

TOPIC	ACTION
BAYLANDS CORRIDOR	<p>ACCEPTED</p> <p>San Rafael Airport – entire property out of the Baylands Corridor and into City-Centered Corridor (change map)</p> <p>GOAL BIO-5</p> <p>Baylands Conservation. Preserve and enhance the diversity of the baylands ecosystem, including tidal marshes and adjacent uplands, seasonal marshes and wetlands, rocky shorelines, lagoons, agricultural lands, and low-lying grasslands overlying historical marshlands.</p> <p>The Baylands Corridor is described on Maps 2-5a and 2-5b. <u>While the mapped areas include lands within incorporated cities, the policies, programs, and implementation measures related to the Baylands Corridor apply only within unincorporated Marin County.</u></p> <p>The Baylands Corridor consists of areas previously included in the Bayfront Conservation Zones in the 1994 Countywide Plan as well as all areas included in Bayfront Conservation Zone overlays adopted since the 1994 Countywide Plan. The Baylands Corridor consists of land containing historic bay marshlands based on maps prepared by the San Francisco Estuary Institute. Based upon information contained in studies completed during the preparation of this Plan, the Baylands Corridor also includes associated habitat from San Francisco Bay to Highway 101 in the Las Gallinas Planning Area. Except in the Tam Junction area and at the Rowland Boulevard and Highway 101 interchange in Novato, the Baylands Corridor does not extend west of Highway 101.</p> <p>Where applicable for large parcels (more than two acres in size) which are primarily undeveloped, and based upon site specific characteristics, an additional area of 300 feet or more of associated habitat is included. The inclusion of the 300 foot buffer is consistent with the minimum setback recommendations of the 1999 <i>Baylands Ecosystem</i></p>

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	<p><i>Habitat Goals</i> report. This portion of the corridor serves to both recognize the biological importance of associated uplands adjacent to remaining tidelands and to provide the opportunity to improve habitat values as part of future restoration of historic tidelands.</p> <p>Within the Baylands Corridor, potential residential density and commercial floor area ratios shall be calculated at the low end of the applicable ranges. This provision does not apply to small parcels (two acres or less in size) which were legally created prior to January 1, 2007. Within PD-AERA designation, the density and floor area ratios shall be as specified for those areas. Section 22.14.060 of the Development Code should be updated to reflect these policies.</p> <p>For parcels of all sizes, existing lawful uses are grandfathered. For properties two acres or less in size within the Bayfront Conservation Zone on January 1, 2007, no additional regulations are imposed than previously applied to such lands. Creation of the Baylands Corridor will not subject currently allowed activities to additional County regulation. Such activities include repair and maintenance of bank erosion protection (riprap, plantings, etc.) and docks, levees or dredging of existing dredged channels (such as Novato Creek) including existing dredge disposal sites.</p> <p>Within the Baylands Corridor, <u>public</u> improvements on-airport at Gnoss Field and immediately adjacent properties pursuant to an approved Airport Master Plan or Airport Land Use Plan will not be subject to additional Baylands protection regulations. Within the Baylands Corridor, improvements at the San Rafael airport, pursuant to an approved Airport Master Plan and the City of San Rafael General Plan and other applicable City regulations and which are consistent with the 1983 Declaration of Restrictions, will not be subject to additional County Baylands protection regulations.</p> <p>The provisions of TR 1.7, Direct Aviation Uses to Appropriate Locations, and TR 1.p, Limit Aviation Uses, apply to airport facilities which are within the Baylands Corridor. Efforts to restore or enhance wetlands in the vicinity of the San Rafael Airport Gnoss Field shall be consistent with an approved Airport Master Plan or Airport Land Use Plan</p>

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	<p><u>and applicable FAA regulations. Efforts to restore or enhance wetlands in the vicinity of the San Rafael Airport or Gnoss Field shall be consistent with the City of San Rafael's General Plan and other applicable City regulations and shall also be consistent with avoid creating possible safety concerns considerations related to aircraft operations and shall be consistent with applicable FAA guidelines.</u></p> <p><u>The provisions of TR-1.7, Direct Aviation Uses to Appropriate Locations, and TR-1.p, Limit Aviation Uses, apply to Gnoss Field. Efforts to restore or enhance wetlands in the vicinity of Gnoss Field shall be consistent with an approved Airport Master Plan or Airport Land Use Plan and applicable FAA regulations. While the San Rafael Airport is not in the Baylands Corridor, efforts to restore or enhance wetlands in the vicinity of San Rafael Airport shall be consistent with the City of San Rafael's General Plan and other applicable City regulations and shall also be consistent with safety considerations related to aircraft operations.</u></p> <p><u>Detailed resource mapping and analysis should be undertaken to determine whether it is appropriate to include additional associated habitats located on large primarily undeveloped lands within the Baylands Corridor.</u></p> <p>Small parcels not currently subject to tidal influence should be subject to mapping and analysis to determine whether they should be added to or omitted from the Baylands Corridor. In particular, historic marshland in the Richardson Bay and Bothin Marsh area should be included in the resource mapping and analysis to determine if these parcels meet the criteria for inclusion in the Baylands Corridor</p> <p>This mapping and analysis should do the following: (1) identify existing vegetative cover and sensitive features, such as streams, wetlands, and occurrences of special-status species; (2) use focal species and other similar ecological tools to determine the interrelationship between baylands and uplands; (3) identify methods to maintain connectivity between sensitive habitat features and baylands; (4) specify criteria and thresholds used in determining the extent of upland habitat essential to the baylands</p>

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	<p>ecosystem; and (5) make recommendations on an appropriate biologically based boundary if the Baylands Corridor is to be expanded; (6) <u>Identify lands that provide habitat, could be restored to provide habitat, or that provide protection from sea level rise.</u> Completion of the analysis does not require on-site evaluations.</p> <p><u>All parcels added to the Baylands Corridor as a result of this study are subject to Baylands regulations in effect at that time.</u></p> <p>BIO-5.i <i>Conduct Mapping and Analysis.</i> Undertake detailed resource mapping and biological analysis to determine whether it is appropriate to include additional associated habitats located on large primarily undeveloped lands within the Baylands Corridor, particularly those areas north of Novato and east of Highway 101. Small parcels not currently subject to tidal influence should be subject to mapping and analysis to determine whether they should be added to or omitted from the Baylands Corridor. In particular, historic marshland in the Richardson Bay and Bothin Marsh area should be included in the resource mapping and analysis to determine if these parcels meet the criteria for inclusion in the Baylands Corridor.</p> <p>This mapping analysis should do the following: (1) identify existing vegetative cover and sensitive features, such as streams, wetlands, and occurrences of special-status species; (2) use focal species and other similar ecological tools to determine the interrelationship between baylands and uplands; (3) identify methods to maintain connectivity between sensitive habitat features and baylands; (4) specify criteria and thresholds used in determining the extent of upland habitat essential to the baylands ecosystem; and (5) make recommendations on an appropriate biologically based boundary if the Baylands Corridor is to be expanded; and (6) <u>Identify lands that provide habitat, could be restored to provide habitat or that provide protection from sea level rise.</u> Completion of the analysis does not require on-site evaluations.</p>

