



MARIN COUNTY
COMMUNITY DEVELOPMENT AGENCY
ALEX HINDS, DIRECTOR

April 16, 2007

Marin County Planning Commission
3501 Civic Center Drive
San Rafael, California 94903

SUBJECT: Public Hearing on Draft Marin Countywide Plan Update (CWP)

Dear Planning Commission Members:

RECOMMENDATIONS:

1. Conduct public hearing.
2. Conduct straw votes (non-binding motions of intent) on selected issues.
3. Continue the public hearing to Monday, April 23, 2007 at 9:30 a.m.

Today's meeting is the 9th public hearing in 2007 on the Draft Marin Countywide Plan (CWP) Update, and the second meeting on the *Built Environment* Element. This hearing will focus on the Circulation, Water, and other Built Environment topics. Subsequent meetings will continue to progress through the Countywide Plan with two additional hearing scheduled for the *Built Environment* Element. The dates and major topics of discussion include:

<u>Date</u>	<u>Topic</u>
April 23, 2007	Planning Areas and Ridge and Upland Greenbelt
April 30, 2007	Socioeconomic Element and Built Environment Topics as necessary

Following today's public hearing, it will be necessary to continue the public hearing to a specific date and time. In order to keep to the schedule, staff is recommending that each topic area be reviewed as follows:

1. Staff presentation and introduction of topics for discussion
2. Public testimony (limited to three minutes or less per individual or 6 minutes or less per organization.)
3. Close public testimony and conduct Commission deliberations.
4. Conduct straw votes. Straw votes are non binding motions of intent that will be taken on selected issues.

The purpose of this process is to obtain a tentative decision from the Commission as each topic is addressed in order to finalize the Commission's recommendation on the CWP and FEIR by July 23, 2007.

Overview

The Built Environment Element of the Countywide Plan plays a critical role in identifying the many links between land use, design, transportation, housing and public infrastructure. This element also attempts to balance the opportunities for carefully managed growth with constraints such as flooding, traffic congestion and the availability of public services. Furthermore, it sets forth a pattern for land use and standards for the density of population and the intensity of development for each type of allowable use.

The vision for the Built Environment is that sustainable development practices in 21st century Marin are needed to decrease our dependence on fossil fuels and provide additional housing opportunities within our existing communities. Toward this end, buildings should be constructed with more environmentally friendly materials and increasingly heated, cooled, and powered by renewable energy.

Residents should be able to live closer to public transit and to the places they go for work, shopping, education, and recreation. Increased housing opportunities should include mixed-use villages in downtowns, above parking lots, in commercial areas, and near community gathering places and transit. Land use patterns and sensitive community design should continue to foster a strong sense of place and pride. Topics in the Built Environment Element include:

- Community Development,
- Design,
- Energy & Green Building,
- Mineral Resources,
- Housing,
- Transportation,
- Noise,
- Public Facilities & Services and
- Planning Areas.

Public Facilities and Services (Water Supply)

Water is essential for our communities, agricultural systems and our environment. Continued unsustainable patterns of the built environment and water use will not be supported. A more dependable local supply of water can be achieved through a combination of recycled water, groundwater recharge and less on imported sources of water. This relies on maintaining high water quality, watershed protection, improving groundwater recharge and conservation efforts.

The water supply goals of the Public Facilities and Services section include:

- Goal PFS-1 Adequate Facilities and Services
- Goal PFS-2 Sustainable Water Resources

Why is this important? Coordination and cooperation are needed in planning for public facilities since the agencies that control land use often are not the same as those that provide services. Ensuring that the level of service and capacity of facilities does not exceed the amount of development projected in land use plans reduces impacts on local fiscal and environmental resources.

In terms of sustainable water resources, sustainable water management can allow for an adequate water supply for all users. Conservation methods allow us to rely less on imported water, which requires more energy to transport than local sources. Reduced water consumption also leaves more water in natural systems to benefit the local environment, reduces our ecological footprint, and limits the amount of wastewater that must be disposed of. Further, cost-saving conservation measures such as low-flow fixtures, drought-tolerant landscaping, and reuse of treated wastewater extend scarce supplies for all homes and businesses.

Transportation

The transportation system and land use pattern are inextricably linked: any major change to one triggers the need to modify the other. Although it appears likely that private cars will remain the dominant form of transportation for the foreseeable future, traditional solutions to maintaining acceptable traffic flows, such as road widening, tend to be prohibitively expensive and environmentally damaging while not relieving traffic congestion for the long term. Instead, major changes in travel behavior will be needed to reduce traffic congestion, greenhouse gas emissions, and air pollution in Marin.

Planning and developing a balanced transportation system will be beneficial to the people who use it and to the environment. Providing transportation alternatives that reduce peak hour automobile use lowers fuel consumption and tailpipe emissions. Reducing the proportion of single-occupancy vehicles and decreasing traffic congestion results in time and cost savings for delivery of goods and services, while a safe, efficient, and convenient transportation system contributes to quality of life for travelers, leading to easier commutes (and thereby more time for meaningful activity) and more convenient access to goods and services. Furthermore, providing for alternative methods of transportation expands consumer choice, encourages social interaction, strengthens the sense of community, ensures safe and inviting pedestrian corridors, increases opportunities for healthy exercise, and offers transportation options for those residents who do not own a vehicle.

The Goals in the Transportation Section of the Countywide Plan include:

- Goal **TR-1** *Safe and Efficient Movement of People and Goods.*
- Goal **TR-2** *Increased Bicycle and Pedestrian Access*
- Goal **TR-3** *Adequate and Affordable Public Transportation*
- Goal **TR-4** *Protection of Environmental Resources*

ISSUES FOR DISCUSSION

ISSUE BE-6: Is the Water Supply Adequate?

Discussion

Marin County's water supplies include surface water, groundwater, recycled water and imported water. Surface water is the main source for urban areas in the eastern portion of the county while groundwater is the primary source for unincorporated areas. Imported water is from the Sonoma County Water Agency (SCWA) which serves over 570,000 residents in Sonoma and Marin counties. The Marin Municipal Water District (MMWD) and the North Marin Water District (NMWD) are the principal entities managing and delivering water to residential and commercial consumers. MMWD serves southern and central Marin County, while NMWD serves the City of Novato and the Point Reyes area of West Marin. Small community water districts provide water to users in western Marin County.

