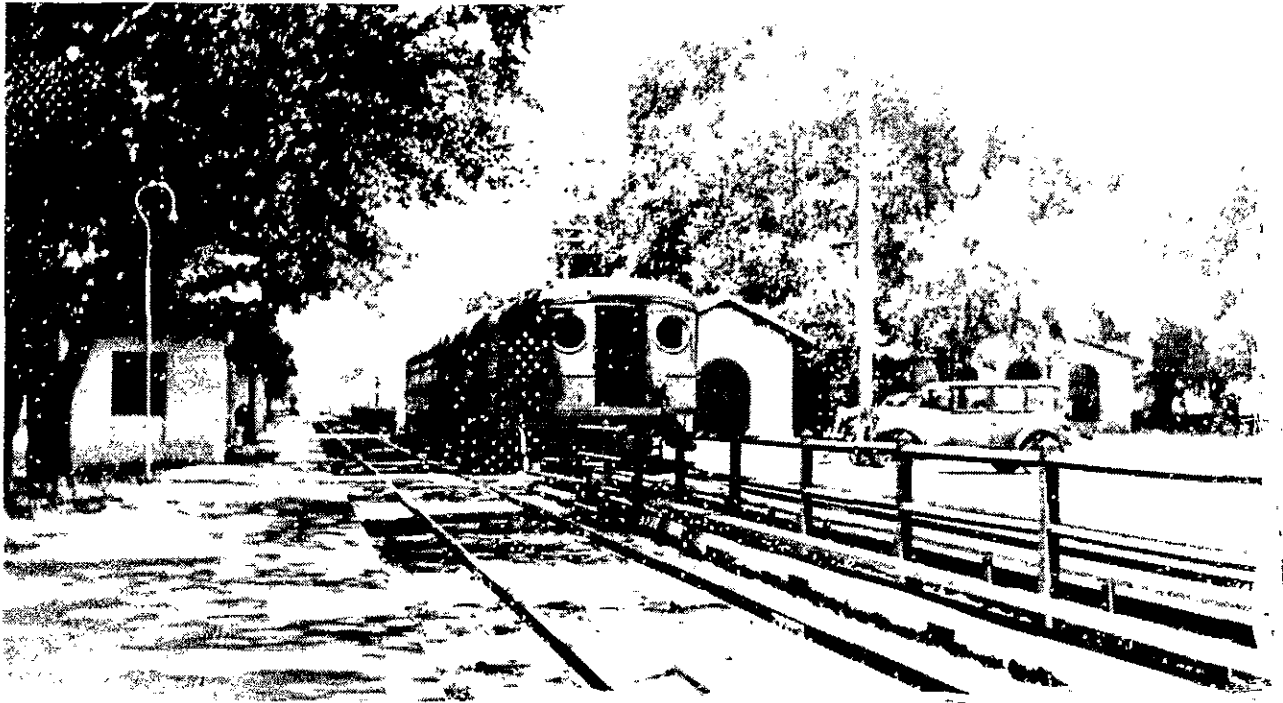


KENTFIELD/GREENBRAE COMMUNITY PLAN



**PREPARED BY
KENTFIELD/GREENBRAE
COMMUNITY PLANNING GROUP
AND
MARIN COUNTY PLANNING DEPARTMENT**

ADOPTED MAY 1987

KENTFIELD/GREENBRAE
COMMUNITY PLAN

FINAL

May, 1987

Prepared by
Kentfield/Greenbrae Community Planning Group
and
Marin County Planning Department

ACKNOWLEDGEMENTS

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For the past two years a team of Community members, a private consultant and Marin County Planning Department staff have been working together to provide this Community Plan for the unincorporated Kentfield and Greenbrae area. The Plan will provide a framework for the next 10 - 20 years for County decisions related to land use, design review, subdivisions and density allocations.

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EXECUTIVE SUMMARY

The study area for the Kentfield/Greenbrae Community Plan lies in the highly developed Eastern Urban Corridor of Marin County and includes the unincorporated area which is bordered by the Town of Ross and the cities of San Rafael, Larkspur and Mill Valley.

The vast majority of the land in the study area is zoned single family residential and is used for housing. In general, the intent of the plan is to protect those qualities of the community which enhances it as a predominantly single family residential area. The plan seeks to limit multi-family and commercial development to the Historic Kentfield area. To ensure that new development is consistent with community characteristics the plan proposes conservation and development standards to prevent building scale from overwhelming the basic single family residential character of the Community.

The plan proposes rezoning some properties currently zoned for office planned district to residential multiple planned district; it also proposes rezoning some public lands now zoned single family residential to open area and public facilities. It is the intent of these rezonings to maintain the character of the community by placing greater emphasis on residential uses and the preservation of public lands for educational and cultural land uses.

The plan attempts to reinforce the existing residential character of the community by recommending that changes in land use and traffic circulation be limited to those which do not:

- o generate substantial additional traffic,
- o conflict with and congest intra-community travel,
- o endanger pedestrian and bicycle movement.

Finally, the plan recommends that coordination and cooperation with Ross, Larkspur, and other cities be established to work on traffic and circulation and other problems of mutual concern.

PREFACE

This plan has been prepared because we as local citizens care about our community and are concerned about its future. We are fortunate to have a community blessed with many amenities. Our concern is that we may lose most of the amenities if we do nothing and that we may lose some even if we do all we can.

Economic and social forces at work in the Western United States, in California, in the Bay Area, and in Marin County are causing increases in the densities of population, economic activity, land use, and traffic. Increased densities, in turn, will gradually deprive us of those community attributes we cherish most - open lands, unobstructed views, clean air, quiet, privacy, safe and convenient traffic circulation. To preserve these attributes, we must make an attempt to deflect in our small area trends that are powerful, persistent, and ubiquitous - an overwhelming task.

