

**MARIN COUNTY PLANNING COMMISSION HEARING SPECIAL MINUTES**

**June 14, 2004**

**Marin County Civic Center, Room #328 - San Rafael, California**

*Commissioners Present:* Allan Berland, Chairman  
Steven Thompson, Vice Chairman  
Hank Barner (*arrived at 1:16 p.m.*)  
Don Dickenson  
Wade Holland  
Randy Greenberg  
Jo Julin

*Commissioners Absent:* None

*Staff Present:* Alex Hinds, Director, Community Development Agency  
Michele Rodriguez, Principal Planner  
Dean Powell, Principal Transportation Planner  
Dan Dawson, Senior Planner  
Barbara Collins, Affordable Housing Strategist  
Jessica Woods, Recording Secretary

*Minutes Approved on:* **July 12, 2004**

Convened at 1:03 p.m.  
Adjourned at 5:06 p.m.  
Reconvened at 6:00 p.m.  
Adjourned at 9:00 p.m.

1. ROUTINE TRANSACTIONS:

- a. *M/s, Holland/Julin, and passed unanimously of those present, to incorporate the staff reports into the Minutes. Motion passed 6/0 (Commissioner Barner absent).*
- b. Continuances: Staff proposed an extra meeting on July 6<sup>th</sup>, 2004 at 1:30 p.m. Chairman Berland is unable to attend.
- c. Minutes - May 10<sup>th</sup> and May 17<sup>th</sup> – Continued to the next meeting.

2. COMMUNICATIONS - The Commission acknowledged several pieces of correspondence for their review.

*Commissioner Barner joined the meeting at 1:16 p.m.*

Commissioner Dickenson asked staff to respond to the SMART letter from Lillie O'Reilly indicating that the matter is not within the Commission's purview. Staff responded in the affirmative.

3. OPEN TIME FOR PUBLIC EXPRESSION (LIMITED TO THREE MINUTES PER SPEAKER) - None

#### 4. DRAFT MARIN COUNTYWIDE PLAN

Public hearing on the Draft Countywide Plan – Built Environment Element.

Barbara Collins, Affordable Housing Strategist, briefly discussed the Housing Element for the Commission's consideration that included the following:

- Housing Element Requirement 1999-2006
- Where should New Housing be located?
- Achieved to date
  - 131 (+37) – Very low
  - 11 – Low
  - 4 – Moderate
  - Above moderate – Market rate
- Project funded by In-Lieu Housing Trust during this Housing Element
- New Resources to the County

Affordable Housing Strategist Collins noted that included in the separately adopted Housing Element is a schedule and timeline outlining all the programs and policies as well as who would be responsible for those activities, which would be incorporated into the Built Environment section.

In response to Chairman Berland's concerns about the need for low-income housing, Affordable Housing Strategist Collins responded that included in the schedule, as part of the programs additional sites would be evaluated as part of an ongoing effort through the Housing Element period to identify additional sites. The sites listed are in the unincorporated area that had enough consensus to move forward in terms of adopting the Housing Element that went beyond the requirements. The sites identified are assured 100% that they would be developed for those income levels of housing, except for Oakview. Agency Director Hinds explained that these sites were done as part of the housing needs adoption without the need for any other General Plan amendments or rezoning and staff proposed that all commercial zones be redesignated mixed-use housing sites.

In response to Chairman Berland's question about housing site studies, Affordable Housing Strategist Collins responded that they used census data and are required to identify and assess the needs around homeless, special needs, seniors and low-income as part of the Housing Element. Also, an assessment of how many units the County has that are deed restricted in total and pointed out that the numbers are overwhelming. Staff added that there is a struggle between what the State requires and reality.

Chairman Berland felt the County has a responsibility to determine their housing needs and relying on population would be assuming a conclusion and in his view there should be a good faith effort to determine what the housing needs are during the Housing Element update.

In response to Commissioner Dickenson's recollection about the shift in ABAG numbers, Affordable Housing Strategist Collins responded that the sphere of influence was included originally in the County's numbers and then ABAG reshuffled those numbers and shifted it back to the cities. Dan Dawson, Senior Planner, stated that the number for the region is determined by HCD. In terms of shifting toward cities, the numbers for each jurisdiction were broken into three categories: numbers for cities; numbers for County, within a City sphere of influence; and numbers for the unincorporated County, not within the cities sphere of influence. Staff added that for the second group, which is within a particular City sphere of influence, the numbers were split so that 75% of the units were assigned to the City whose sphere of that land was in and 25% was assigned to the County.