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	<p>All parcels added to the Baylands corridor as a result of this study are subject to Baylands regulations in effect at that time.</p>
<u>AVIATION USES</u>	<p>ACCEPTED</p> <p>TR-1.7 Direct Aviation Uses to Appropriate Locations. Maintain Gnoss Field as the County's civilian airport facility and limit its use and expansion in accordance with the adopted Airport Master Plan. Continue to allow the private San Rafael Airport <u>consistent with the 1983-1993 Declaration of Restrictions</u> and the Richardson Bay seaplane base and helipad. Require additional aviation facility proposals to conduct site-specific environmental analysis prior to consideration.</p> <p>TR-1.p <i>Limit Aviation Uses.</i> Maintain the County Airport at Gnoss Field as the primary civilian airport facility in the county and limit its use to general aviation, emergency flights <u>and similar public uses</u>, in accordance with the <u>an approved Airport Master Plan or Airport Land Use Plan for Gnoss Field (1989)</u> and current technological conditions. Continue to allow the private San Rafael Airport facility <u>consistent with the 1983-1993 Declaration of Restrictions, the San Rafael General Plan and other applicable City land use regulations</u>, and the heliport and seaplane bases in Richardson Bay to provide water-oriented visitor and commercial uses. Any proposed helipad shall be subject to all applicable CEQA requirements prior to consideration.</p>
<u>AGRICULTURE</u>	<p>ACCEPTED</p> <p>2.10 Agriculture Background</p> <p>...The county agricultural land base consists of about 137,000 acres of private land and 32,000 acres of federal land in the Point Reyes National Seashore and Golden Gate National Recreation Area (see Figure 2-24). Federal legislation provides authority to</p>

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	<p>lease or permit lands for agricultural use in these areas. The Agriculture (A), Agricultural Residential Planned (ARP), and Agricultural Production Zone (APZ) districts generally require at least 60-acre parcels in specific locations in the Inland Rural and Coastal corridors, and coastal areas. The Limited Agricultural (A-2) and Residential Agricultural (R-A) districts allow residential uses and limited agriculture. Specified agricultural land uses are also allowed in the Residential Single Family Planned (RSP) and Residential Multiple Planned (RMP) districts. This Section of the Countywide Plan contains policies and programs that seek to protect agricultural land and operations and maintain agricultural use.</p> <p><u>Most customary agricultural production uses and related facilities are currently permitted under the Marin County Development Code without the need for master plans, use permits or other local zoning entitlements. For example, these activities include livestock grazing, crop production and dairy operations. The Development Code also provides use permit exemptions for small-scale agricultural production and retail sale facilities and exemptions from the Design Review process for agricultural accessory structures and related activities, such as barns and facilities for milking and packaging of fruits and vegetables. The types of agricultural land uses that are subject to special zoning requirements are for the most part limited to livestock sales/feed lots and agricultural processing and retail sale facilities not otherwise exempt based upon their size and the source(s) of product.</u></p> <p><u>In the Coastal Zone, coastal development regulations adopted by the County to implement the State Coastal Act and Local Coastal Program may trigger a coastal permit for dwellings and agricultural production facilities and operations. Common agricultural land uses and facilities, such as livestock grazing, crop production, barns and storage buildings, and agricultural fencing, are, however, either exempt or may be excluded from coastal permit requirements.</u></p>

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	<p>Agricultural parcels are eligible for land conservation contracts under the Williamson Act (enacted by the State in 1965), provided that certain acreage, zoning, and production criteria are met (see Map 2-20, Protected Agricultural Lands). Land conservation contracts restrict land to agriculture for 10 years in exchange for tax assessment based on agricultural use rather than market value. These contracts allow only one principal residence per ownership, but additional dwellings may be allowed for family members or agricultural workers, in compliance with zoning. In agricultural zoning districts, landowners can request that the County create a Farmland Security Zone, which allows owners to gain a 35% reduction in assessed valuation for a minimum period of 20 years...</p> <p>AG-1.2 Encourage Contractual Protection. Facilitate agricultural conservation easements, land conservation and farmland security zone contracts, and transfer of development rights <u>between willing owners</u> when used to preserve agricultural lands and resources.</p> <p>AG-1.g Revise Agricultural Zoning Districts. Modify existing agricultural zoning districts to create a more uniform approach to preservation of agricultural lands, development standards, allowance of ancillary and compatible non-agricultural uses, and to limit incompatible non-agricultural commercial uses. The principal use of agriculturally zoned land shall be agricultural production, with non-agricultural uses limited to necessary residential uses and compatible ancillary uses that enhance farm income.</p> <p>Consolidate suitable agricultural lands in the Inland Rural Corridor into <u>an effective</u> agricultural zoning district similar to the Agricultural Production Zoning District and create compatible zoning districts to accommodate lands currently zoned for, but not suited for, agriculture as a principal use.</p> <p><u><i>Agricultural Production Zoning (APZ) or a similar zoning district</i></u> shall apply to lands in the Inland Rural Corridor suitable for land-intensive or land-</p>