These circumstances force us at times into a stance of "negative planning", expressing less what we do want, than what we do not want. Such a stance may indicate to some a community narrow-mindedly opposed to any change, tenaciously clinging to the past, afraid of the future.

That image is at odds with our perception of the Kentfield/Greenbrae community. Many of our residents are citizens not just of the local community but of a much larger world. We are neither opposed to change nor afraid of the future. We welcome progress, but we know that neither all change nor all growth can automatically be equated to progress. Every proposed action must be scrutinized carefully to ascertain that it will indeed help our community progress toward its goals. Unless strong safeguards are in place, we will surely lose our most valued amenities.

Our problem is not unique. It is shared to some degree by similar communities in Marin, in other Bay Area counties, and elsewhere. Our success in the coming years will depend in part on cooperating with our Ross Valley neighbors so that we attain common goals while each community retains a measure of identity and self-government.

Kentfield/Greenbrae
Community Plan
Committee, Chairman

Tom Brown

I. INTRODUCTION

A. Basis for the Plan

California Government Code requires each Local Planning Agency (Commission or Department) to adopt a comprehensive, long-term general plan for the physical development of the city, county, region or area. Also Local Planning Agencies May establish a process for development of community plans based on local public participation for areas within the general plan boundaries. community plans provide commissions and boards with a framework for making decisions related to land use, density, subdivisions, design review, transportation and other essential services and facilities.

The Marin Countywide Plan adopted in April 1982 meets the above requirements for a general plan and establishes a process for local participation in the formation of "community plans." Although a guide and not a law, the general plan together with community plans provides the basis for the administration of laws, particularly the zoning and subdivision ordinances. When adopted by the Planning Commission and Board of Supervisors, community plans become their statements of policy for making future decisions relative to specific land uses and development within the general Plan boundaries.

The need for the Kentfield/Greenbrae Community Plan was recognized some years ago when the county adopted a Kentfield General Plan (1965) later augmented by Kent Woodlands Land Use Policy (1981), Kentfield Land Use and Design Study (1982), and Kentfield Transportation Study (1983).

This community plan supports and reinforces the general elements of the Marin Countywide Plan. The plan is a document stating current community goals, policies, and conservation and development standards. It must periodically be reappraised in light of changing conditions, needs and desires in order to keep it as a contemporary, and useful guide. Any amendments to the Community Plan should be made judiciously and not abrogate the fundamental objectives of the plan.

A series of events led to the preparation of this plan. In 1981, a major development project was proposed near Kentfield Corners. Concern about traffic and other impacts of this development led the County to conduct the Kentfield Transportation Study in 1982; the County appointed a Citizens Advisory Committee to provide liaison with the community. The traffic study, in turn, brought about increased awareness of various short range and long range planning problems in the community. To deal with the ongoing short range planning matters, the Board of Supervisors in 1983 created the Kentfield Planning Advisory Board; its nine appointees consisted partly of members of the Transportation Study Advisory Committee. To deal with the longer range problems and to update the 1965 General Plan, the Board in 1984 created the Kentfield/Greenbrae Community Planning Group, consisting of members of KPAB augmented by seven additional persons, including representatives of Ross and Larkspur (see Acknowledgements).

The Community Planning Group has drafted this plan in a series of meetings and work sessions over the past two years. The County Planning Department provided valuable staff and administrative support throughout.

B. Goals

The goals of the Kentfield/Greenbrae Community Plan are to:

- Goal 1: Achieve high quality in the natural and built environment through a balanced system of land use, transportation, and open space.
- Goal 2: Maintain and enhance the planning area as a residential community comprised predominantly of single-family homes.
- Goal 3: Preserve the planning area as an educational and cultural focus in Marin County.
- Goal 4: Encourage land use modifications, circulation improvements, and community organizations which further a sense of neighborhood and community identity.
- Goal 5: Limit development or redevelopment to uses that primarily serve the planning area.
- Goal 6: Maintain and improve the community's public services.
- Goal 7: Limit changes in land use and circulation to those which do not
- generate substantial additional traffic,
 - conflict with and congest intra-community travel,
 - endanger pedestrian and bicycle movement.
- Goal 8: Improve safety and convenience of circulation by means other than increasing the capacity of arterial streets.
- Goal 9: Encourage inter-jurisdictional cooperation and comprehensive environmental review.
- Goal 10: To the greatest extent possible, preserve the natural beauty and view corridors of the planning area. Protect and enhance environmental resources in accord with policies of the Countywide Plan.

Other sections of the plan set forth policies, standards, and techniques to accomplish the above goals.

C. General Recommendations

1. The character of the community as a predominantly single family residential area should be preserved. If development or redevelopment occurs, lot sizes, floor to lot area ratios, architectural styles, and parking standards should be compatible with or exceed County standards and should be sensitive to local topography, community character, and recommended community appearance.
2. Multi-family development should be limited to the commercial and multi-family portions of the Historic Kentfield area. Where multi-family housing is developed or redeveloped, landscaping, public benches, transit shelters, and pedestrian/ bicycle paths should be incorporated as streetscape improvements.
3. Commercial, retail, and office development should be limited to the commercial portions of the Historic Kentfield area. The mix of offices and retail establishments should continue. Appropriate uses in this area are those which meet community needs and which will neither attract a significant volume of traffic nor require large quantities of parking space. Setbacks, floor area ratio requirements and height restrictions specified in this plan will help to prevent building mass, height, and location from overwhelming the basic single-family residential character of the community.
4. Educational and cultural land uses should be preserved. If facilities are to be redeveloped, this plan establishes conservation and development standards designed to preserve these land uses.
5. Circulation problems should be alleviated in the short run by implementing the recommendations of the 1982 Kentfield Transportation Study adopted previously. In the longer run, transportation facilities should be modified to provide safe and convenient movement for all groups of street users without adding physical capacity to major streets and arterials.