The hearing was opened to the public.

Dave Coury, representing the Housing Council, pointed out that the ABAG numbers are a projection and do not capture the current need. He then submitted a letter to staff on behalf of the Housing Council outlining their position on the Built Environment section for the Commission's consideration.

Sue Beittel, a member of the Sustainable and Built Environment Working Groups, read a letter into the record for the Commission's review that suggested repeating and highlighting guiding principle #6; carefully reviewing the boundaries of this new corridor in regard to meeting the needs of the Built Environment section of the Plan; and prioritizing the proposals.

Nancy Helmers, Fairfax resident, urged the Commission not to increase density on St. Vincent/Silveira land and felt it is extremely important to conserve those lands for the heritage, beauty and serenity that is beneficial to all who live in the County.

Patsy White, representing the League of Women Voters, read a letter into the record on behalf of the League that outlined their suggestions, concerns and comments.

Alex Forman, representing Sierra Club Marin Group, agreed with the need for affordable housing and favored increasing affordable units in relation to infill and shopping center areas. He notes that the Sierra Club objects to massive development on lands that have no infrastructure and believes it is much more affordable and efficient to review sites that already have an existing infrastructure. He further recommended protecting the Baylands Corridor.

William Rothman, Belvedere resident, discussed St. Vincent/Silveira and pointed out that the public desired the least amount of development on that site. He believed second units would have a significant effect on the supply of housing. He further urged the Commission to consider water availability in Marin when making determinations about housing.

Betty Pagett, representing EAH, believed specific sites, programs and timelines should be established for housing as it has been within the Baylands Corridor. She desired additional affordable housing to better serve low-income families and seniors. She added that, unless sustainability addressed market rate units, the Commission would be ignoring a huge housing stock in Marin County.

Wendy Buchen, representing the Marin County Commission on Aging, submitted a letter regarding the need for senior housing in Marin for the Commission's consideration.

Judy Binsacca, representing the League of Women Voters, discussed where should new housing be located and commented on the Gates Cooperative, which she believed should not be considered "new housing." She pointed out that the St. Vincent/Silveira site did not appear on the list, which she felt should be added. She further recommended that the Commission read the report submitted by the League for educational purposes regarding planning for St. Vincent/Silveira before a final determination is made.

Elissa Giambastiani, representing the Marin Workforce Housing Trust, read a letter into the record for the Commission's review. She added that specific site locations, policies and examples should be established in order to achieve affordable housing. She suggested rezoning single-family parcels with great density for affordability. They supported requiring minimum densities as long as the requirement is not set too low. They believed parking standards must be updated to allow for more flexibility and expressed concern for the agricultural zoning. They supported the concept of housing overlay zones to encourage housing construction and felt it is essential to identify sites for this designation. She announced that last Thursday the Marin Workforce Housing Trust was launched and the hope is to raise \$6 million to create 1,000 housing units, but questioned how far that money would go if faced with opposition and EIR's. She further added that affordable housing must be a top priority for Marin and hoped the County would lead in the effort to create more.

Georgiana McCarty, Terra Linda resident, urged the Commission not to make exceptions to the proposed Baylands Corridor included in the General Plan in order not to set a precedent. She further noted that most north Marin residents and seniors favor keeping a corridor.

Roy Chernus, representing Legal Aid of Marin, urged the Commission to take a leadership role regarding making sustainability a top priority in Marin. He recommended that the few remaining parcels left should be reserved for

higher density affordable housing so those who work in Marin could live in Marin as well as provide housing for seniors. He urged the Commission to adopt an Affordable Housing Overlay Zone.

Nona Dennis, representing Community Marin, read a portion of an IJ newsletter dated June 9<sup>th</sup> that published an opinion piece signed by the Co-Chair of Community Marin Working Group for the Commission's consideration regarding environmentally-friendly housing, which was submitted for their review. She then discussed health, safety and public economic issues related to St. Vincent/Silveira development.

James Stark, representing, St. Vincent's School for Boys, submitted a letter to the Commission for their consideration, which he read into the record, that asked that the County's interim policies should only be discontinued at such time as the Local Agency Formation Commission takes action to remove St. Vincent's from the City's sphere of influence.