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	<p>extensive agricultural productivity as well as on soils classified as Prime Farmland or Farmland of Statewide Importance capable of supporting production agriculture. The purpose of this zoning district shall be to preserve lands within the zone for agricultural uses <u>and support continued agricultural activities</u>. The principal use of these lands shall be agricultural, and any development shall be accessory, incidental, and in support of agricultural production.</p> <p><i>Agricultural Residential Planned District Zoning</i> (ARP) shall apply to lands adjacent to residential areas, and at the edges of Agricultural Production Zones in the Inland Rural and Coastal Corridors that have potential for agricultural production. This district may also be applied to lands with historic or potential agricultural uses within the City-Centered Corridor and in locations that function as community separators or greenbelts. This district is intended to protect agriculture but also allows residential and compatible commercial uses in areas that are transitional between residential and agricultural production uses.</p> <p><i>Residential Agricultural Zoning District</i> (RAZ) shall apply in rural areas within the City-Centered, Inland Rural, Coastal , and Baylands Corridors to accommodate typical rural uses including small-scale row crop production, 4H projects and associated uses, along with residential uses and compatible commercial uses.</p> <p><i>Woodland Conservation Zoning District</i> (WCZ) shall apply to selected lands currently in agricultural zoning districts that have a very dense native tree cover. Aerial photography shall be utilized to determine the extent of canopy cover characterizing properties to be included in this zoning district.</p>

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<u>AG HOME SIZE</u>	<p>ACCEPTED</p> <p>AG-1.a Residential Building Sizes in Agricultural Areas. The size of residential structures has been or will be dealt with in Community Plans or Specific Plans. Since most agricultural areas are located outside of community plan boundaries and no specific plans are anticipated in agricultural areas, standards concerning residential building sizes are covered in this program. The primary purpose of this program is to ensure that lands designated for agricultural use do not become defacto converted to residential use, thereby losing the long-term productivity of such lands. It is also a purpose of this program to enable the inter-generational transfer of agricultural lands within farm families so that the long-term productivity of such lands is maintained.</p> <ul style="list-style-type: none"> i. Residential development shall not be allowed to diminish current or future agricultural use of the property or convert it to primarily residential use ii. Agricultural worker housing, up to 540 square feet of garage space for each dwelling unit, agricultural accessory structures and up to 500 square feet of office space used as a home occupation in connection with the agricultural operation on the property shall be excluded from this policy. iii. Any proposed residential development above 4,000 square feet shall be subject to design review and must ensure that the mass and scale of new or expanded structures respect environmental site constraints and the character of the surrounding area. Such development must be compatible with ridge protection policies (see DES-4.e) and avoid tree-cutting and grading wherever possible. <p>Such proposed residential development is also subject to discretionary review. The County shall exercise its discretion in light of <u>some or all of</u> the following criteria and for the purpose of ensuring that the parcel does not defacto convert to residential use:</p> <p>(1) The applicant's history of production agriculture. <u>in Marin or the North Bay Region;</u></p>

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	<p>(2) How the long term agricultural use of the property will be preserved, for example, whether there is an existing or proposed dedication or sale of a permanent agricultural easements or other similar protective agricultural restrictions such as Williamson Act contract or farmland security zone</p> <p>(3) Whether long term capital investment in agriculture and related infrastructure, such as fencing, processing facilities, market mechanisms, agricultural worker housing or agricultural leasing opportunities have been established or are proposed to be established;</p> <p>(4) Whether sound land stewardship practices, such as Marin Organic Certification, riparian habitat restoration, water recharge projects, fish friendly farming practices or erosion control measures have been or will be implemented;</p> <p>(5) <u>Whether the proposed residence will facilitate the ongoing viability of agriculture such as through the intergenerational transfer of existing agricultural operations.</u></p> <p>iv. <u>In no event shall a single family residence subject to these provisions exceed 7,000 8,500 square feet in size.</u></p> <p>The square footage limitations noted in the above criteria represent potential maximum dwelling unit sizes and do not establish a mandatory entitlement or guaranteed right to development.</p>
<u>TRAILS</u>	<p>ACCEPTED</p> <p>2.9 Trails</p> <p>Background</p> <p>Trails enhance the quality of life in Marin and the health of the public by offering opportunities to enjoy the wealth of parks and open space in Marin County. Trails originated in Marin as links between Native American communities. The</p>

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	<p>transportation needs of missions, logging enterprises, and ranches resulted in an expansion of this original trail system in the 19th and early-20th centuries. Some of these old trails and roads have become part of Marin's road system, while others have disappeared through disuse. Still others survive to this day on public parks and open space lands, ranches, and elsewhere. The current public trail network was created over decades, segment by segment, mile by mile, as public agencies acquired land and made it accessible to the public. Some of these agencies have acquired public trail easements through private lands, expanding the public trail network beyond the boundaries of public lands and creating trail connections between public lands and Marin's communities (see Figure 2-20). Expanding the public trail network still further, some of Marin's public trails are — or could be — part of regional or statewide trail systems such as the State Coastal Trail, the Bay Area Ridge Trail, and the San Francisco Bay Trail (see Map 2-18, Coastal, Ridge and Bay Trails, and Maps 2-19a through j, Marin Countywide Trails Plan).</p> <p>The Countywide Plan first included a Trails Element in 1984, following a study of existing and proposed trails in the county. All 11 Marin cities and towns contributed funds to the study, and most adopted their respective portions of the final plan.</p> <p>This section of the Countywide Plan contains policies and programs intended to ensure that trails are acquired, built, and managed effectively, and that they provide appropriate access for all segments of the population <u>in coordination with the Marin County Department of Parks and Open Space</u>. In this section of the plan, "trails" are defined as unpaved public access routes, ranging from narrow paths to fire protection roads. These trails are not intended for public motorized vehicle use. The Transportation Section of the Built Environment Element discusses paved bike paths. A Trails Technical Background Report (see Introduction, "Marin Countywide Plan Supporting Documents") discusses trail acquisition, development, maintenance, and liability issues, and describes types of trails and categories of trail users in detail.</p> <p>The maps contained in this section are for use in planning and preserving Marin's</p>

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	<p>network of public trails — not as trail guides. Trails of local significance that do not appear in the following maps may appear in community plans....</p> <p>GOAL TRL-1</p> <p>Trail Network Preservation. Preserve existing trail routes designated for public use on the Marin Countywide Trails Plan maps, and expand the public trail network for all user groups, where appropriate. <u>Facilitate trail connections that can be used for safe routes to school and work.</u></p> <p>TRL-1.2 Expand the Countywide Trail System. Acquire additional trails to complete the proposed countywide trail system, providing access to or between public lands and enhancing public trail use opportunities for all user groups, <u>including multi-use trails</u>, as appropriate.</p> <p>TRL-1.b <i>Designate Trail Use Consistent with Agency Missions.</i> <u>Consider developing criteria to-Determine</u> public use of trails consistent with each agency's mission and policies. <u>Explore and share information on innovative methods for safety and conflict resolution, such as</u> on shared-use trails.</p> <p>TRL-1.h <i>Encourage Voluntary Sale or Dedication.</i> Encourage project sponsors to voluntarily <u>sell or</u> grant trail easements and/or the improvement of trails in conjunction with development proposed on lands traversed by trail connections shown on the adopted Marin Countywide Trails Plan maps.</p> <p>TRL-2.8 Provide Trail Information. Strive to provide information to trail users that facilitates visitor orientation, nature interpretation, code compliance and trail etiquette. <u>Develop a methodology for signing trails to assist user and emergency personnel.</u></p>

