

Countywide Plan Scenarios: Transportation

The Vision:

The Transportation scenario will provide multi-modal mobility choices for Marin's residents and ensuring that different means of transportation and circulation are connected and seamless.

Key to addressing concerns about excessive single-occupant vehicle trips and limited road infrastructure is to focus future growth to places that are already developed and are conducive to serving with transportation modes other than the automobile. This results in compact communities that emphasize transit-oriented development patterns that also enables easy bicycle and pedestrian circulation. A mixture of uses within these areas to serve basic needs within walking distance is critical. Transportation linkages and transit service will be regular and frequent, and serve activity nodes including schools, employment centers, and public facilities. An off-street circulation network is critical to encouraging pedestrian and non-motorized trips.

What are the desired outcomes?

- Programs identified in the Transportation Vision Plan have been implemented.
- Motorized transportation is primarily alternative-fuel based.
- All commercial areas, excluding industrial areas, have been rezoned to mixed-use to allow maximum flexibility in use/reuse of the site.
- Targeted transit areas have been defined as land within $\frac{3}{4}$ mile of a train station or ferry terminal, $\frac{1}{2}$ mile of a bus terminal and the 101 bus pads, and $\frac{1}{4}$ mile of selected bus routes.
- Allowable floor area ratios and building heights have been increased in central business districts and for targeted transit sites to result in an effective FAR of .35 instead of .3.
- New housing construction has been focused on higher-density, infill areas rather than single-family to make the most efficient use of land and maximize the potential for affordability. Half of the remaining development potential in the Inland Rural and Coastal Recreation corridors has been allocated to a development transfer pool which may be used in targeted transit areas to provide additional affordable units above what is permitted by current code.
- Retail centers have had housing added when being modernized or reconstructed at a rate of one unit per 1,000 square feet of building area.
- All new non-residential developments have been required to provide housing at a rate of one unit per 1,000 square feet of building area.
- Tax measures have been passed to fund transportation as well as leverage outside funding.
- A joint powers authority has been established to oversee transportation improvements and manage transportation programs.
- A network of bicycle and pedestrian pathways has been constructed, and bike routes added to roadways as designated on the bicycle master plan.
- Barriers to pedestrian and bicycle access have been removed and sufficient parking areas for bicycles have been provided at activity nodes.

- Parking maximums have been established for areas served by transit.
- Airspace above parking lots in targeted transit areas has been used for additional housing.
- Second units are assumed to be on one of every ten single-family lots.
- The following specific sites have development as follows:
 1. St. Vincent's Silveira – Assumes no large-scale development
 2. San Quentin – 2,100 residential units clustered in a European village-like community with 285,000 s.f. of nonresidential space which is inclusive of existing structures that would be preserved and/or reused.
 3. Strawberry Shopping Center – 169 units
 4. Marin City Shopping Center – 170 units