The population of NMWD-Novato service area is expected to increase 21 percent between 2005 and 2030. MMWD's service area population is projected to increase 11.2 percent between 2005 and 2030. It is important to note that the DEIR water supply and demand analysis could not rely on "paper" or unsecured water savings.

In addition to the policy issues identified below, several items were raised by members of the public and water districts that were of a technical nature. For example, one of the water districts wanted to insure that ABAG projections were used when estimating theoretical buildout. While some city build-out projections were updated during the course of the EIR to reflect current data from the cities, ABAG numbers were still used as a basis for all these projections. Any other concerns about data are being addressed as part of the technical review process.

EIR Considerations

Water supply would be impacted by building of new homes and businesses. Proposed land uses will increase demand for water during a normal year, a drought year, or multi-drought years. In addition, the need to expand water supply facilities may impact fish and wildlife.

SUB-ISSUE BE-6a

The potential for suggested mitigation measures (especially water conservation) to offset projected growth-induced demand and to eliminate shortages.

Water conservation has the potential to reduce future demand, especially in eastern Marin where water use per capita is greater. A report released by MMWD in April 2006 found that the District could utilize additional water saved through management (i.e. water conservation) to offset MMWD's current and future calculated operational deficit of 5,000-7,500 acre-feet. Potential water savings from conservation programs are estimated to range from 2,500 to 8,600 acre-feet per year over the next 25 years, depending on the level of program implementation (investment) carried out by the County, Cities, and special districts such as the water and waste water districts. This is evidenced by past efforts to conserve and manage water in the MMWD which have permanently reduced average water consumption in the District by 2,500 to 3,500 acre-feet per year.

Another MMWD study, the Maddaus study, released on April 2, 2007 analyzed 30 conservation measures for MMWD. This report found that water savings due to conservation programs and changes to plumbing codes range from 3,000-5,400 af/year by 2030. The report concluded that -- because of the high residential water use and high outdoor water use in the MMWD service area -- implementation of residential conservations programs would result in the most water savings. Commercial water use is low in the MMWD service area, so conservation-related water savings in the commercial area would be low. In addition, this study found that all programs are cost-effective (\$378-\$622) per acre/foot saved).

Water savings related to the implementation of various conservation programs in the NMWD-Novato service area would be similar to those for the MMWD service area. Water savings from conservation programs in western Marin would be less, because per capita water use and outdoor water use are less. The potential conservation program-related water savings for MMWD identified in the Maddaus study are very promising but depend upon these programs being funded, developed, implemented and carried out. Recent litigation results have clearly shown that water availability analyses can only rely upon secured water and not “paper” water.

Water conservation programs already underway through water Districts include residential or commercial replacement of toilets, dishwashers, washing machines, pre-rinse valves, waterless urinals, artificial turf, irrigation controllers, and leak detection services. The most successful water management programs have combined increases in customer efficiency, leak detection and repair, public information outreach and direct-installation incentive programs. The cost to conserve water through direct-installation incentive programs ranges from \$140-\$1,350 per acre-foot.

Specific examples include high-efficiency washing machines and toilets available today which use 20%-30% less water than a decade ago. Landscape watering accounts for about one-third of all water use, and 25%-50% of this water can often be conserved. Landscape irrigation equipment is now available that reduces over-watering by 50% without causing customers to change habits or lifestyles. Because sprinkler systems typically apply 30% more water than they are designed or scheduled to apply, the extra water typically runs off the property once the soil is saturated.

Alternative 4 in the DEIR includes measures to reduce potential impacts to water demand, particularly in water districts with a buildout supply deficit. Because water conservation is almost always more cost effective than new water supply projects, both in direct water costs and in the associated environmental impacts, the new measures focus on conservation. Other measures are included as well such as greatly expanding the use of reclaimed water from waste water treatment plants. This mitigation could provide for an additional water supply, particularly for uses in the City Centered corridor where water supply is limited as currently, only 12% of wastewater in Marin is reused.

Specific mitigation measures can be summarized with these general themes:

- Promote and expand the use of existing water conserving technologies including low-flow faucets and showerheads; low-flow or waterless restroom facilities; efficient residential and commercial washing machines and dishwashers; drip and precision irrigation sprinklers; and commercial and industrial recycling systems

- Work with water districts to institute tiered pricing
- Add “appliance standards” to the green points checklist for permit applicants
- Require site-appropriate, low-water use landscaping
- Promote on-site water catchments for irrigation using rebates or other incentives
- Promote reclaimed and recycled water as a supply source

There are potential constraints for some of the mitigation measures that should be noted. For water conservation there is the issue of demand hardening. Rainwater catchment is constrained by the seasonal rainfall patterns in this region. Wastewater recycling can be impacted by salt water intrusion in low-lying areas. Salt water intrusion makes the water-cleaning process much more costly and projected sea-level rise in the future is likely to increase this constraint.

SUB-ISSUE BE-6b

The lower water use of future multi-family units at CWP Update buildout.

The DEIR future water demand analysis conservatively assumed that all the new units would consume water at the single family unit rate. The CWP buildout housing numbers did not specify the number and type of multifamily units so all were assumed to conservatively be single family. This assumption does not account for reduced water use of multifamily units (i.e., housing overlay designation units and affordable units) versus single family units at CWP buildout. Multi-family units typically use less water than single family units.

To more accurately estimate water demand and account for multifamily units, County staff tabulated 2005 CWP buildout land designations. This information was then used to estimate the potential reduction in water demand associated with these multifamily units. The number of multifamily units at CWP Update buildout are summarized below for each water service area.

<u>Water Service Area</u>	<u>Number of Future Potential Multifamily Units¹</u>
NMWD-Novato	5,526
NMWD-West Marin	123
MMWD	24,401
BCPUD	38
SBCWD	112
IPUD	45
MBCSD	6
CWCS	8
EMWS	0
Unserviced areas	78

As documented in the DEIR, the increase in water demand at CWP Update buildout above 2005 demand (Exhibit 4.9-34 of DEIR) for unincorporated and incorporated areas totals 6,386 AFY. Of this total, 4,254 AF would be associated with residential uses and 2,133 AFY would be for non-residential use. Most of the increased residential demand would occur in the MMWD (3,394 AFY) and NMWD (535 AFY)

¹ Designated as Parcels 21 and 54 in April 6, 2007 County table.

service areas as most of the new housing units are planned for the MMWD and NMWD-Novato service areas (Exhibit 4.9-34 of the DEIR).