6. A framework for continuing coordination and cooperation with Ross, Larkspur, and other cities should be established to work on circulation and other problems of mutual concern.

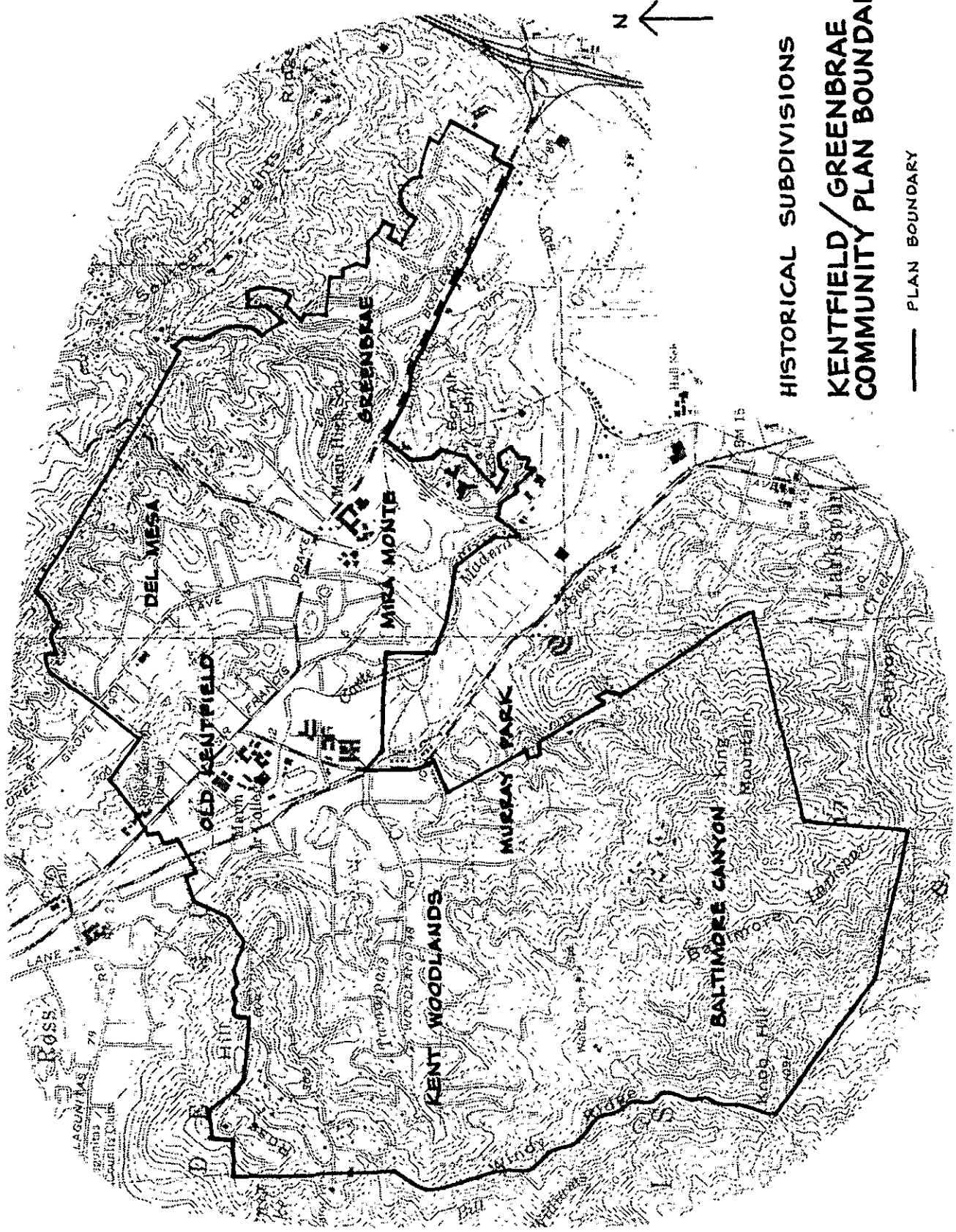
D. Limitations

Any plan is subject to certain geographic and jurisdictional limitations. The Kentfield/Greenbrae Community Plan presented here is subject to major limitations that affect analysis, conclusions, and recommendations. A brief discussion follows:

1. Geographic Boundaries (refer to Kentfield/Greenbrae Community Plan Boundaries, Figure 1)

Planning works best for an area that is a natural geographic and community unit. Communities and towns located within large metropolitan areas usually are not natural units; they adjoin other suburban communities or core cities, and their boundaries are not apparent unless marked by special signs.

The Kentfield/Greenbrae area covered in this plan is not a natural planning unit: this area is located in the highly developed Eastern Urban Corridor of Marin County, and is defined by the territory the four immediately adjacent cities (Ross, San Rafael, Larkspur, Mill Valley) did not include within their borders. The planning area's boundary on the north and south, in part, follows natural ridges; most of the boundary cuts through homogeneous residential neighborhoods. Much of Greenbrae is not included because it lies within the city limits of Larkspur.



**HISTORICAL SUBDIVISIONS
 KENTFIELD / GREENBRAE
 COMMUNITY PLAN BOUNDARIES**

— PLAN BOUNDARY

FIGURE # 1

This condition poses difficulties in planning. The boundaries of the planning area have little meaning to residents in their economic and social linkages and in the trips they make. Demographic and transportation data are not available in units matching the planning area since it does not conform to census tracts nor to any of the established boundaries of school, fire, sanitary, or other community service districts. Transportation data are not compiled for the planning area; consequently, the volume of traffic into, out of, through, and within the area cannot be established with precision.

Thus, planning for this area will be most effective when the plan and those of adjacent cities are mutually compatible. Close coordination and cooperation with our neighbors become imperative.