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	<p><i>TRL-2.c</i> <i>Eliminate Trail Redundancy</i> Identify, abandon, and restore redundant or otherwise unnecessary trails or trail segments. <u>unless they provide alternate routes that facilitate user safety.</u></p> <p><i>TRL-2.l</i> <i>Ensure Trail Maintenance Funding.</i> Strive to identify and secure consistent sources of funding for trail maintenance. Develop a program for funding that explores <u>trail sponsorship, trail naming, trail adoption, trail maintenance annuities, jurisdictional cooperation, and other sustainable methodology.</u></p> <p><i>TRL-2.o</i> <i>Distribute Trail Maps and Information.</i> Provide clear signs and maps. Provide code, natural resource, and directional information about the trail network in multiple formats and languages. <u>In communication with users, promote trail systems for exercise, family activity, and, where applicable, everyday movement from place to place.</u></p> <p>TRAIL MAPS: Remove more recently proposed trails that are not associated with statewide or regional trail systems from Marin Countywide Trails Plan Maps</p> <ul style="list-style-type: none"> • Map 2-19a - remove proposed trail from Dillon Beach south to Highway 1; • Map 2-19d and 2-19e - remove the proposed trail from the driveway of the Mease/Salah property
<u>Convert market rate units to affordable</u>	<p>ACCEPTED</p> <p><i>CD-2.11</i> Promote Diverse Affordable Housing Strategies. Promote a diverse set of affordable housing strategies to convert existing market rate units to permanently <u>convert</u> affordable units in addition to building affordable housing in appropriate locations.</p>

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	<p><u>CD-2.p</u> <i>Convert Existing Market Rate Units.</i> Identify specific strategies and funding mechanisms for the conversion of existing market rate units into permanently affordable housing.</p>
<u>COMMUNITY DEVELOPMENT - VARIOUS</u>	<p>ACCEPTED</p> <p>CD-1.3 Reduce Potential Impacts. Calculate potential residential densities and commercial Floor Area Ratio (FAR) at the low end of the applicable range on sites with sensitive habitat or within the Ridge and Upland Greenbelt, or properties lacking public water or sewer systems <u>except for multi-family parcels identified in certified Housing Elements.</u></p> <p>CD-3.d (NEW) <i>Encourage Employee Commute Alternatives.</i> Encourage and implement model employee commute alternatives including telecommuting, in partnership with the business community in order to reduce traffic congestion and greenhouse gas emissions.</p> <p>CD-8.6 Establish Residential Land Use Categories and Densities. Residential development is designated at a full range of densities, with an emphasis on providing more affordable housing <u>including incentives for low and very low income units,</u> while also recognizing that physical hazards, fire risk, development constraints, protection of natural resources, and the availability of public services and facilities can limit housing development in some areas.</p>
<u>RUG, Community Design</u>	<p>ACCEPTED</p> <p>DES-4.e <i>Protect Views of Ridge and Upland Greenbelt Areas.</i> Employ a variety of strategies to protect views of Ridge and Upland Greenbelt areas, including the</p>

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	<p>following:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Identifying any unmapped ridgelines of countywide significance, both developed and undeveloped, and adjusting the adding them to the adopted County Ridge and Upland Greenbelt Areas map as appropriate; <input type="checkbox"/> Amending the Development Code and County zoning maps to designate a suburban edge on all parcels contiguous to the City-Centered Corridor that abut the Ridge and Upland Greenbelt, and requiring that those parcels develop at rural densities with visually sensitive site design; <input type="checkbox"/> Rezoning Ridge and Upland Greenbelt lands to the Planned District category and adjacent buffer areas to a transitional district, thereby subjecting them to County Design Review Requirements that include hillside protection; <input type="checkbox"/> Requiring buildings in Ridge and Upland Greenbelt areas to be screened from view by wooded areas, rock outcrops, or topographical features (see DES-3.b); and <input type="checkbox"/> Calculating density for Ridge and Upland Greenbelt subdivisions at the lowest end of the General Plan designation range.
<u>Scenic Highway Program</u>	<p>ACCEPTED</p> <p>DES-4.f <i>Consider Participation in the California Scenic Highway Program. Consider participation in the Scenic Highway Program in order to preserve and enhance Marin's scenic highway corridors. (See also Section 3.9 Transportation.)</i></p>
<u>Energy and Green Building</u>	<p>ACCEPTED</p> <p>EN-3.h <i>Adopt LEED Gold Standards for Public Buildings. Implement where feasible the LEED (Leadership in Energy and Environmental Design) Silver Gold certification requirements or a higher standard for development and major remodels of new public buildings.</i></p>

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	<p>Program (new) <u>EN-3.k</u> <i>Evaluate Carbon Neutral Building Incentives. Evaluate the feasibility of incentives and regulations to achieve carbon neutral buildings.</i></p>
<u>TRANSPORTATION –</u>	<p>ACCEPTED</p> <p>TR-4.d <i>Encourage Zero, Partial Zero, and Low-Emission Vehicle Use.</i> Publicize the State and Federal approval of zero and partial zero emission vehicles (with a fuel economy of at least 45 miles per gallon) to use HOV lanes. <u>Support plug-In hybrid electric vehicles and new carbon neutral technologies.</u></p> <p>See Attached revisions to the Transportation Implementation Chart</p>
<u>Mineral Resources</u>	<p>ACCEPTED</p> <p>Policy (new):</p> <p><u>MIN-1.7</u> Study Mineral Resource Areas. In order to respond to changing needs, a study will be conducted to evaluate whether to provide more flexibility in land uses in areas subject to State designations for mineral extraction. The study will include the steps necessary to change mineral policies in order to comply with the requirements of the State Surface Mining and Reclamation Act.</p> <p>Program (new) <u>MIN-1.m</u> <i>Consider State Mineral Requirements. Consider changing mineral policies consistent with state law or requirements to allow more flexibility in allowing alternative land uses where considered desirable by the County.</i></p>