Commissioner Holland recommended that the Commission reserve discussion on Mr. Stark's letter until staff is able to review the letter. Agency Director Hinds agreed.

Dwayne Hunn, Canalways Consultant, discussed affordable housing, the past General Plan, and how to encourage sustainability. He added that the entire County has failed to provide affordable housing and recommended listing how many fire fighters, nurses, police officers, and government employees live in Marin County, and then analyze that number in order to understand the need for affordable housing. He further stated that ridership must be encouraged as well.

Nobel (Rocky) Birdseye, representing Marin Center for Independent Living, agreed with EAH, the League of Women Voters, and Legal Aid of Marin. He then pointed out that the senior and disabled population is growing in the County and there is a great need for affordable housing. He also asked the Commission to review in-lieu housing fees as well.

Susan Stompe, Novato resident, stated that undertaking changes to the Housing Element at this time would not be appropriate. She felt adequate housing exists within existing development rather than having new development at St. Vincent/Silveira. She also endorsed the well thought out Community Marin recommendations.

Kathy Lowrey, representing the Marin Conservation League, noted that affordable housing is an important issue in Marin at appropriate locations. She stated that housing locations are listed without building at St. Vincent/Silveira, and that St. Vincent/Silveira property is very important not only for conservation and wildland habitat, but for public safety. She objected to building at St. Vincent/Silveira and suggested being more creative without compromising the County's Baylands Corridor.

In response to Chairman Berland's questions, Ms. Lowrey desired an entire ecosystem that must be more encompassing for the overall public safety in order to reach a greater area rather than having a dividing line in regard to the Baylands Corridor versus the Bayfront Conservation Zone.

Karen Nygren, Tiburon resident, believed the sales tax measure would be successful because all groups are united in that regard. She stated that affordable housing could move forward without dividing the communities. She added that community leaders met to establish thoughts to be included in the General Plan with no environmental review in regard to impacts from development at St. Vincent/Silveira. She added that the goals must be realistic. She recommended including sites that the residents of Marin would find acceptable. She further stated that they must reach a conclusion and felt St. Vincent/Silveira would only delay the process.

Margaret Zegart, southern Marin resident, stated that it is incumbent upon the County to provide low cost housing, especially housing with medical care facilities for seniors. She added that regulations must be established for setbacks, environmental concerns and facilities for disabled. She further added that all units built on ground floors should be built to standards that could be converted for wheelchair purposes, if so desired.

Dave Coury, representing the Housing Council, read language into the record in relation to the Housing Element for the Commission's consideration. He added that the Housing Overlay Zone is an important piece and one suggestion is a "Blue Ribbon Committee" to bring together communities to work on a designation that would make sense for Marin and provide enough parcels in regard to preservation versus housing.

The public hearing was closed.

In response to Commissioner Dickenson's question about Senior Housing, Affordable Housing Strategist Collins responded that the Gates and both Gibson projects are open to all individuals and not restricted; Oakview is proposed to include some ownership, but the other portion proposed has a 150 unit senior living facility; Marin City Church is not restricted in terms of age; Point Reyes is also not restricted for seniors, but five units would be available for workers; on the Ross Hospital site, staff is issuing a request for proposals and they would review whether priority is given for seniors or others in that process and second units are not restricted; and Fireside Motel has 32 units specifically for seniors and 18 for families from transitional programs.

Agency Director Hinds recommended that any additional changes be located outside of the Housing Element under a different portion of the Plan because it would not be wise to reopen the Housing Element at this time.

In response to Commissioner Holland's questions about a senior facility being located at St. Vincent/Silveira, Agency Director Hinds responded that in terms of St. Vincent/Silveira property there was some interest in pursuing a senior project and he also met separately with other community leaders that seemed interested in that aspect. Affordable Housing Strategist Collins responded that Marin is at a crisis point in terms of care facilities and there are groups such as the Redwoods in Mill Valley that have three levels of care that staff would encourage. In addition, the land cost is so high it makes development very difficult and staff must identify other additional revenue sources and resources.

Commissioner Dickenson objected to reopening the Housing Element and strongly supported staff's recommendation of not amending the Housing Element. Commissioner Thompson and Commissioner Greenberg concurred.