2. Jurisdictional boundaries

The jurisdiction of this plan is the unincorporated Kentfield/Greenbrae area which is surrounded by the incorporated communities of Larkspur, San Rafael, Mill Valley, Ross, and the Marin Municipal Water District lands. The planning area is experiencing the impact of changes occurring in adjacent areas.

The Kentfield/Greenbrae Community Plan supports and reinforces the elements of the Marin Countywide Plan. Each of the adjacent local jurisdictions also has a general plan which provides guidance for physical development. California State Law requires each jurisdiction to have a general plan but does not require the plan to be consistent with plans for adjacent areas. The ineffective coordination of development between the county and cities, particularly in unincorporated areas adjacent to cities, has been a source of friction between jurisdictions.

Additionally, other public agencies, such as the Postal Service and school, water and sanitary districts have specific public service responsibilities and land use powers which are outside county planning control.

The policies and development standards of this plan are designed to meet local community goals and be compatible with other standards of adjacent and overlapping jurisdictions to facilitate effective coordination. The goals and objectives of this plan may not be those of adjacent jurisdictions; these differences limit the implementation of specific policies in this plan.

II. BACKGROUND

A. History

A century and a half ago, the area in which Kentfield, Ross and most of San Anselmo are now located was known as Rancho Punta de San Quentin. This Rancho, covering about twelve square miles, was granted in 1840 to Juan R. Cooper, a brother in-law of General Mariano Vallejo. Title to the Rancho passed in 1857 to James Ross, a San Francisco merchant for whom the Town of Ross and the Valley are named.

Lumbering operations in the valley and the surrounding hills began at about that time. In the 1860s lumber was processed by a sawmill in Ross and shipped to San Francisco for use in building construction. Schooners were loaded at Ross Landing - near what it is now Kentfield Corners - on Corte Madera Creek, then almost a river. Rapid sedimentation set in during the late 1860s, probably as a result of deforestation and hillside erosion. During the next decade, shipping activity diminished greatly.

A settlement of several dozen houses had grown up around Ross Landing. In the 1870s, when the North Coast Pacific Railroad was constructed from Sausalito through Ross Valley to Tomales, one station was placed near the present Woodlands Shopping Center to serve Ross Landing. Rail service continued for decades; it consisted in later years largely of commuter trains connecting at Sausalito with ferries to San Francisco. Rail operations ceased in 1941 after the opening of the Golden Gate Bridge.

Kentfield derives its name from the Kent Family. Albert E. Kent, a Chicago packing plant owner who had come west in search of a healthful climate, built a home in Ross Landing in 1874 and subsequently acquired large land holdings in Marin County. Some of

this land was later donated for public use by Mr. Kent, his wife Adeline, and their son, Congressman William Kent. In 1908, William Kent donated Muir Woods to the federal government for a national monument; in 1914, the north side of Mt. Tamalpais was deeded to the Water District with stipulations that no buildings were to be constructed that would detract from the beauty of the mountain and that the public be allowed to enjoy the area; also in 1908, Mrs. Adeline Kent donated more than twenty acres near the railroad station for a community recreation center. A portion of that land was later given to the Kentfield School District and is the site of Kent School; in 1926, most of the remainder was turned over to Marin Junior College (now College of Marin).

In the early decades of this century, Kentfield, like other Ross Valley communities, was the site of mansions and summer cottages belonging to San Francisco families. Gradually, the number of permanent homes and residents grew. In 1937, the Golden Gate Bridge was completed, greatly improving access to Marin County from San Francisco.

The full impact of the Bridge was not felt until the years following World War II. Bay Area population growth, movement to the suburbs, and increased accessibility - including the opening of the San Rafael/Richmond Bridge in 1956 - combined to cause major changes in Marin County and Kentfield/Greenbrae area. The Greenbrae Ranch was subdivided for residential development; the first unit of Marin General Hospital was built; part of Sir Francis Drake Boulevard through Greenbrae became a divided roadway; highway 101 was converted to a freeway; Marin Catholic, Greenbrae, and Wolfe Grade (now Bacich) schools were built; stores, offices, and many new homes were constructed. The College enlarged its campus to serve the growing student body and expanded its program of evening courses and cultural offerings to serve the increasing number of County residents.

In the 1950s and 1960s, Kentfield changed from a semi-rural community with a small junior college to a suburb populated largely by commuters and their families. Many new residents made the Kentfield/Greenbrae area their community of choice - not merely for convenient location and quality schools, but for its scenic beauty and ready access to open space.

As Kentfield/Greenbrae is approaching "buildout", the community and its population have matured and stabilized. Land values have increased substantially, making it more difficult for young families to live in the community. Average age is rising significantly. A strong awareness of the natural environment and of the need to preserve it characterize the community today.

B. Natural Setting

Spectacular views, vegetation, topography, creeks and proximity to the Bay contribute to the natural beauty of the Kentfield/Greenbrae planning area. The area lies within the lower and middle parts of Ross Valley. This portion of the valley is approximately two miles wide from ridge to ridge; the valley floor is approximately one-half mile wide and is just above sea level. Corte Madera Creek flows through the valley and is a major scenic and recreational resource. The pattern of streets throughout the planning area is dictated by the main and tributary valleys. Vegetation is typical of the Coast Range Mountains: wooded ravines, heavy underbrush, open grassy areas and brushland.

Bedrock within the planning area is primarily sandstone -- a fine-grained, gray to buff colored sedimentary rock that weathers to buff or brown silty soils. Much of the crest and southern slopes of Ross Hill is made up of greenstone, an altered lava that is hard and compact, yielding brown to dark brown soils.