Water demands in the 2005 CWP Update DEIR are estimated by using current single family unit water use rates for each water service area. These water use rates range from a low of 0.11 AFY per unit in western Marin to a high of 0.38 AFY per unit in eastern Marin. Water use in western Marin is typically lower due to the cooler, wetter climate, and less outside water use.

An estimate can be made of the potential water demand reductions related to inclusion of multifamily units water use rates in each service area. A review of water use rates for multifamily units was conducted and a representative value of 0.20 AFY was selected for multifamily units. The difference between the single family water use rates and the multifamily use rate of 0.20 AFY would represent the reduced estimate of future water demand associated with inclusion of these multifamily units. These are summarized below.

<u>Water Service Area</u>	<u>Multifamily Units x Water Use Rate Difference = Demand Reduction</u>
NMWD-Novato	5,526 x (0.38-0.20) = 995 AFY
NMWD-West Marin	123 x (0.35-0.20) = 1.8 AFY
MMWD	24,401 x (0.30-0.20) = 2,440 AFY
BCPUD	38 x (0.27-0.20) = 2.7 AFY
SBCWD	112 x (0.20-0.20) = no savings due to low use rate
IPUD	45 x (0.17-0.20) = no savings due to low use rate
MBCSD	6 x (0.12-0.20) = no savings due to low use rate
CWCS	8 x (0.11-0.20) = no savings due to low use rate
EMWS	0 same

2005 CWP Update buildout supply minus demand values can be calculated based on the premise that these multifamily units will be constructed. The new values are shown below for the five water service areas that would experience lower future water demand because of inclusion of multifamily water use rates.

<u>Water Service Area</u>	<u>Supply-Demand with Multifamily Unit Water Use Rate</u>
NMWD-Novato	1,461 + 995 = 2,456 AFY
NMWD-West Marin	-81 + 1.8 = -79 AFY
MMWD	-10,049 + 2,440 = -7,609 AFY
BCPUD	-64 + 2.7 = -61 AFY

While the reduction of water use associated with multifamily units is an important component of reducing water demands, the potential estimated savings do not change the significance of the impacts identified in the DEIR.

Recommendations

Staff recommends making the following revisions to goals, policies and programs from Alternative 4 in the DEIR which would reduce potential impacts to water supply and demand:

PFS-1.4 “...through integrated and cost-effective design, technology and demand reduction standards for new development and redevelopment.”

PFS-2.g *Promote Xeriscaping and Native Plants.* Amend the Development Code to require site appropriate, drought tolerant, low water use, native landscaping and ultra-efficient irrigation systems where appropriate for all development applications and re-landscaping projects. Limit the amount of water intensive landscaping, particularly the lawn area allowed to reduce the amount of water needed for irrigation.

PFS-2.h *Promote Site Appropriate, Low-water Use and Drought Tolerant Native Plants in Public Facilities.* Restore and promote the native plants at the Civic Center and incorporate similar landscaping for all public facilities. Create a Landscaping Master Plan for Public Facilities that specifies appropriate species, methods, and technologies for water-wise landscaping.

PFS-2.m *Promote Onsite Rainwater Capture and Retention.* Encourage the use of on-site rainwater capture, storage, and infiltration for irrigation and other non-potable uses. Work with Environmental Health Services and water service providers to establish standards for rainwater quality and use.

PFS-2.p *Investigate and Consider Appropriate Small-Scale Wastewater Reduction, Treatment and Use Technologies.* Work with water agencies to resolve conflicting regulations regarding pre-treated septic drip dispersal systems and appropriate graywater use, to evaluate the potential of small-scale portable graywater converter systems as possible sources for landscaping water, and to modify regulations as necessary to encourage safe graywater use (such as by dual systems that employ graywater to support landscaping). Evaluate the potential to use waterless urinals, NSF-approved composting toilets, and other appropriate water saving technologies.

PFS-2.q *Adopt Tiered Billing Rates.* Encourage all Marin County water agencies to adopt the California Urban Water Conservation Council's Best Management Practice of tiered billing rates to encourage water conservation. Encourage the establishment of tiers that are based on conserving levels of per capita water use, rather than those based on historical non-conserving levels. Offer comprehensive conservation incentive programs to assist customers to achieve conserving levels of use.

In addition, staff recommends adopting the two new water supply-related policies proposed in the DEIR with the clarifying revisions shown below. These policies would further reduce potential impacts associated with water supply and demand:

PFS-2.(new) *Offset New Water Demand.* In water districts where there is insufficient water to serve new construction or uses requiring an additional water meter or increased water supply as determined by the district or Marin County, the County shall require new construction or uses to offset demand so that there is no net increase in demand ~~and~~ through one or more of the following measures: Use of reclaimed water; water catchments and reuse on site; water retention serving multiple sites; retrofits of existing uses in the district to offset increased demand; other such means. These measures should be achieved in partnership with the applicable water district and shall serve as evidence that an adequate, long-term, and sustainable water supply is available to serve the project.

PFS-2.(new) Sustainable Water Supply Required. No new construction or uses requiring an additional water meter or increased water supply as determined by the district or Marin County shall be approved without a specific finding, supported by facts in the administrative record, that an adequate, long-term, and sustainable water supply is available to serve the project.

(The revisions to the mitigation measures as proposed would clarify the manner in which they are to be applied and would not affect their feasibility or effectiveness in mitigating adverse environmental effect.)

Finally, in order to ensure that the text of the Countywide Plan reflects the significant opportunities for making more effective use of existing water supplies, staff recommends revising the text of the Countywide Plan on page 3-178 as shown below:

Will more water be needed?

Water demand will increase as a result of new development. Since 1987, the Marin Municipal Water District (MMWD) has met all new demand through conservation and recycled water (demand management), despite a 10 percent increase in population and a 10 percent deduction in water supply to restore the Lagunitas Creek fishery. Demand is now again approaching the 1987 level—a level that led to rationing in the last drought and would have resulted in severe water shortages had that drought continued. At current increases in demand, MMWD projects an increasing deficit in supply that exceeds its estimates for what can be met through past methods of demand management. Furthermore, serious questions have arisen regarding reliability and the financial and environmental cost of increasing our reliance on Russian River water. MMWD is evaluating the need for and timing of constructing an additional pipeline to bring Russian River water from Sonoma to Marin and studying the potential of desalinating bay water and exploring with sanitary districts the feasibility of expanding its use of treated wastewater for irrigation. MMWD and other water districts in the County are also exploring new approaches to water conservation and demand management that could lead to significant savings in existing usage levels and provide additional capacity for expected growth in demand.