In response to Chairman Berland's issues about a housing overlay zone and housing needs, Agency Director Hinds responded that the idea about a more specific Affordable Housing Overlay Zone is important to consider and could be the mechanism to implement mixed-use housing zones. However, it should not be placed in the Housing Element. In terms of additional analysis of housing needs, to the extent they are discussing year 2015 to 2020 horizon, the Plan should include additional analysis of housing needs and redevelopment of existing commercial areas and staff could add that to the Plan rather than reopening the Housing Element.

Commissioner Barner believed the Commission should take advantage of the two groups working together by having the groups identify the infill sites that are acceptable. He discussed Skaggs Island and believed a terrific community could be developed there with special needs housing with transportation. He noted his confusion about reviewing solutions that are within an artificial boundary that made no sense from a realistic standpoint. Agency Director Hinds responded that they are responsible for planning in a certain geographic area and required to review a certain boundary within constraints of time, talent and monies available to complete the job. Staff added that additional housing is needed around public transportation and jobs as well as multiple strategies for a variety of situations because one approach would not solve all problems as it relates to the quality of life in Marin.

Commissioner Holland asked staff if it would be appropriate to discuss the deferred items such as the Baylands Corridor, housing/affordable housing, transportation and development at St. Vincent/Silveira after discussions occur on the Planning section. Agency Director Hinds responded in the affirmative.

Commissioner Julin stated that the quality of people and their testimony is very impressive and appreciated all the work conducted. She cautioned that the provision of housing whether affordable or not, the housing environment should not create an either/or decision. She believed all individuals deserved a healthy habitat.

***M/s, Greenberg/Dickenson, and passed unanimously, to not reopen the Housing Element and move on to the Transportation Element, and points made concerning the Housing Element would be addressed in other portions of the Countywide Plan. Motion passed 7/0.***

Chairman Berland announced that the Commission would discuss the Transportation Element and, due to the fact that the Commission must recess at 5:00 p.m., the Commission agreed to open the public hearing on the Transportation Element before hearing the staff report.

The hearing was opened to the public.

Kim Baenisch, representing Marin County Bicycle Coalition, submitted written comments to the Commission for their consideration recommending modifications.

Karen Nygren, representing the Sierra Club Marin Group, referred the Commission to the eight-page letter submitted to the Commission from the Sierra Club dated May 27<sup>th</sup>, 2004 for their review outlining their recommendations and points and hoped they would be included in the Transportation Element. She added that the Sierra Club was supportive of the previous sales tax measure that included rail, but the environmental impacts must be mitigated.

Margaret Zegart, southern Marin resident, referred the Commission to her letter in regard to “grandfathering” for the Commission’s review that should be addressed. She also stated that cancelled service for transit should be properly noticed and shelters should be located on both sides of the streets.

The public hearing was closed.

*Chairman Berland announced at 5:06 p.m. that the Commission would recess to a reception in recognition of Ray Buddie’s service on the Planning Commission and then reconvene with further discussion on the Transportation Element.*

Michele Rodriguez, Principal Planner, summarized the staff report on the Transportation Element for the Commission’s consideration that included the following:

- Key Trends
  - Residents are making more automobile trips than ever and most people drive alone
  - Most people are driving within Marin County
  - Many people don’t ride bikes due to safety concerns
  - Expanded transit services are unlikely in the short term due to budgetary constraints.
- Goal TR-1: Safe and efficient movement of people and goods
  - Policies
  - Primary Road Network Map
  - Implementing programs
    - Adopt flexible parking standards
    - Install highway improvements
- Goal TR-2: Increased bicycle and pedestrian access.
  - Policies
  - Bikeways of Marin County Map
  - Implementing programs
- Goal TR-3: Adequate and affordable public transportation.

- Policies
- Transit Corridors of Marin County Map
- Implementing programs
- Goal TR-4: Protected environmental resources
  - Policies
  - Implementing programs

Principal Planner Rodriguez discussed the “Key Transportation Issues to Consider” as follows:

- Should additional funding be pursued to enact transportation improvements for public transit, trail, carpool lanes, bike lanes, safe route to school, and techniques?
- Should increased attention be placed on reducing peak hour automobile travel through techniques such as alternate work schedules, increased Internet and view-conferencing capabilities, increase home occupation and live/work opportunity, etc?
- Should the Transportation section be amended to reflect the current transportation initiative?
- Should transit-oriented development be pursued at select sites?
- Should hybrid cars with 45 miles per gallon or higher rating be allowed to use car pool lanes?