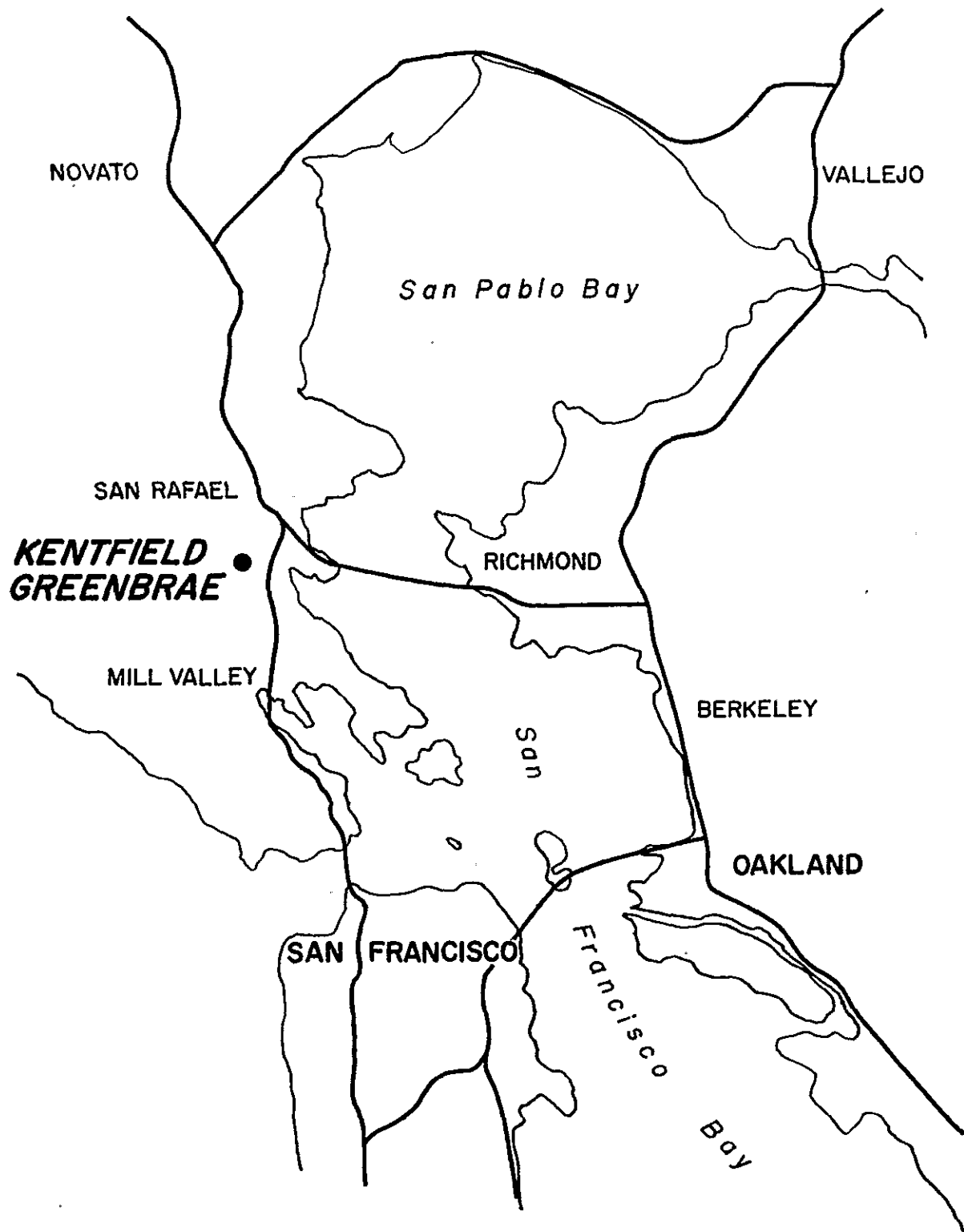
In contrast to these ancient, well-consolidated bedrock types, the broad flat valley floor of Corte Madera Creek is underlain by unconsolidated alluvial deposits of clay, silt, sand, and gravel deposited by the creek during floods within the last 5,000 years. The low-lying area approximately bounded by College Avenue, Sir Francis Drake Boulevard, and Magnolia Avenue is underlain by soft bay mud of the same age. Much of this bay mud area, originally marshland that served as a flood plain for Corte Madera Creek, has been covered by fill for development within the last forty years. Bay mud constitutes the most sensitive and unstable setting for development within the planning area.

The planning area is seismically active, as is the entire Bay Area region, due to the presence of the San Andreas Fault six miles to the west, and the Hayward Fault ten miles to the east.

Temperatures are pleasant and moderate in the planning area, with a range from an average daily minimum of 43, in January to an average daily maximum of 79, in July. Rainfall in Kentfield is the highest recorded for a populous area in the county -- an average of 52.5 inches per year compared to 40.1 in San Rafael and 32.4 in Novato. (All figures taken from the Marin Municipal Water District and Cities). Because of protection from adjacent hills, winds are seldom high.

C. Regional Relationships

The Kentfield/Greenbrae area is situated within east-central Marin County between the incorporated cities/towns of San Rafael to the north, Ross on the northwest, and Larkspur and Mill Valley on the east and south. The Marin Municipal Water District lands form the southwestern border of the planning area. See Figure 1 and 2 to view the *planning area's boundaries*.



**KENTFIELD
GREENBRAE** ●

REGIONAL RELATIONSHIPS

FIGURE #2

Sir Francis Drake Boulevard, a major traffic artery linking Highway 101 with communities of the upper and lower Ross Valley runs through the planning area. Kentfield/Greenbrae is profoundly affected by the traffic volume through this corridor. The close relationship between the planning area and its neighboring communities creates the need for inter-jurisdictional transportation planning for the Sir Francis Drake corridor. A more detailed discussion of this can be found in the Circulation Element of this plan.

While primarily a single-family residential community, Kentfield/Greenbrae serves as a major cultural, educational and medical focus of the county. The planning area is home to the College of Marin's Kentfield Campus and two major hospitals -- Marin General and Ross General, and attracts people from throughout Marin County to its institutions. Implications of the location of these institutions within the planning area are addressed in the Land Use element of this plan.