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<u>Noise</u>	<p>ACCEPTED</p> <p>NO-1.4 Limit Sound Walls Along Highway 101. Promote <u>best available noise reduction technologies and</u> alternatives to sound walls to mitigate noise along Highway 101.</p> <p>NO-1.m Avoid Limit Sound Walls. Encourage Caltrans to <u>consider utilizing</u> alternatives to sound walls along Highway 101, such as landscaped berms, sloped walls, and other best technology. Amend the Development Code to include standards for construction of non-sound wall noise mitigation structures. Consider the impacts of reflected noise resulting from soundwall installation.</p>
<u>Planning Areas – St. Vincent's</u>	<p>ACCEPTED</p> <p>Remove Map 3-34</p> <p>SV - Built Environment Goals and Policies</p> <p><i>What are the desired outcomes?</i></p> <p>GOAL SV-2</p> <p>Comprehensive Site Planning.</p> <p>SV-2.4 Cluster Development. New non-agricultural development <u>(e.g., building footprints, roads, and parking)</u> on either the St. Vincent's or the Silveira property shall be <u>clustered on restricted to</u> up to five percent of the land area of each property, or as determined through a site specific analysis of agricultural and environmental constraints and resources, observing habitat</p>

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	<p>protection policies including, but not limited to, streamside conservation, ridge and upland greenbelt, wetlands, tidelands, and community separation. Existing development shall not be counted toward the 5 percent cluster requirements restriction for the land area for each property.</p> <p>In addition, development (<u>e.g., educational/social service</u>) on the St. Vincent's property should be clustered around the "H" complex with the Chapel and the "H" complex buildings retained as the community center as determined by a Master Plan process.</p> <p>SV-2. 5 Establish Land Use Categories. The St. Vincent's and Silveira area properties are is assigned the Planned Designation — Agricultural and Environmental Resource Area land use category. Potential uses include agriculture and related uses, residential development, education and tourism, places of worship, institutional, and small-scale hospitality uses, as described more fully in SV-2.3.</p> <p>In addition to existing uses, a total of up to 221 dwelling units for the combined St. Vincent's and Silveira sites may be allowed consisting of up to 121 market-rate dwelling units plus up to 100 additional dwelling units for very low and/or low income households. Senior units may include a combination of apartment style and congregate care units at varying degrees of affordability. The senior units shall be within the total allowable (with density bonus) dwelling unit cap of 221 units. Dwelling units shall be allocated proportionally to the respective St. Vincent's and Silveira areas based on the total acreage of the St. Vincent's and Silveira sites as determined by the County at the time of the first application for development of more than four units or their equivalent.</p> <p>Within these standards, the Master Plan approval process will determine the specific development suitable for these properties taking into</p>

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	<p>consideration environmental constraints and the community benefits associated with providing a higher ratio of housing affordable to low and very low income persons and smaller residential unit sizes. Pursuant to the PD-Agricultural and Environmental Resource Area land use category, non-residential uses, assisted senior housing, or other senior care facilities may be permitted in lieu of some dwelling units, provided that the impacts of the senior care and other non-residential development on peak hour traffic do not exceed those projected for the all residential development being replaced plus existing baseline trips.</p> <p>GOAL SV-5</p> <p>Affordable <u>and Senior</u> Housing.</p> <p>Policy</p> <p>SV-5.1 Encourage Affordable Housing. Within the maximum number of units permitted, encourage the provision of affordable units above and beyond minimum inclusionary requirements through a variety of mechanisms, including density bonuses, financing assistance, grants, and partnerships with affordable housing providers.</p> <p>SV-5.2 Encourage Senior Housing. Anticipate the aging of Marin by creating a vibrant senior community serving a range of housing and income from very low to market rate supportive care needs.</p>

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<u>Environmental Hazards</u>	<p>ACCEPTED</p> <p>EH-3.b <i>Update Maps.</i> Annually review those areas covered by the Countywide Plan that are subject to flooding, identified by floodplain mapping prepared by the Federal Emergency Management Agency (FEMA) or Department of Water Resources, and update Map 2-12 and other General Plan maps accordingly. Periodically review and overlay County zoning maps to show flood, tsunami, and inundation hazard areas along the San Francisco Bay, San Pablo Bay, Tomales Bay, and the Pacific Ocean, the Bayfront Conservation Zone, and the Coastal Zone.</p>
<u>Climate Change and Economy</u>	<p>ACCEPTED</p> <p>Policy (new)</p> <p>EC-1.5 <i>Consider the Impacts of Climate Change.</i> Identify strategies to protect the economy from the impacts of sea level rise, natural disasters, and disease outbreaks</p> <p>Programs (new)</p> <p>EC-1.0 <i>Incorporate Economic Impacts of Climate Change into Planning.</i> Consider integrating economic disaster planning into disaster preparedness and mitigation plans and analyze impacts to the economy from climate change.</p> <p>EC-1.p <i>Implement Economic Programs.</i> Consider retaining an Economic Sustainability Specialist to implement economic programs.</p> <p>Priority is <u>medium</u>, responsibility is <u>CDA, OES, and Disaster Council</u></p>

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TOPIC	ACTION
<u>Climate Change and Public Safety</u>	<p>ACCEPTED</p> <p>Policy (new) PS-1.3: <u>Analyze Implications of Sea Level Rise for Neighborhood Safety.</u> Analyze potential safety implications from sea level rise and prepare contingency plans in consultation with the Marin Disaster Council.</p> <p>Program (new) PS-1.f <u>Prepare Contingency Plans.</u> Work with the Bay Conservation and Development Commission (BCDC) and the Marin Disaster Council to analyze implications of sea level rise and increased violent storm events and flooding on neighborhood safety and prepare contingency plans.</p> <p>Priority is <u>High</u>, and responsible agencies include <u>Marin Disaster Council, EOC, BCDC, and CDA</u></p>
<u>Climate Change and Education</u>	<p>ACCEPTED</p> <p>Policy (new) EDU-2.4 <u>Promote Climate Change Education.</u> Assist in building understanding of sustainability and climate change issues in schools.</p> <p>Program (new) EDU-2.p <u>Encourage Climate Change Curricula.</u> Encourage non profits and school districts to develop curricula for increased understanding of sustainability and climate change issues by students.</p> <p>Priority is <u>Medium</u> and responsibility is <u>Marin Office of Education, CDA, and non-profits</u></p>