ISSUE BE-4: How Is Growth In The County Supported By Infrastructure?

DISCUSSION

This issue was initially discussed at the April 9, 2007 public hearing and is being brought back for further discussion.

According to the DEIR, land uses and development consistent with the *Draft 2005 CWP Update* at theoretical buildout would induce substantial growth within the unincorporated portion of Marin County. Therefore, this would be a significant project impact and the project would make a cumulatively significant contribution to a cumulative impact. The following mitigation would be required:

Mitigation Measure 4.1-2 Add the following policies and programs to the Community Development Section of the Built Environment Element.

Policy CD-(new) Provide Adequate Infrastructure Capacity. Plan the circulation system and public infrastructure and services to provide capacity for the unincorporated County's realistic buildout.

Policy CD-(new) Correlate Development and Infrastructure.: For health, safety and general welfare, new development should only occur when adequate infrastructure is available consistent with the following findings:

- a) Project related traffic will not cause level of service established in the circulation element to be exceeded;
- b) Any circulation improvements needed to maintain the level of service standard established in the Circulation Element have been programmed and funding has been committed;
- c) Any circulation improvements needed to maintain the level of service standard established in the Circulation Element have been programmed and funding has been committed;
- d) Environmental review of needed circulation improvement projects has been completed;
- e) The time frame for completion of the needed circulation improvements will not cause the level of service in the Circulation element to be exceeded.
- e) Wastewater, water and other infrastructure improvements will be available to serve new development by the time the development is constructed.

Program CD-(new) Monitor Growth and Circulation. At least every five years review the unincorporated County's growth, planned land use, traffic capacity, funded traffic improvements, traffic mitigation list and traffic fees. Assess growth assumptions and modify land use and circulation policies as needed to ensure adequate circulation capacity to serve development.

Program CD-(new) Review and Correlate Countywide Growth and Infrastructure. Work with the proposed City- County Committee or a similar collaborative venue (to be established pursuant to Policy CD-4) to review the countywide growth, planned land use

and traffic and service capacity. As warranted by the monitoring information, encourage all jurisdictions to amend their respective general plans and zoning from allowing “theoretical full buildout” of non-residential uses to allowing “realistic buildout” to ensure correlation of planned land uses and traffic capacity and the capacity of all essential public services.

Program CD-(new) Development Review: Through the development and environmental review processes, ensure that policy provisions are evaluated and implemented. If required by statute or case law, the County Review Authority may waive or modify policy requirements determined to have removed all economically viable use of the property.

Design

Add a new program as follows:

TR-(new) Reduce Parking Requirements Consider reducing parking requirements for residential and commercial buildings in high-density, mixed use areas in the City Centered Corridor near public transportation or transit hubs. Senior and/or below-market projects in these locations are especially encouraged to request reduced parking.

Furthermore, modify Program TR-1.3 Uphold Vehicle Level of Service Standards as follows and consider new program:

TR-1.e Uphold Vehicle Level of Service Standards. Uphold peak-hour vehicle Level of Service standard (LOS) D or better for urban and suburban arterials and LOS E or better for freeways and rural expressways. Only the Congestion Management Program specified roadway and highway segments operating at a lower LOS than the standard in 1991 are “grandfathered” and may continue to operate at the lower LOS standard until such time as the roads are improved or the traffic load or demand is altered or diverted. An improvement plan should be developed on Highway 101 and the grandfathered roadway segments to address existing deficiencies. Prohibit development which results in the level of service standards to be exceeded at any intersection (or worsened on any grandfathered segment) unless no alternatives exist and an overriding public need can be demonstrated. In making this determination the County may find development is permissible where that development contributes its fair share to a roadway improvement scheduled to be completed within 5 years or contributes to a TDM program to be adopted by the County.

New Program TR-1.(new). Reduce Congestion on Grandfathered Road Segments. Encourage the Transportation Authority of Marin or other responsible agency to prepare plans to reduce congestion on grandfathered road segments, which do not meet current LOS standards.

RECOMMENDATION

Adoption of the relevant *Draft 2005 CWP Update* policies discussed above, along with Mitigation Measure **4.1-2** would reduce impacts associated with growth and concentration of

population; they would not do so to a less-than-significant level. Substantial growth and concentration of population would still occur in the unincorporated area above existing conditions as a result of implementation of the Draft 2005 CWP Update. Therefore, this would remain a significant unavoidable project and cumulative impact. Staff recommends adoption of Mitigation Measure **4.1-2**, and modifications to Program TR-1.3 and new Program TR-1.(new) Reduce Congestion on Grandfathered Road Segments.

ISSUE BE-7: WHY IS VEHICLE MILES TRAVELED (VMT) INCREASING?

Vehicle Miles Traveled (VMT) are increasing throughout the state and nation, including Marin. To address this, the Draft 2005 Countywide Plan proposes a number of policies and programs aimed at promoting transportation alternatives. In addition to each of the policies and programs proposed to achieve goals **TR-2**, *Increased Bicycle and Pedestrian Access*, and **TR-3**, *Adequate and Affordable Public Transportation*, additional policies aimed at reducing VMT include:

- TR-1.a** *Support Alternate Work Schedules*
- TR-1.b** *Allow Live-Work Arrangements*
- TR-1.c** *Promote Transportation Alternatives*
- TR-1.d** *Coordinate with Local Agencies*
- TR-1.e** *Uphold Vehicle Level of Service Standards*

Despite the policies included in the Draft 2005 Countywide Plan, Impact 4.2-1 at page 4.2-42 of the Draft CWP DEIR states that “Land uses and development consistent with the Draft 2005 CWP Update would result in a significant increase in vehicle miles traveled in Marin County.” This is considered a significant impact before and after mitigation. Mitigation Measure 4.2-1 calls for:

Mitigation Measure 4.2-1: Add a new policy and program to the Transportation section of the *Built Environment Element*:

Policy TR-1.(new) *Reduce Vehicle Miles Traveled (VMT)*. Reduce the rate of increase for vehicle miles traveled per person by single-occupant automobile by ten percent to not exceed the population growth rate.