Kentfield/Greenbrae residents have ready access to community and regional shopping centers. Limited shopping opportunities exist within the planning area, mainly for specialty goods and services.

Economic and cultural ties with San Francisco are significant. San Francisco business and entertainment districts are located approximately 18 miles from the planning area. San Francisco is also a significant place of employment for Kentfield/Greenbrae's working population (See Table 6), and a major destination for social/recreational trips.

D. Social and Economic Context

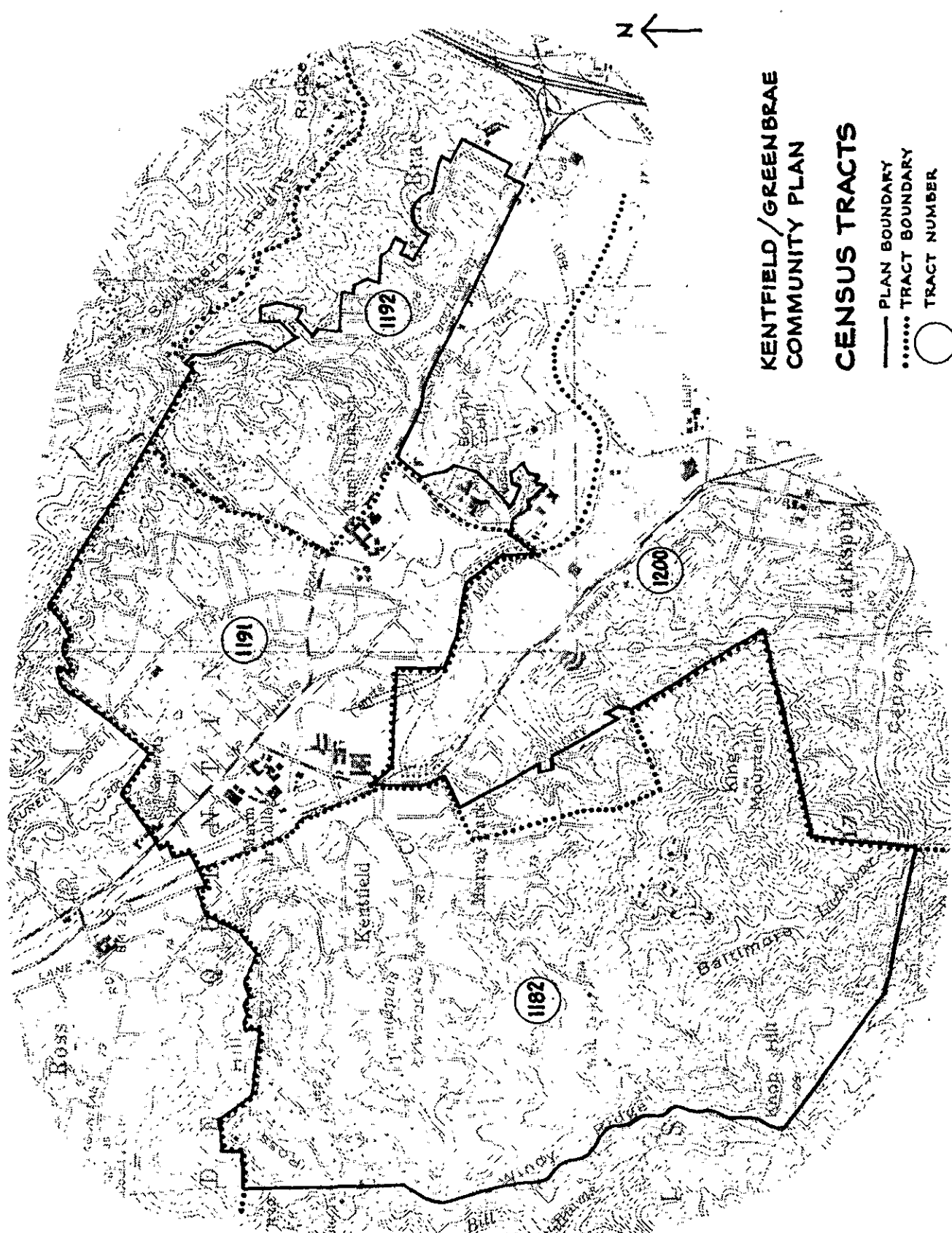
Population

The 1980 population of the unincorporated Kentfield/Greenbrae Planning Area was approximately 6,400 residents. This figure strongly contrasts to the 1965 General Plan estimate of a 1975 population of 15,000 for a somewhat larger planning area.

Data in this section is based on the 1980 census, except as footnoted, and is compiled from four census tracts which comprise the unincorporated planning area:

#1182 (portion):	Kent Woodlands
#1191 (entire):	Kentfield
#1192 (portion):	Greenbrae
#1200 (portion):	Murray Park

There is a county-wide trend towards smaller household size, due in part to an increasingly aged and childless population. The median age has risen dramatically from 35 years in 1960, to 39.2 years in 1980. Table 1 illustrates the age distribution for the planning area by census tract, and Table 2 illustrates the number of persons per household.