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<u>Climate Change and Public Health</u>	<p>ACCEPTED</p> <p>Policy (new) PH-4.6 <u>Plan for Climate Change.</u> Plan for the public health implications of climate change, including disease and temperature effects.</p> <p>Program (new) PH-4.m <u><i>Identify Potential Responses to Climate Change.</i></u> Work with the Intergovernmental Panel on Climate Change (IPCC) and other leading health organizations to identify critical public health issues and identify potential responses necessary related to climate change.</p> <p>Priority is <u>Medium</u> and responsibility is <u>H&HS</u>, and timeframe is <u>Medium</u></p>
<u>Climate Change and Parks and Recreation</u>	<p>ACCEPTED</p> <p>Policy (new) PK-1.3 <u>Protect Park Resources From Impacts of Climate Change.</u> Identify strategies to protect park resources from the effects of climate change, such as violent weather, plant loss or change due to moisture and temperature changes, and sea level rise.</p> <p>Program (new) PK-1.v <u><i>Prepare Contingency Plans.</i></u> Analyze risks to park resources from violent weather, plant and aquatic changes, and sea level rise, and prepare appropriate contingency plans</p> <p>Priority is <u>Medium</u> and responsibility is <u>Department of Parks & Open Space</u></p>

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<u>HOD</u>	<p>Accepted (revisions from 10-16-07 included)</p> <p>Policy</p> <p>CD-2.3 Establish a <i>Housing Overlay Designation</i>. The Housing Overlay Designation (HOD) is established, as shown on Maps 3-2a and 3-2b. The purpose of the HOD is to encourage construction of units to meet the need for workforce housing, especially for very low- and low-income households, and for special needs housing, in the City-Centered Corridor close to transit, employment, and/or public services. Sites for the HOD include reuse of existing shopping centers or other underutilized sites. <u>Development on sites designated as both mixed use and as suggested HOD sites shall be developed pursuant to the HOD Policy and Program and not per mixed use land designation criteria.</u> Each square foot of market-rate HOD housing shall be offset by an equal reduction in the square footage of the permissible commercial development. Up to 658 housing units may be approved within the HOD, subject to a discretionary approval process.</p> <p>The criteria used in establishing the Housing Overlay Designation include:</p> <p>Designated by the Countywide Plan as Multifamily (MF), General Commercial (GC), Neighborhood Commercial (NC), Office Commercial (OC), Recreation Commercial (RC), or Public Facility (PF). Located within:</p> <ul style="list-style-type: none"> ▪ The unincorporated portion of the City-Centered Corridor; ▪ One-half mile of a transit node or route with daily, regularly scheduled service; and ▪ One mile of a medical facility, library, post office, or commercial center. ▪ The area to be developed: <ul style="list-style-type: none"> • Does not exceed an average 20 percent slope and is not within the Ridge and Upland Greenbelt; • Is not within a Wetlands Conservation Area or Streamside Conservation Area;

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	<ul style="list-style-type: none"> • Is not a park or public open space area; and • Is not primarily located within the 100-year flood plain. <p>The County will engage in discussions with cities and towns within Marin County regarding the possibility of locating residential units otherwise allocated to the HOD within these cities and towns, subject to the criteria described above.</p> <p>Based on the above, the potential HOD suggested sites and unit allocations by traffic impact areas are listed in Exhibit 5.0-15 and shown in Exhibit 5.0-16.</p> <table border="1" data-bbox="686 726 1890 1349"> <thead> <tr> <th data-bbox="686 726 1045 971">Traffic Impact Areas as Determined by Screenlines and HOD Site Criteria (See Exhibit 5.0-16)</th><th data-bbox="1045 726 1362 971">HOD Unit Potential for Traffic Impact Areas (including Density Bonus Units)</th><th data-bbox="1362 726 1890 971">Suggested Qualifying Sites Within Traffic Impact Areas</th></tr> </thead> <tbody> <tr> <td data-bbox="686 971 1045 1134">Screenline 7:</td><td data-bbox="1045 971 1362 1134"><u>Up to 110</u></td><td data-bbox="1362 971 1890 1134"> <ul style="list-style-type: none"> ○ Marinwood Shopping Center (<u>50 - 100 units</u>) ○ Idylberry School (up to 10 units) ○ Other qualifying sites </td></tr> <tr> <td data-bbox="686 1134 1045 1232">Screenline 8:</td><td data-bbox="1045 1134 1362 1232"><u>Up to 25</u></td><td data-bbox="1362 1134 1890 1232"> <ul style="list-style-type: none"> ○ Gallinas Elementary School ○ Other qualifying sites </td></tr> <tr> <td data-bbox="686 1232 1045 1349">Screenline 23:</td><td data-bbox="1045 1232 1362 1349"><u>163 Up to 88</u></td><td data-bbox="1362 1232 1890 1349"> <ul style="list-style-type: none"> ○ College of Marin (up to <u>50</u> <u>25 units</u> – limited to student or workforce employees of </td></tr> </tbody> </table>	Traffic Impact Areas as Determined by Screenlines and HOD Site Criteria (See Exhibit 5.0-16)	HOD Unit Potential for Traffic Impact Areas (including Density Bonus Units)	Suggested Qualifying Sites Within Traffic Impact Areas	Screenline 7:	<u>Up to 110</u>	<ul style="list-style-type: none"> ○ Marinwood Shopping Center (<u>50 - 100 units</u>) ○ Idylberry School (up to 10 units) ○ Other qualifying sites 	Screenline 8:	<u>Up to 25</u>	<ul style="list-style-type: none"> ○ Gallinas Elementary School ○ Other qualifying sites 	Screenline 23:	<u>163 Up to 88</u>	<ul style="list-style-type: none"> ○ College of Marin (up to <u>50</u> <u>25 units</u> – limited to student or workforce employees of
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		<ul style="list-style-type: none"> <input type="radio"/> the College <input type="radio"/> Marin General Hospital (up to <u>100-50 total</u> units if associated with reconstruction or , <u>of which up to 25 units must be designated senior housing and up to 25 units designated for and limited to 25 senior, affordable workforce employees, or special needs housing</u>) <input type="radio"/> Toussin (up to 13 units) <input type="radio"/> Other qualifying sites
	Screenline 22:	<u>Up to 10</u>
	Screenline 13:	<u>Up to 50</u>
	Screenline 17:	<u>Up to 100</u>
	Screenline 19:	<u>Up to 50</u>
	Screenline 21:	<u>Up to 150</u>
		<u>Up to 583</u> Units on named HOD sites
		Total: <u>Up to 658</u> Total Potential HOD Units including Density Bonus Units