Program TR-1.(new) *VMT Reduction Monitoring*. Develop a program for monitoring VMT and implementing targeted strategies for reducing VMT per person including:

- All new residential projects over 50 units shall be within five 1/2 miles of a major public transportation node transit node or route with daily, regularly scheduled service.
- Require that all new multi-family residential projects over ten dwelling units have TDM measures in place such as charging parking fees separate from rent, subsidized public transportation passes, or ride-matching programs based on site specific review.
- New residential development should provide safe, convenient connections to existing pedestrian and bicycle facilities and should provide secure bicycle parking.

- Complete key regional bikeways including the Cal-Park Hill Path and Tunnel.
- Require that new employers of 50 employees or more implement TDM programs such as parking cash out, subsidized transit passes, ridesharing incentives, and bicycle storage facilities.

As a general trend, VMT increases over time and VMT per capacity continues to increase year after year under all CWP scenarios [and alternatives] because of the mobile society, the background pattern of suburban and rural development in Marin County, affluent lifestyles and future growth patterns and growth in the cities. Over 91 percent of the growth in nonresidential floor area and 73 percent of the housing units are expected to occur in Marin's cities and towns compared to the unincorporated area. Average daily trips per typical household have doubled from 5 per day to 10 per day in just ten years because people are making more trips and therefore traveling further to run errands, drop kids off at school and sports practice and the like. Statewide this same trend is occurring, with VMT increasing overall and per capita.

According to Nelson Nygaard, Transportation Consultants on the CWP DEIR, policy and program options that might further reduce VMT and auto trips include:

- Free bicycles
- Limited/Reduced Parking
- Free transit Countywide/free transit for County employees
- Parking cash out programs and other similar Transportation Demand Management required for businesses
- Limiting driving days by Even-Odd License Plates
- Congestion Pricing/Tollroads*
- All Paid Parking*
- *Funding used from these programs for robust transit and bikeway programs
- Dramatically higher densities in downtown areas and adjacent to job centers
- Requirement for all new development to be mixed use
- Requirement for higher affordability in housing projects
- Countywide Gas Tax imposed by special legislation*
- Hot lanes (pay to travel lanes)*

The DEIR calls out a number of these options, such as expanding transit opportunities and dramatically altering land use to achieve denser development near jobs and transit. See DEIR at 4.2-43. One constraint to the efficacy of many of these programs to significantly reducing VMT and auto trips is that the County only has jurisdiction over the county unincorporated areas. Thus, with the exception of some policies/programs such as a Countywide Gas Tax, many of these policies/programs would only be imposed in the County unincorporated areas and their effect limited as a result. In some cases, such as paid parking programs, it could be to the disadvantage of businesses located in the County unincorporated area if parking remains largely free or at a lesser cost at similar businesses located in cities. In addition to MM 4.2-1, the draft CWP already does contain a number of policies and programs directed at reducing VMT (see above for expanded list) and auto travel including, but not limited to: the HOD policy, Mixed

Use Land Use designations, reduced parking requirements (TR-(new)) in the mitigated alternative, among others.

Further, while many of these tools have been proven to be effective in reducing auto use, and therefore VMT, their impact depends on land uses that support use of alternative modes. The County's ability to impose any of these kinds of demand management measures also depends on public support, since this type of legislation or regulation is likely to be highly controversial. While many public comments support measures that would further reduce VMT and further manage travel demand, an equal number suggested that these measures will not work and suggested that the measures already proposed may go too far.

In addition to Mitigation Measure 4.2-1, modify Policy TR-1.1 as follows:

TR-1.1 Manage Travel Demand. Improve the operating efficiency of the transportation system by reducing vehicle travel demand and provide opportunities for other modes of travel. Before funding transportation improvements consider alternatives—such as Transportation Demand Management (TDM)—and prioritize projects that will reduce fossil fuel use and reduce single-occupancy vehicle trips.

EIR Consideration

According to Impact 4.2-1 in the DEIR, land uses and development consistent with the *draft CWP* would result in a significant increase in vehicle miles traveled in Marin County. This would be a significant impact. The following mitigation is proposed:

Mitigation Measure 4.2-1: Add a new policy and program to the Transportation section of the *Built Environment Element*:

Policy TR-1.(new) Reduce Vehicle Miles Traveled (VMT). Reduce the rate of increase for vehicle miles traveled per person by single-occupant automobile by ten percent to not exceed the population growth rate.

Program TR-1.(new) VMT Reduction Monitoring. Develop a program for monitoring VMT and implementing targeted strategies for reducing VMT per person including:

- All new residential projects over 50 units shall be within five 1/2 miles of a major public transportation node transit node or route with daily, regularly scheduled service.
- Require that all new multi-family residential projects over ten dwelling units have TDM measures in place such as charging parking fees separate from rent, subsidized public transportation passes, or ride-matching programs based on site specific review.
- New residential development should provide safe, convenient connections to existing pedestrian and bicycle facilities and should provide secure bicycle parking.
- Complete key regional bikeways including the Cal-Park Hill Path and Tunnel.

- Require that new employers of 50 employees or more implement TDM programs such as parking cash out, subsidized transit passes, ridesharing incentives, and bicycle storage facilities.

Significance After Mitigation. As a general trend, VMT per capita continues to increase year after year as personal wealth increases, cities continue to expand outwards, and affordable housing continues to be constructed further and further from job centers. This would be a significant unavoidable project and cumulative impact.

Responsibility and Monitoring. The Board of Supervisors would be responsible for adopting the new policy and program as described in Mitigation Measure 4.2-1 as part of *Marin Countywide Plan 2005*. The Marin County Community Development Agency and the Marin County Department of Public Works would share responsibility for monitoring implementation.

Recommendation

Accept Mitigation Measure 4.2-1 and modifications to Policy TR-1.1 as proposed.

ISSUE BE-8:

Is Congestion Relief, Such As Road Widening Projects, Consistent With The Countywide Plan's Overarching Theme Of Sustainability?

The CWP does not propose road widening as the principal remedy for addressing transportation concerns. Although the County is not expected to grow significantly in the future, most of the residential growth will occur in the City-Centered Corridor where most of the impacted roads exist. Investment in housing has focused on the construction of low-density single-family houses, and development of office and retail space has resulted in low-density, single use buildings surrounded by surface parking. Additionally, investment in transportation systems has focused primarily on mobility by the private automobile. This has led to fewer public transit alternatives and to roadways that are congested with automobiles and poorly designed to accommodate pedestrians and bicyclists.

