, bicycle-to-transit, and walk commute and school trips multiplied by non-commute/school trip ratios
Estimated Daily Bicycle and Walk Trips	4,238	Sum of estimated daily commute/school trips and daily non-commute/school trips
New Commuters with Less than 10 Minute Commutes	814	American Community Survey (2011-2015), Table B08303; less number of existing bike/walk commuters
Number of Potential Daily Bicycle/Walk Commute Trips	4,319	Estimated daily bicycle and walk trips plus 10% of commutes less than 10 minutes
Estimated Motor Vehicle Trip Replacement Rate	65.30%	National Bicycling & Walking Study (1995), National Household Travel Survey (2009)
Estimated Daily Motor Vehicle Trips Reduced	2,820	Estimated daily bicycle and walk trip multiplied by estimated motor vehicle trip replacement rate
Estimated Average Bicycle and Pedestrian Trip Length	1.12	National Household Travel Survey (2009)
Estimated Future Daily Vehicle-Miles Traveled Reduced	3,160	Estimated daily motor vehicle trips reduced multiplied by estimated average bicycle and pedestrian trip length
Estimated Future Reduced Hydrocarbon Emissions per Weekday	3	0.001077 kg/VMT
Estimated Future Reduced Carbon Monoxide Emissions per Weekday	30	0.0094 kg/VMT
Estimated Future Reduced Nitrous Oxide Emissions per Weekday	22	0.00693 kg/VMT
Estimated Future Reduced Carbon Dioxide Emissions per Weekday	1,164	0.3684 kg/VMT

## 5 Proposed System & Improvements

This chapter presents the proposed bicycle and pedestrian system and improvements for unincorporated Marin County. The recommended short- and long-term system improvements consist of three distinct components:

- Bicycle Facilities: including the bicycle system, bicycle parking, and support facilities
- Pedestrian Facilities: including the sidewalks and street crossings
- Bicycle and Pedestrian Programs: as related to education, enforcement, and encouragement

Although the improvements described in this Plan are limited to the unincorporated areas of the Marin County, they are part of a larger vision for Marin County that includes each of the local cities' and towns' bicycle, pedestrian, and Safe Routes to Schools plans. The projects listed are recommended for implementation over the next 10 to 20 years, or as funding is available, as some of the more expensive projects may take longer to implement. It is important to note that many of the funding sources are highly competitive, and therefore, it is difficult to determine exactly which projects will be funded and when.

### 5.1. Creating a Bikeway System

A bikeway 'system' is a network of bicycle routes that, for a variety of reasons including safety and convenience, provide a superior level of service for bicyclists. It is important to state that, by law, bicyclists are allowed on all streets and roads (except where specifically prohibited) regardless of whether they are a part of the bikeway system. The bikeway system is a tool that allows the County to focus and prioritize implementation efforts where they will provide the greatest community benefit and provide the best opportunities to attract more people to bicycling.

There is an established methodology for selecting a bikeway system for any community. One of the major goals of the Plan is to build on local bikeway networks already approved or proposed by communities or regional plans. Thus, local community plans provide the basis for much of the primary bikeway system. Another important criterion is input from the local bicycling community and staff familiar with the best routes and existing constraints and opportunities. Input was received through two public workshops conducted in 2015, at which residents were asked to identify the routes they regularly ride plus corridors they saw as either opportunities or constraints, helping to identify the types and locations of improvements designed to meet residents' needs.