**KENTFIELD/GREENBRAE
COMMUNITY PLAN**

CENSUS TRACTS

— PLAN BOUNDARY
 TRACT BOUNDARY
 ○ TRACT NUMBER

FIGURE #3

TABLE I
Population Age Distribution - 1980

Tract #	Kent Woodlands 1182	Kentfield 1191	Greenbrae 1192	Murray Park 1200	Age Total	% of Age Total
Under 5 yrs.	59	93	78	10	240	3.7%
5-9 yrs.	101	110	103	16	330	5.1
10-19 yrs.	327	390	313	44	1,074	16.7
20-34 yrs.	343	577	218	43	1,181	18.4
35-44 yrs.	291	382	296	60	1,029	16.0
45-54 yrs.	309	305	260	30	904	14.0
55-64 yrs.	256	241	286	45	828	12.9
Over 65	223	343	249	28	843	13.1
Total	1,909	2,441	1,803	276	6,429	100.0
Median	39.4	35.9	41.1	40.6		

(Source 1980 Census, Marin County)

TABLE 2
Household Size

Tract #	Kent Woodlands 1182	Kentfield 1191	Greenbrae 1192	Murray Park 1200	Average Persons per Household
persons per household:	2.68	2.44	2.74	2.28	2.53

(for comparison: average persons per household in above tracts in 1960 : 3.2)

(Source: 1980 Census, Marin County)

Age shifts affect the area's schools and other services. Already the Kentfield/Greenbrae community has experienced the closing of Greenbrae Elementary School. Enrollment in the district's remaining public schools, Kent and Bacich, steadily declined for years; the 1985 school year was the first year in the last fifteen in which enrollments increased.

There are many factors leading to an aging of the population. One major factor is economic -- the median sales price of a home in Kentfield is far higher than what most young couples and individuals, particularly first-time buyers, can afford. The Marin County Board of Realtors figures show that the average 1980 sales price for a house in Kentfield was \$287,000, based on 51 sales for the year. The Figures show that the average 1985 sales price for a house in Kentfield was \$342,000 based on 85 sales for the year. Household income required to purchase the average priced house has increased from \$108,000 per year in 1980 to \$144,000 per year in 1986. (Calculated at 4 times estimated annual housing costs assuming 20% down payment, 30 year fixed rate mortgage at 9.5% interest in 1980 and 11% interest in 1985.)

The median household income in 1979 for the four census tracts is broken down by household type in Table 3. For comparison, the median household income for the entire San Francisco-Oakland Standard Metropolitan Statistical Area (SMSA), which includes Marin County, was \$19,920.

TABLE 3
Household Income

Tract #	Kent Woodlands 1182	Kentfield 1191	Greenbrae 1192	Murray Park 1200	Total
Number of households	653	1,026	682	129	2,490
Median household income	\$50,400	\$30,000	\$37,800	\$25,800	
Owner-occupied households: % of total	83%	73%	93%	81%	2,028
Median income	\$57,600	\$37,200	\$38,500	\$26,400	
Renter-occupied households: % of total	17%	27%	7%	19%	462
Median income	\$14,400	\$16,300	\$32,700	\$11,100	

(Source 1980 Census, Marin County)

Housing Characteristics

The 1980 vacancy rate in the planning area, shown in Table 4, is considered extremely low.

**TABLE 4
Vacancy Rates**

	Tract #	All Units %	Rentals Only %	Number
Kent Woodlands	1182	1.1%	0.9%	(1/115)
Kentfield	1191	1.2%	1.7%	(6/355)
Greenbrae	1192	1.2%	2.3%	(1/44)
Murray Park	1200	3.9%	16.7%	(2/12)
Total				10/256

(Source 1980 Census, Marin County)

Interestingly, the 1965 Kentfield General Plan identifies the area's 1960 average vacancy rate of 5.1% as "relatively low ... indicative of the residential stability of the area." In contrast, the 1980 figures indicate a shortage of available housing which is felt particularly by renters.

Table 5 illustrates the median values and rents in 1980 for owner-occupied and renter-occupied housing units respectively.

**TABLE 5
Median House Values and Median Rents
(These figures may be out of date)**

	Tract #	Median Value: Owner-Occupied Units	Median Monthly Rent Housing Units
Kent Woodlands	1182	\$200,000	\$317
Kentfield	1191	199,100	335
Greenbrae	1192	194,800	500 +
Murray Park	1200	178,300	500 +

(Source 1980 Census, Marin County)

Commute Patterns & Vehicle Ownership

Table 6 points out the places to which Kentfield's residents commute to work beyond Marin County. The employment base within the planning area is provided by commercial and professional establishments and by Ross and Marin General Hospitals, the College of Marin, and other schools and institutions (see Table 7). Although considered a residential community, the planning area is a significant source of employment opportunities.

TABLE 6
Places of Employment for Planning Area Residents

Place of Employment	# of Planning Area Workers	% of Planning Area Workers
Marin County	1446	44.5%
San Francisco County	1075	33.0%
Alameda County	77	2.4%
San Mateo County	67	2.1%
Contra Costa County	31	0.9%
Other Counties	80	2.5%
Work at Home	154	4.7%
Not Reported	<u>321</u>	<u>9.9%</u>
	3,251	100%

(Source 1980 Census, Marin County)

TABLE 7
Major Employment Sources within Planning Area - 1986

Place of Employment	Approximate Number of Employees
Marin General Hospital	900
College of Marin	465
Ross General Hospital	360
Local Commercial Establishments	350
Marin Catholic High School	50
Kentfield School District	125

(Source: Planning Group Survey, Bob Hickey, 1986)

Transportation to work was predominantly by automobile in 1980; Table 8 reveals the commuter patterns for the planning area.

TABLE 8
Planning Area
Journey to Work Data - Number of Persons

Tract #	Private Vehicle			Bus	Walk	Other	Mean Travel Time
	Solo	Carpool	# Persons/Vehicle				
Kent Woodlands 1182	550	86	1.08	82	100	13	27.6 min.
Kentfield 1191:	667	214	1.15	173	21	74	25.6
Greenbrae 1192:	568	118	1.11	96	0	55	29.8
Murray Park 1200:	<u>79</u>	<u>9</u>	1.10	<u>0</u>	<u>0</u>	<u>9</u>	41.9
TOTAL	1,864	427		357		151	

(Source: 1980 Census, Marin County)

The number of vehicles per household, shown in Table 9, may have implications for planning in the area if the number of cars per household exceeds the available parking space. Present residential zoning restrictions related to parking are predicated on two automobiles per unit, yet the following data indicate that 20.4% of the occupied housing units include three or more vehicles.