Consequently, circulation improvements are needed to lead to successful transit oriented development and increased mobility, while mitigating traffic congestion. To fund such improvements, voters approved a sales tax measure in November 2004 to allocate funds to local transportation projects, which allowed Marin more control of its transportation future. The four key strategies of Measure A to reduce congestion and improve transportation include:

- Develop a seamless local bus system that serves community needs, including special services for seniors and those with disabilities
- Fully fund and accelerate completion of the Highway 101 HOV Gap Closure Project through San Rafael
- Improve, maintain, and manage Marin's local transportation infrastructure, including roads, bikeways, pathways and sidewalks
- Reduce school-related congestion and improve safe access to schools

Money for improvements is also available from the recent approval of Proposition 1B by voters in November 2006. Proposition 1B will provide funding over a 10 year period for vital projects to improve traffic safety, reduce congestion, repair local streets and roads, expand public transit, reduce air pollution, and facilitate the movement of goods and services. This money would provide partial funding for the Marin-Sonoma Narrows and the westbound Interstate 580 to northbound Highway 101 auxiliary lane. While not all road widening projects are sustainable; however, in limited circumstances targeted widening can be used effectively for congestion relief, and road widening may also allow the development of “complete streets,” which also address the needs of pedestrians, bicyclists, and transit users.

To ensure a range of transportation improvement projects are considered, revisions to Policy TR-1.1 include prioritize transportation projects that will reduce fossil fuel use and reduce single occupancy vehicle trips (see Issue BE-7).

Sub Issue BE-8a

Impact 4.2-2: Unacceptable LOS on U.S. 101 at Golden Gate Bridge (Screenline #1)

EIR Consideration

According to Impact 4.2-2 in the DEIR, land uses and development consistent with draft CWP would result in traffic that contributes to unacceptable LOS on U.S. 101 at the Golden Gate Bridge. This would be a significant project and cumulative impact, and the following mitigation measure is proposed:

Mitigation Measure 4.2-2. Several policies and programs contained in the draft CWP would help mitigate this impact. Goal **TR-3**, which seeks to provide efficient, affordable public transportation service countywide, and its supporting policies and programs would help reduce congestion on the Golden Gate Bridge by attracting more commuters to public transit services by increasing bus service, improving bus facilities, providing reduced cost transit passes, participating in regional transit initiatives, and promoting transit-oriented development. Though these initiatives would reduce congestion on the Golden Gate Bridge, the mitigating effects would not be substantial enough to reduce this impact to a less-than-significant level.

Significance After Mitigation. This would be a significant unavoidable project and cumulative impact.

Recommendation

Accept as proposed.

Sub Issue BE-8b

Impact 4.2-3: Unacceptable LOS on State Route 1 from U.S. 101 to Almonte Boulevard (Screenline #3)

EIR Consideration

According to Impact 4.2-3 in the DEIR, land uses and development consistent with Draft 2005 CWP Update would result in traffic that contributes to unacceptable LOS on State Route 1 between U.S. 101 and Almonte Boulevard. This would be a significant project and cumulative impact, and the following mitigation measure is proposed:

Mitigation Measure 4.2-3 and proposed transportation improvement No. 19 on Exhibit 4.2-15 Widen State Route 1 between U.S. 101 and Almonte Boulevard from one to two lanes in each direction, which would increase roadway capacity from 800 vehicles per hour to 1,600 vehicles per hour in each direction.

This would improve conditions to LOS E, which would at least provide capacity that exceeds traffic demand, but would still not satisfy the LOS D criteria for this roadway. Though full mitigation would require three full traffic lanes in each direction, this improvement is unlikely due to significant environmental impacts and lack of community support. Currently there are no plans or funds for this improvement; therefore, it is unlikely it would be completed within the time frame of the draft CWP.

Significance After Mitigation. Improvements noted in Mitigation Measure 4.2-3 would not reduce this impact to a less-than-significant level and implementation within the timeframe of this plan is uncertain, thus this would be a significant unavoidable project and cumulative impact.

Recommendation

Staff recommends that the Commission not accept Mitigation Measure 4.2-3 due to the proximity of wetlands in this area and CalTrans has expressed that these improvements are not planned nor funded.

Sub Issue BE-8c

Unacceptable LOS on Listed Roadways

Discussion

The following list of mitigations is included in the Marin County Congestion Management Plan; however, because most are not reasonably foreseeable due to funding or are not in the County’s jurisdiction, they would not reduce impacts to a less than significant level. If implemented, however, some would reduce impacts (see table below).

Mitigation Measure (and Draft 2005 CWP Proposed Transportation Improvements)	LOS After Mitigation (Worst case conditions)	Notes
<i>Mitigation Measure 4.2-4 (Draft CWP Improvement #17)</i> Expand State Route 131 from two to three lanes in the eastbound direction from southbound U.S. 101 to	Improve to LOS C	Not planned nor funded

Mitigation Measure (and Draft 2005 CWP Proposed Transportation Improvements)	LOS After Mitigation (Worst case conditions)	Notes
Strawberry Drive.		
Mitigation Measure 4.2-5 Expand Sir Francis Drake Boulevard between Bon Air Road and Wolfe Grade in the westbound direction from two to three lanes.	Improve to LOS A	Not planned nor funded
Mitigation Measure 4.2-6 Widen Sir Francis Drake Boulevard from two to three lanes in each direction from U.S. 101 to Eliseo Drive	Improve to LOS D	Not planned nor funded
Mitigation Measure 4.2-7 (Draft CWP Improvement # 15) Expand East Sir Francis Drake Boulevard between the Larkspur Ferry Terminal and San Quentin from one to two lanes in each direction	Improve to LOS B	Not funded nor studied
Mitigation Measure 4.2-8 Expand I-580 from two to three lanes in the westbound direction from the Richmond Bridge to Sir Francis Drake Boulevard.	Improve to LOS C	Not planned nor funded
Mitigation Measure 4.2-9 Expand U.S. 101 between I-580 and Sir Francis Drake Boulevard from three to four mixed-flow lanes in the southbound direction	Improve to LOS D	Not planned nor funded
Mitigation Measure 4.2-10 Widen U.S. 101 northbound and southbound from three lanes and one auxiliary lane to four lanes one auxiliary lane between Second Street and I-580	Would not improve LOS to acceptable level	?
Mitigation Measure 4.2-11 Expand South Novato Boulevard from one to two lanes in each direction from U.S. 101 to Sunset Parkway.	Improve to LOS D	Not planned nor funded
Mitigation Measure 4.2-12 Expand Lucas Valley Road from one to two lanes in both directions from Las Gallinas Ave. to Los Gamos	Improve to LOS D	Not planned nor funded

Mitigation Measure (and Draft 2005 CWP Proposed Transportation Improvements)	LOS After Mitigation (Worst case conditions)	Notes
<i>Mitigation Measure 4.2-13 (Draft CWP Improvement #2) Expand U.S. 101 from two to three lanes in each direction from north of Atherton Avenue, where U.S. 101 drops to two lanes, to the Sonoma County Line.</i>	Improve to LOS E or better	Not fully funded or planned

Recommendation

Accept as proposed.