In response to Commissioner Barner’s concerns about school buses and low ridership, Principal Planner Rodriguez responded that Goal TR-3 would be the most appropriate goal to add school bus service. Staff also felt expansion of TR-3.4 on page 3-155 to add senior use of school buses mid-day in coordination with school districts to allow school bus service for seniors and other users. Staff also added that on page 3-149 under TR-1.1 would address increasing the number of areas where mitigation fees would be drawn and the subsidy with the Transportation Authority of Marin would position the County to seek out Federal and State transportation dollars matching local funding and 55% would go toward the local bus system.

Dean Powell, Principal Transportation Planner, stated that there are a variety of performance measures to evaluate the transit investments against in order to use the tax dollars wisely. Staff added that the transportation improvements must be prioritized and this Transportation Element draft is consistent with the Transportation Vision Plan adopted last year by the Congestion Management Agency (Transit Authority of Marin) and with the direction for the sales tax measure to be reviewed by the voters on the November ballot.

In response to Commissioner Barner’s question about subsidy money, Transportation Planner Powell responded that Golden Gate Transit is subsidized through bridge fares, and all public transit including Marin requires subsidy. However, they are trying to fund successful shuttle and bus routes and bring service back up to acceptable levels. Staff discussed the critical mass issue and noted that Caltrans conducted a study that focused on California and the critical mass needed to ensure a successful transit system.

Agency Director Hinds pointed out that the basic proposal in this Plan is that growth should be focused around higher densities/affordable housing located near jobs and transit. Commissioner Dickenson believed it would make more sense to discuss housing units and/or jobs within a transit hub rather than discussing density.

In response to Commissioner Holland’s comments about the maps included in the document, Transportation Planner Powell responded that the source of the maps is the Congestion Management Program for the County, which is a document adopted every two years and, in order to become a principle arterial, it must convey a certain amount of vehicles per day and the arterials that are mapped had met certain thresholds.

In response to Commissioner Holland’s question about Map 3-11c in regard to the dotted line from Dance Palace at Pt. Reyes Station to Inverness Park, Transportation Planner Powell explained that the maps are directly lifted from the unincorporated County approved Bicycle Plan adopted back in May 2001. Staff explained that the alignment of that path would follow along the old railroad bed above the marshlands and these maps show what is already on paper and part of the Countywide Plan for bicycle improvements.

In response to Commissioner Dickenson's question about ramp-metering, Transportation Planner Powell responded that this policy is with a list of potential highway projects to be considered. HOV and ramp-metering might be more related to future interchanges in order to better manage congestion on the freeway by metering the flow on the freeway. Commissioner Dickenson questioned including ramp-metering projects as a priority.

In response to Commissioner Thompson's comments about updating trip counts, Transportation Planner Powell responded that the current trip count is 8.99 per household.

In response to Commissioner Thompson's question about additional information being available regarding State Route 1, Transportation Planner Powell responded that the information provided on page 3-145 is a list from the Congestion Management Program of 24 roadway segments being monitored since 1991, which takes place every year during the most congested period and it was never identified within the last few years as a failing roadway segment.

Commissioner Barner discussed Figure 3-29 on page 3-145 under Item 2 and suggested deleting, "*Sears Point Highway to US-101*" and state, "*US-101 from Highway 37 to the Sonoma County Line.*"

### **Goal TR-1 – Safe and Efficient Movement of People and Goods**

In response to Commissioner Greenberg's concern about transportation impacts, Agency Director Hinds responded that several items had been implemented for affordable housing as follows: 1) changes approved by the Commission and Board indicated that an affordable housing project could go up to the high-end of the General Plan range; and 2) the idea that affordable/employee housing would not be subject in a commercial zone to FAR limitations. Commissioner Greenberg clarified that modifications would be made accordingly. Staff agreed.

In response to Commissioner Greenberg's question about traffic generation numbers for commercial development and affordable housing, Transportation Planner Powell responded that commercial uses and residential uses have mini subcategories that have all sorts of different traffic generation rates. Commissioner Greenberg pointed out that she is not opposed to replacing some sites zoned for commercial development with housing as long as traffic impacts are assessed. Agency Director Hinds responded that the Plan recommends a much stronger link between jobs and housing. Commissioner Greenberg recommended adding language to the document so that, if there are changes in zoning or zoning overlay ordinances developed, traffic impacts must be considered. Agency Director Hinds noted that it is already part of State law.