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	<p>Program:</p> <p>CD-2.d Implement the Housing Overlay Designation Program. The reviewing authority may allocate HOD units to suggested qualifying sites or other qualifying sites within Traffic Impact Areas shown on Exhibit 5.0-16 Map 3-2c up to a total of 658 units, including any applicable state density bonus units. The number of HOD units shall be a density bonus and shall be an alternative to any density bonus authorized by State law; project sponsors may elect to proceed pursuant to either the HOD density bonus or state law density bonus. Housing Overlay units within identified Traffic Screenlines may be allocated to suggested HOD sites listed in Exhibit 5.0-15 Figure 3-3 if the HOD project meets the following standards:</p> <p class="list-item-l1">1) Developer is encouraged to undertake a community based planning process.</p> <p class="list-item-l1">1) Developer is encouraged to maintain ownership interest in the project.</p> <p class="list-item-l1">2) High-quality building and site design that fits with the surrounding neighborhood and incorporates attractive and usable common/open space areas must be utilized, consistent with design guidelines.</p> <p class="list-item-l1">Income levels to be consistent with the County's inclusionary requirements.</p> <p class="list-item-l1">3) Affordability levels as follows:</p> <p style="padding-left: 2em;">For rental developments:</p> <p class="list-item-l2">i.) At least 49% of the units should be deed restricted and occupied to the maximum extent feasible by households whose incomes are 60% or less of area median income, adjusted for family size.</p> <p style="padding-left: 2em;">For ownership developments:</p> <p class="list-item-l2">ii.) at least 60% of the units should be deed restricted and occupied to the maximum extent feasible by households whose incomes are 80% or less of area median income adjusted for family size,</p> <p class="list-item-l2">iii.) OR at least 49% of the units should be deed restricted and occupied to the maximum extent feasible by households whose incomes are 60% or less of area median income, adjusted for family</p>

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	<p style="text-align: center;">size.</p> <p>4) Affordable ownership and rental units shall be deed restricted in perpetuity or for a period of not less than 55 years to ensure a stock of affordable ownership and rental units.</p> <p>5) Housing densities of at least 25 <ins>30</ins> units per acre (<u>except for sites designated Neighborhood Commercial/Mixed Use where at least 25 units per acre applies</u>) on the portion of the site developed for housing.</p> <p>6) Projects that qualify for the designation and meet the affordability requirements may be entitled to development standard adjustments, such as parking, floor area ratio, height and fee reductions and other considerations.</p> <p>7) Additional “units” of senior housing on an HOD site may be permitted if:</p> <ul style="list-style-type: none"> (i) the additional “units” are affordable to low and very low below market households; and (ii) projected peak-hour traffic impacts of the entire project site, including the traffic impacts of the additional “units” of senior housing, fall within the maximum peak-hour traffic generated by the permissible development on the site based on a traffic study to verify reduced trips and reduced parking. <p>8) Parking requirements may be adjusted on a case-by-case basis for senior and affordable housing using criteria established in the URBEMIS model to encourage transit oriented development. Trip reduction credits may be obtained through utilization of a variety of mitigation measures: locating development close to transit, or in a location where the jobs-housing balance will be optimized; commitments from the developer to implement demand management programs including parking pricing and leased parking for market-rate units; use of tandem parking, and off-site parking, among other measures to permanently reduce parking need. Reduction of parking requirements are subject to discretionary approval and may require a parking study to verify reduced parking demand.</p> <p>9) Potential impacts are mitigated to the maximum extent feasible.</p> <p>10) Occupancy or resident preferences for HOD projects should be analyzed for appropriateness in each project, taking into consideration applicable traffic</p>

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	<p>impacts, jobs/housing balance opportunities, and fair housing laws.</p> <p>Application can be made by a property owner to the County for the designation of a new HOD site which meets all of the criteria identified in Policy CD-2.3. In such cases, the review authority may designate an additional HOD site and reallocate units “assigned to” HOD sites within the same Traffic Impact Area and within the 658 total HOD units. Funding shall be pursued to prepare Master Plans and related environmental review documents to facilitate development on HOD sites. <u>The Marinwood Plaza Conceptual Master Plan approved by the Board of Supervisors provides an example of a community-based planning process that meets the goals of the Housing Overlay Designation.</u></p> <p>The County’s inclusionary housing ordinance (Marin County Code Chapter 22.22) shall be amended to exempt from inclusionary housing requirements any project developed with affordable housing as outlined in the HOD Program.</p> <p>The inclusion of workforce housing, especially for very low- and low-income households and for special needs housing, will be strongly encouraged at the time of commercial or other expansion and major remodeling proposals.</p>
<u>2. Community based planning</u>	<p>Accepted (revisions from 10-16-07 included)</p> <p><u>CD-2.p (new) Encourage Community Based Planning for Issues of Community-Wide Interest. Encourage and support a community-based planning approach for projects with broad community-wide interest. The community-based planning process should promote cooperation and collaboration.</u></p>

TOPIC	ACTION
<u>4. Mixed Use</u>	<p>Accepted (revisions from 10-16-07 included)</p> <p>CD-8.7 Establish Commercial/Mixed Use Land Use Categories and Intensities.</p> <p>Commercial/mixed use land use categories are established to provide for a mix of retail, office, and industrial uses as well as mixed-use residential development in a manner compatible with public facilities, natural resource protection, environmental quality, and high standards of urban design. Mixed-use developments are intended to incorporate residential units on commercial properties including on-site housing for employees thereby contributing to affordable housing and reduced commutes.</p> <p>The following criteria shall apply to any mixed-use development:</p> <ol style="list-style-type: none">1. For parcels larger than 2 acres in size - no more than 50% of the new floor area may be developed for commercial uses, and the remaining new floor area shall be developed for new housing. For parcels 2 acres and less in size - no more than 75% of the new floor area may be developed for commercial uses, and the remaining new floor area shall be developed for new housing.2. Projected peak-hour traffic impacts of the proposed mixed-use development are no greater than that for the maximum commercial development permissible on the site under the specific land use category;3. Priority shall be given to the retention of existing neighborhood serving retail <ins>commercial</ins> uses; and4. The site design fits with the surrounding neighborhood and incorporates design elements such as podium parking, usable common/open space areas, and vertical mix of uses, where appropriate. In most instances, residential uses should be considered above the ground floor or located in a manner to provide the continuity of store frontages while maintaining visual interest and a