Sub Issue BE-8d

Unacceptable LOS on Listed Roadways

Discussion

The following Table shows the proposed intersection mitigation measures.

Mitigation Measure (and Draft 2005 CWP Proposed Transportation Improvements)	LOS After Mitigation (Worst case conditions)	Notes
<i>Mitigation Measure 4.2-14</i> Add an eastbound through lane on Tiburon Boulevard and a northbound right turn lane on the Redwood Highway Frontage Road.	Improve AM peak to LOS D or better; not improve PM peak LOS	Not designed nor funded
<i>Mitigation Measure 4.2-15</i> Add a right turn lane to the northbound Grand Avenue approach at the Second Street and Grand Avenue intersection.	Improve to LOS E	Feasible - Fully funded project in the San Rafael General Plan
Mitigation Measure 4.2-16 Add a westbound through lane on Third Street at the intersection of Third Street and Grand Avenue	Improve to LOS C and D during AM peak, and LOS E during PM peak	Not designed nor funded
<i>Mitigation Measure 4.2-17</i> Signalize the Miller Creek Road and Las Gallinas intersection plus add a westbound left turn pocket on Miller Creek Road.	Improve to LOS D or better	Covered by Marin County's Transportation Improvement Fee Ordinance, but not fully funded
<i>Mitigation Measure 4.2-18</i> Signalize the	Improve to LOS D or better	Covered by

Mitigation Measure (and Draft 2005 CWP Proposed Transportation Improvements)	LOS After Mitigation (Worst case conditions)	Notes
Miller Creek Road and U.S. 101 SB off-ramp intersection.		Marin County's Transportation Improvement Fee Ordinance, but not fully funded
Mitigation Measure 4.2-19 Signalize the Miller Creek Road and U.S. 101 NB off ramp intersection plus add eastbound and northbound left turn pockets	Improve to LOS D or better in Scenarios 2 and 3; not improve LOS significantly for Scenario 3	Covered by Marin County's Transportation Improvement Fee Ordinance, but not fully funded

Recommendation

Accept as proposed.

ISSUE BE-9

Should the targets for “Miles of Class I bicycle pathways” and “Miles of Class II bike lanes” be increased?

Discussion

The non-binding indicators, benchmarks and targets included in each section of the CWP are provided to measure and evaluate progress. The desire to select aggressive targets is balanced with what is realistic and doable within the specified timeframe. Since many of the policies, programs, and projects in the Transportation Section will be implemented through the Department of Public Works (DPW), the targets for this section reflects their input and feedback.

The Marin County Bicycle Coalition (MCBC) has recommended changes to the targets shown below:

Indicator: Miles of Class I Bicycle Pathway

Non-binding target: Increase to ~~5-10 miles~~ five times by 2010 and ~~10-25 miles~~ 10 times by 2015

Benchmark: 3.5 miles of Class 1 in 2000

Indicator: Miles of Class II Bike Lanes

Non-binding target: Increase to ~~4.5-10 miles~~ by 5 times by 2010 and ~~9-25 miles~~ 10 times by 2015

Benchmark: 2.25 miles of Class 2 in 2000

Recommendation

The Board of Supervisors will be hearing a status report on the Nonmotorized Transportation Pilot Program on April 17, 2007 to: (a) Review funding programs; (b) select projects and programs to be funded; and (c) direct Public Works Director to return to the Board within 45 days and recommend implementation strategy for unincorporated area and countywide projects and programs and grant acceptance criteria. Consider carrying this issue forward pending the outcome of the Board of Supervisors hearing on April 17, 2007.

ISSUE BE-10

Should an Indicator for Bike/Pedestrian Collisions be included?

Discussion

Program TR-2.b Adopt Standards for Pedestrian and Bicycle Access, provides standards to safely accommodate pedestrians and bicycles in the design of roadways and bicycle facilities; safe access to and from public transportation and/or construction of paths that connect with other non-motorized routes; and safe crossings at major intersections for school children and seniors. Furthermore, Program TR-2.1 Consider Non-motorized Access in Transportation Projects, includes safe and convenient bicycle and pedestrian access.

Recommendation

Consider adding the following new indicators to the Transportation section to monitor safety:

- Injury and fatal motor vehicle collisions involving bicyclists
- Injury and fatal motor vehicle collisions involving pedestrians

The Board of Supervisors will be hearing a status report on the Nonmotorized Transportation Pilot Program on April 17, 2007 to: (a) Review funding programs; (b) select projects and programs to be funded; and (c) direct Public Works Director to return to the Board within 45 days and recommend implementation strategy for unincorporated area and countywide projects and programs and grant acceptance criteria. Consider carrying this issue forward pending the outcome of the Board of Supervisors hearing on April 17, 2007.

ISSUE BE-11

Does the Baylands Corridor preclude the implementation of the North-South Bikeway?

Discussion

The CWP supports the completion of the North-South and East-West bikeway with Program TR-2.e Prioritize Completion of the North-South and East-West Bikeways and supports the development of a multi-use pathway that generally follows the proposed SMART railroad corridor in Program TR-2.f Develop “Rails with Trails.” Consequently, recommended adoption

of the Baylands Corridor was not intended to preclude development of the SMART project, including the proposed multi-use bikeway. Approval of the Baylands Corridor is not intended to affect the SMART commuter rail project. The SMART project would be located on the existing Northwestern Pacific Railroad right-of-way. Any future modifications or expansion of this existing right-of-way would require detailed site assessment to ensure sensitive resources are identified and adequate mitigation is provided if disturbance is unavoidable.

Recommendation

The North-South bikeway will be subject to the same development review as other projects and will be evaluated on the merits of the project.

ISSUE BE-12

Should the County Oversee the Planning and Maintenance of all multi-jurisdictional bikeway projects?