In response to Commissioner Holland's question about housing being reserved for employees, Agency Director Hinds responded that public money must comply with more comprehensive laws regarding discrimination and fair access. Staff stated that if an individual desired to build a project, that project could be conditioned requiring some of the units for employees at their expense.

Commissioner Thompson agreed with Commissioner Greenberg on the idea of zoning so that some or all commercial development could become mixed-use or residential, but along with that there should be a comparison of the project, parking ratios, mass, bulk, FAR, and trip counts. Commissioner Greenberg concurred.

In response to Commissioner Holland's concern about the sales tax failing, Transportation Planner Powell responded that the language is flexible enough and supportive of the sales tax and other funding mechanisms, which is a policy decision to be made by the Transportation Authority if a ballot measure fails.

In response to Commissioner Barner's concern about traffic congestion and pollution not being discussed, Agency Director Hinds agreed to add a cross-reference on page 3-138.

In response to Chairman Berland's concern about rail transit and SMART, Principal Planner Rodriguez noted that staff is supportive of rail service, and directed the Commission's attention to TR-3.2 on page 3-154, which is consistent with the existing Plan.

In response to the Chairman Berland's concerns about the Baylands Corridor development, Agency Director Hinds noted that there is no provision to prohibit development in the Baylands Corridor, which would be subject to an environmental assessment and rigorous review, but it is not off limits to any development.

Commissioner Barner suggested including language on page 3-153 to state, "*rent or borrow a bike program*" or "*ride a bike*" to lessen the impact on the weekend community.

Commissioner Greenberg discussed the Sierra Club Marin Group's suggestions and recommendations for the LOS standards for the Commission's review. The Sierra Club also suggested adding a new policy TR-1.6 on page 3-146 to state, "*require transportation improvements to be in place before developments receive final approvals subject to legal requirements.*" Staff agreed. Commissioner Dickenson suggested that it be concurrent rather than before. The Commission and staff agreed.

Commissioner Greenberg discussed the Sierra Club's recommendation under TR-1.e about linking land use planning with the provision of transportation improvements to include coordination of development in all jurisdictions with transportation system capacity and asked staff to discuss the implications. Transportation Planner Powell responded that there was an effort to simplify some of the County's LOS policies within the draft Plan because most of the programs listed on the 1994 Plan on page T-28 to T-33 are contained within the Congestion Management Program, which is monitored by the Countywide Planning Agency and the rules are in place.

In response to Commissioner Dickenson's concern about the term "*rural expressways*," Transportation Planner Powell agreed to delete that term or add a definition. The Commission and staff agreed.

Ms. Nygren recommended including a reference to the Congestion Management Program in the Plan in order for the public to better understand that there is another document to review. Principal Planner Rodriguez responded in the affirmative.

Commissioner Dickenson suggested stating, "*East/West Greenway from San Geronimo West*" rather than "*along the railroad right-of-way*" in regard to Goal TR-1.0 on page 3-150. The Commission and staff agreed. Commissioner Dickenson requested that the reference to "*Smith Ranch Airport*" be changed to "*Marin Ranch Airport.*" Staff agreed.

### **Goal TR-2- Increased Bicycle and Pedestrian Access**

In response to Commissioner Thompson's suggestion about the desirability to have a separate bicycle/trail route from Highway 101 into the parklands of West Marin, Transportation Planner Powell agreed to investigate.

Commissioner Greenberg discussed the Sierra Club's recommendation that bikeways should not be located in environmentally sensitive zones unless it is shown that there are no other alternative sites feasible. Agency Director Hinds recommended flexibility.

Commissioner Greenberg noted that the Sierra Club recommended adding language to TR-2.b on page 3-151 to state, "*where appropriate and where such access does not negatively affect environmental resources and habitat.*" Commissioner Thompson recommended making a general statement. Transportation Planner Powell recommended adding it to the fourth goal for some stronger environmental policies. The Commission agreed.

Commissioner Greenberg noted that the Sierra Club desired the reference to "*Manzanita*" be replaced with "*Southern Marin Transportation Hub*" under TR-2.c on page 3-152. Commissioner Thompson agreed.