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	<p>pedestrian orientation.</p> <p>5. For projects consisting of low income and very low income affordable units, the FAR may be exceeded to accommodate additional units for those affordable categories. For projects consisting of moderate income housing, the FAR may only be exceeded in areas with acceptable traffic levels of service - but not to an amount sufficient to cause an LOS standard to be exceeded.</p> <p>6. Residential units on mixed-use sites along Shoreline Highway west of Highway 101 in the Tamalpais Area Community Plan area shall be restricted to 100 additional units (including any applicable density bonus) and not subject to the FAR exceptions listed in #5 above due to the area's highly constrained (week and weekend) traffic conditions, flooding and other hazards.</p> <p>Minor Renovations not resulting in additional square footage may be exempt from the above requirements if consistent with the requirements of the Marin County Jobs-Housing Linkage Ordinance, Chapter 22.22 of the Development Code.</p>
<u>7. Climate Change</u> <u>7.a. Transportation and Climate Change</u>	<p>Accepted (revisions from 10-16-07 included)</p> <p><u>Transportation Section</u></p> <p><u>Background</u> "The transportation system and land use pattern are inextricably linked: any major change to one triggers the need to modify the other (as evidenced by the common practice of using computer models to balance future transportation capacity with growth projections). Although it appears likely that private cars will remain the dominant form of transportation for the foreseeable future Energy consumption is responsible for an estimated 33 percent of Marin County's greenhouse gas emissions. But an even larger share –62 percent – comes from transportation. 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.</p>

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	<p>Instead, major changes in travel behavior will be needed to reduce traffic congestion, greenhouse gas emissions, and air pollution in Marin, as described in Moving Forward: A 25-year Vision for Transportation in Marin County (2003)...”</p> <p>Programs</p> <p>TR-1.s VMT Reduction Monitoring and Implementation and Transportation Demand Management Program. Develop and implement a countywide program for monitoring and reducing VMT consistent with state and regional efforts and based on information from state and regional planning agencies, and Identify and require in new developments specific transportation demand management (TDM) strategies for reducing the VMT below levels that would otherwise occur. Consider the following types of strategies for inclusion in the VMT Reduction Monitoring and Implementation and Transportation Demand Management Program:</p> <ul style="list-style-type: none"> ➤ <u>Increased Transit.</u> ➤ All new residential projects consisting of 25 units or more should be located within 1/2 miles of a transit node, <u>shuttle service</u>, or bus <u>stop</u> route with regularly scheduled, daily service <u>during both off peak and peak times</u>. ➤ New multi-family projects consisting of 25 units or more should include TDM measures such as reduced parking for affordable or senior projects, subsidized public transportation passes, or ride-matching programs based on site specific review. For market-rate projects, consider TDM programs such as charging parking fees separate from rent. ➤ Safe, convenient connections should be provided to existing pedestrian and bicycle facilities and secure bicycle parking should be provided in new nonresidential developments. ➤ TDM should be required for new or expanded projects with 50 employees or more,

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	<p>including programs such as parking cash out, subsidized transit passes, ridesharing incentives, and bicycle storage facilities.</p> <p>Increase priority rating for TR-1.s, VMT Reduction Monitoring and Implementation Program, from “Low” to “High”, change timeframe from “Long term” to “Medium term” and identify a potential funding source</p> <p><u>TR-1.t (new) Reduce Single Occupancy Trips.</u> Adopt fees and other programs that encourage alternatives to the single occupant vehicle. Consider imposing tolls, congestion pricing, parking fees, gas taxes and residential parking permit limits. Encourage and assist local cities and towns to adopt similar programs</p> <p><u>TR-1.u (new) Create Car Share Program.</u> Support the establishment of a “Car Share” program to promote socially responsible car sharing by providing convenient, reliable, and affordable access to cars to reduce individual car ownership.</p> <p><u>TR-3.i (new) Provide Shuttle Service to Transit.</u> Support the creation of shuttle service, corridor trolleys, and/or jitneys to collect riders for public transit (see AIR-3.1, AIR-4.b) Consider providing such service for inter city-county streets.</p> <p><u>TR-4.e (new), Support Alternative Fuels Vehicles.</u> Actively support infrastructure needed for alternative fuel vehicles, including fueling and charging stations. Review and consider revising applicable codes applying to refueling and recharging infrastructure. Support state, federal, and local efforts to increase fuel efficiency and reduce greenhouse gas emissions.</p>

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<u>2B: Wetlands Definition (Biological Resources)</u>	<p>Accepted (revisions from 10-16-07 included)</p> <p>BIO-3.h (new) <i>Evaluate Wetlands Definitions.</i> Conduct a study to evaluate whether to continue rely upon the Corps of Engineers definition of wetlands outside of the Coastal Zone or to expand the use of the Coastal Zone (or "Cowardin") definition to the entire County. The study should consider all of the following in developing a recommendation to the Board of Supervisors: 1) the effect of the expanded wetland definition when coupled with SCA and WCA requirements; 2) the extent of the geographic areas potentially affected by the expanded definition; 3) performance of wetland delineations for areas outside the Coastal Zone (in-house staff or consultants); 4) potential costs and workloads associated with delineations, administration and appeals; and 5) overall feasibility of implementation and enforcement responsibilities associated with an expanded definition; 6) benefits and challenges of a consistent definition throughout the county; 7) what percentage of wetlands would continue to be regulated by the Army Corps of Engineers; and 8) what percentage of cost could be paid for by the applicant.</p>
<u>New Terms for Glossary</u>	<p>ACCEPTED</p> <p>Level of Service (LOS). A qualitative measure of operating conditions within a traffic stream, and their perception by motorists and/or passengers. A LOS definition generally describes these conditions in terms of such factors as speed, travel time, freedom to maneuver, comfort and convenience, and safety.</p> <p>Income Limit (Housing): Maximum amounts that low or moderate income families may earn to qualify for subsidized rental housing or a low-interest mortgage. Limits are calculated by the US Department of Housing and Urban Development (HUD) and are based on family size and geographic location.</p>

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	<p>Duet (Residential): A detached building sharing a common wall which is designed for occupation as the residence of two families living independently of each other. Similar to a duplex except the connected units are on separate lots.</p>