Discussion

The county's network of bikeway facilities oftentimes travel through multiple jurisdictions. Each jurisdiction has a process for planning and maintenance of these facilities. The question is whether one agency, such as the County, should oversee and provide consistency to the planning and maintenance of the entire bikeway system. The Transportation Authority of Marin is coordinating the update to all the bicycle master plans in the county, as well as conducting a study to determine what the maintenance needs are for the bikeway system.

Recommendation

No modifications required. However, it makes sense for one agency to coordinate, plan, and maintain Marin County's bikeway network. While the County does not have the authority to plan or maintain other jurisdiction's facilities, it may be appropriate for the Transportation Authority of Marin or other similar entity to assume this responsibility.

ISSUE BE-13

Should the County Analyze Weekend and Leisure Travel?

Discussion

The question about whether the County should analyze weekend and leisure travel on roads accessing State and Federal parklands, which often results in traffic congestion in local communities, has been raised. The traffic model analyzes the worst case traffic scenario on the transportation network as a whole, which is weekday PM peak hour. The Countywide Plan is a comprehensive plan that looks at the entire network, and the worst condition for the network is during the PM Peak commute hour. While some links in the system experience their worst congestion on peak season weekends, the highest traffic hour in the week can vary from location to location. The highest traffic on the system in total remains the PM peak commute hour which is the basis for this analysis.

The Marin Travel Model forecasts future travel behavior using inputs from the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) regarding future growth in Marin County as well as surrounding counties in the Bay Area. The model is used consistently by cities and the County for regional planning.

Recommendation

Accept policies as proposed in the Draft 2005 CWP pertaining to traffic analysis.

ISSUE BE-14

Should SMART Be Identified As A Circulation Improvement?

Discussion

The Sonoma Marin Area Rail Transit (SMART) proposes the establishment of passenger rail service along a 70 mile corridor from Cloverdale in Sonoma County to Larkspur in Marin. The proposal includes the construction of a bicycle and pedestrian path within the right of way, extending along the entire rail corridor. The proposed SMART rail transportation project was not included in the traffic model for the CWP EIR because secure funding for the service does not exist and because voters did not approve of Measure R, the one-quarter sales tax that would have authorized SMART to construct, operate, and maintain passenger rail service, in the November 2006 election. SMART is planning to re-introduce the initiative for the 2008 election.

Recommendation

No modifications required. SMART is not identified specifically as a circulation improvement. Because it did not receive voter approval, it was not considered reasonably foreseeable to rely on projects previously rejected by voters and further subject to voter approval. Furthermore, there are proposed policies and programs in the Draft 2005 Countywide Plan supporting SMART if it were to pass, including **TR-3.2**, *Support Regional Transit Initiatives*, and **TR-3.d** *Join in Regional Transit Initiatives*.

ISSUE BE-15

Why Were Only Certain Roadways Analyzed For Congestion Impacts?

Discussion

For the purposes of the Countywide Plan, the major regional thoroughfares were highlighted as the appropriate roadways to analyze. The traffic model evaluated weekday AM and PM peak hour roadway operations at 19 key locations, called screenlines. The County used various criteria to select screenlines; roadway segments most likely to be significantly impacted by development were selected as were segments that presently carry a large number of vehicles. Furthermore, several arterials are not included although they may be areas of major congestion. Currently, the network consists of those state highway and principal arterials that were identified and accepted by MTC. While roads such as North San Pedro, for example, experience congestion during peak

hour commute periods, these were not included because they do not carry a large number of vehicles compared to other roadways

Recommendation

The traffic model analyzes the entire roadway network, not individual streets. Furthermore, the Congestion Management Plan defines the network, which cannot be changed without the potential loss of gas tax money should there be a non-conforming finding. No further action is needed.

ISSUE BE-16

What is the County doing for roads that already don't meet the adopted Level Of Service (grandfathered)?

Discussion

The Draft 2005 Countywide Plan proposes extensive policies and programs to improve the bicycle and pedestrian network and support alternative transportation in the County. As previously discussed in Issue BE-7, the policies and programs are proposed to implement Goals TR-2, **Increased Bicycle and Pedestrian Access**, and TR-3, **Adequate and Affordable Public Transportation**.

However, several factors limit the County's ability to meet current LOS standards. Most of the county's proposed growth is expected to occur within Marin's cities and towns, which the County has no authority to regulate. For example, in 2030 the amount of housing units and nonresidential growth in the cities and towns would account for 73 percent and 91 percent of the county total, respectively. Unincorporated housing units and nonresidential floor area would account for 27 percent and nine percent, respectively, of the total. There are, however, policies and programs proposed in the Draft 2005 CWP to reduce demand, including **TR-1.a** *Support Alternate Work Schedules*, **TR-1.b** *Allow Live-Work Arrangements*.

Now policies to reduce congestion include **TR-1.(new) Reduce Congestion on Grandfathered Road Segments** and modified program **TR-1.e** *Uphold Vehicle Level of Service Standards*.

Recommendation

Accept the policies as proposed in the Plan.

ISSUES TO BE DISCUSSED IN MORE DETAIL AT THE APRIL 23, 2007 HEARING

Marin County Bicycle Coalition – Technical Corrections

Comments received from the Marin County Bicycle Coalition (MCBC) on October 31, 2005 have been reviewed and many have been incorporated into the current draft of the Built Environment Element as technical corrections. Specifically, correcting language to include the, “continuous bicycle and pedestrian facility” when describing the SMART project has been added. Data has been added to page 3-142 from the Metropolitan Transportation Commission’s year 2000 Household Transportation Survey showing 10.9% of Marin residents walk and ride bicycles as a form of transportation. In several areas where the Non-Motorized Transportation Pilot Program is referenced, this language has been updated to reflect the current description of this program. Figure 3-37 has been updated to include additional dots that link bicycle and pedestrian access to the sustainability guiding principles. The implementation plan has also been updated in some areas to reflect the recommendations of the MCBC where other constraints were not present. In addition, technical corrections have been made to Maps 3-9a, 3-9b, and 3-9c.

Respectfully Submitted,

Alex Hinds

Kristin Drumm

Attachments:

1. Total Vehicle Miles Travel (VMT) and Vehicle Hours of Travel (VHT) Weekday on Marin County Roadways
2. Draft Marin Countywide Plan Policies and Programs for Transportation
3. Draft Marin Countywide Plan Policies and Programs for Public Facilities and Services related to Water Supply