### **Goal TR- 3- Adequate and Affordable Public Transportation**

Commissioner Greenberg noted that Sierra Club desired to add TR-3.6 to page 3-155 to coordinate regional and local bus service with the National Park Service with a shuttle, van or TDM program. The majority of the Commission agreed.

Commissioner Thompson pointed out that the Citizen Advisory Committee is working on the CTMP project and the Committee would be establishing a set of policies recommended for analysis this summer.

Commissioner Dickenson discussed designated scenic highways and felt the section from Gness Field to the County line should be designated a scenic highway. Transportation Planner Powell responded that it is a process administered by Caltrans where there is a statewide system of roadways designated scenic highways and north of Highway 37 and Highway 1 is on the list. Commissioner Dickenson proposed that the Novato narrows be considered as well.

Commissioner Julin believed Caltrans' sponsorship signs should be addressed in regard to aesthetics and desired language terminating the unattractive signs.

Commissioner Thompson believed the concern of scenic highways is a great idea and should be handled as a goal and should be reviewed periodically. Agency Director Hinds believed the visual appearance should be improved throughout the County. Staff added that if the Commission is interested in pursuing the scenic nature of highways that the rest of Highway 101 and possibly some County highways should be addressed. Commissioner Greenberg recommended having a goal along with a program.

Commissioner Dickenson believed north of Novato to the County line should be identified as a priority to consider it a scenic highway. Commissioner Greenberg and Commissioner Holland agreed.

Commissioner Thompson discussed the national park interface and stated that is a concern that when they begin to initiate a project into a complex transportation structure it is his belief that the impact would go to Inverness, so there are traffic impacts that should be considered.

In response to Commissioner Greenberg's concerns about flexible standards for LOS, Agency Director Hinds responded that for people to heavily use transit it must be more convenient than the alternative. Staff added that there are unintended consequences. Commissioner Greenberg requested that some caveats be written into the Plan because congested areas can become unlivable. Staff agreed to add a caveat.

Commissioner Dickenson discussed TR-3.2 on page 3-154 regarding promoting rail service and an adjacent multi-use path and expressed concern because the existing right-of-way is only 60 feet wide. Commissioner Greenberg suggested including the Sierra Club's language rather than the assumption. Commissioner Holland suggested stating, "*on a parallel multi-use pathway.*" Commissioner Greenberg suggested stating, "*the north/south bikeway.*" Staff agreed to clarify the issue.

Commissioner Holland noted that each map shows the West Marin Stage Coach routes and pointed that they are inaccurate and must be corrected. Staff agreed to correct them.

Ms. Nygren believed expansion and maintenance should be discussed on page 3-155 under TR-3.1.

Ms. Zegart discussed page 3-150 in regard to shoulder widening for bicycles and recommended stating, "*turn outs for slow moving traffic shall be paved.*" Commissioner Holland responded that what is paved has been marked as a turn out. Ms. Zegart also discussed TR-1.p regarding the heliport and suggested limiting the seaplane bases.

#### **Goal TR-4-Protected Environmental Resources**

The Commission had nothing further to add.

Chairman Berland announced that the Commission would address the "*Key Transportation Issues to Consider.*"

In response to Commissioner Greenberg's concern about hybrid vehicles, Agency Director Hinds responded that there is a Bill that hybrid vehicles could use the car pool lanes, but continued use would be terminated when the HOV lanes are overwhelmed. Transportation Planner Powell recommended removing the last bullet point in regard to the hybrid vehicles from the Countywide Plan. Commissioner Holland suggested adding it to an environmental

section in order to reduce green house gas. Staff agreed to relocate it if so desired by the Commission. *The consensus of the Commission is to keep the fourth bullet relating to hybrid vehicles in the Transportation Element.*

***The Commission unanimously agreed that all bullet points should be pursued in regard to the Key Issues.***

Principal Planner Rodriquez asked the Commission if they had direction outside of the standard presentation to be analyzed. Chairman Berland suggested discussing appropriate areas for general redevelopment and Commissioner Greenberg recommended discussing the areas for the Affordable Housing Overlay. Staff agreed.

*Chairman Berland announced at 9:00 p.m. that the Commission would continue the matter to June 21, 2004 at 1:00 p.m.*