TABLE 9
Planning Area
Households by Number of Vehicles

	Tract#	0	1	2	3+	Total
Kent Woodlands	1182	17	144	349	173	683
Kentfield	1191	52	323	501	151	1,027
Greenbrae	1192	18	171	318	161	668
Murray Park	1200	9	40	44	24	117
Total		96	678	1,212	509	2,495
% of Total		3.8%	27.2%	48.6%	20.4%	100%

(Source: Census 1980, Marin County)

III. LAND USE

Introduction

Kentfield/Greenbrae residents are bound together by a common appreciation for the area's natural beauty and concern for preserving the vitality of the community. Issues that arise in charting the community's course through the next decade involve reconciling the "small town" residential quality, preferred by residents, with changes in demographic and economic conditions to which the community as a whole must respond.

The Land Use section of this plan outlines policies to guide development and redevelopment of parcels consistent with the goals and character of the community.

The planning area is divided into three major areas for discussion. "Historic Kentfield" encompasses the major commercial and multi-family residential portions of the area. College of Marin, Marin General and Ross General Hospitals, local public schools and open space lands are grouped together to focus discussion on public facilities. Kentfield/Greenbrae's single-family residential neighborhoods are discussed together because they share concerns.

Zoning and development standards are contrasted with existing policy in the summary chart included at the end of the Land Use section.

The Community Appearance and Amenities section discusses landscape, public improvement and sign recommendations. Both general and specific recommendations are included.

A. Historic Kentfield

Historic Kentfield's commercial multi-family residential district is substantially affected by two major land uses in the area: the College of Marin and Ross General Hospital. Currently, much of the commercial and multi-family residential district is oriented toward these institutions; for example, a high proportion of professional medical offices exist along Sir Francis Drake Boulevard. Great changes to the district can be expected should these institutions relocate, expand, or close their doors. Wise land planning now will enable the community to respond to a range of possibilities for future land uses in the planning area.

B. Public Facilities

The major public institutional uses in the planning area provide the community with local jobs, excellent public health and educational services and open space areas for outdoor recreation. These public institutional uses including the College of Marin, local hospitals, public and private schools and open space parks, provide an educational and cultural focus in Marin County.

A major goal of this plan is to preserve these physical and cultural characteristics which give the community identity.

C. Single-family Residential Neighborhoods

The planning area's single-family neighborhoods include Murray Park, Kentfield Gardens, Granton Park, Del Mesa, *Mira Monte*, Kent Woodlands and Greenbrae. Fifty-five percent of the planning area's population reside in the latter two subdivisions.

Single-family residential construction in the area peaked in the 1950s. Recent development has been primarily infill -- custom homes on single lots. The only residential tract which remains undeveloped is the Tiscornia property in Kent Woodlands. A problem shared by most of the planning area's single-family neighborhoods is inadequate on-site parking. A growing number of households own multiple cars and recreational vehicles (see Table 9, Page 11-13 for households by number of vehicles data). In some neighborhoods, the parking situation is exacerbated by College of Marin students who park on residential streets rather than in campus lots, by residents who conduct client-attracting businesses from their homes, and by illegal second units which were built without providing off-street parking for the additional residents.

D. Environmental Quality and Hazards

The Marin Countywide Plan designates specific conservation zones where special development restrictions and standards have been established to protect environmental quality. All three of the conservation zone areas are lands with water access, a scarce natural resource, which must be protected. Two of the three zones exist in the planning area. This plan supports and adopts the Countywide Plan Policies and Regulations to protect the environmental quality of the Kentfield/Greenbrae Plan area.

1. Stream and Creekside Conservation Zones

This zone consists of buffer zones along all natural watercourses shown as blue line on the most recent USGS Quad sheet maps, or supporting riparian vegetation for a length of 100 feet or more. Several streams and creeks exist in the planning area. Special restrictions and review procedures have been adopted by the county for the stream and creekside conservation zone and these regulations are incorporated herein by reference. (See Marin Countywide Plan, Part 2, Environmental Quality, II Policies, B. Stream and Creekside Conservation Areas, 1982)

2. Bayfront Conservation Zone

The Bayfront Conservation Zone Policies of the Marin Countywide Plan promote preservation and enhancement of the Marin County bayfront lands, including tidal marshes, seasonal marshes, lagoons, natural wetlands and low-lying grasslands overlying historical marshlands. Several tidal creeks, streams and wetlands exist in the planning area including Corte Madera Creek and Creekside Park. Habitat protection and restoration policies and regulations have been adopted by the County. These policies and regulations are incorporated herein by reference. (See Marin Countywide Plan, Part 2. Environmental Quality, II Policies, C. Bayfront Conservation Zone, 1982).

3. Environmental Hazards

There are many possible environmental hazards, air pollution, noise, flood, fire, seismic and non-seismic geologic hazards which are not likely to significantly impact the planning area. However, the Kentfield/Greenbrae planning area does occupy a geologic setting that is both complex and dynamic. This planning area has two contrasting geologic conditions and stability problems which exist independent of the well known faults and potential sources of earthquakes. These are: steep hills, ridges which are subject to landslide and down-hill creep and bay plains, marshlands and mud flats subject to subsidence, differential settlement and flooding.

Wildland fires and structural fire hazards could also pose a threat to life and property in the planning area. Wildland fire hazards exist in varying degrees over a great percentage of open space lands such as those located in the Kent Woodlands area. Structural fire hazards are normally a result of improper design and use of materials. Air pollution and noise hazards are a potential threat to the quality of life in the planning area. These hazards have been addressed in various existing county policies and regulations.

The Marin Countywide Plan contains an entire section on environmental hazards. Specific policies and regulations identified in the Marin Countywide Plan guide the development of the County in a healthy and balanced environment. The policies support creative design standards and rigorous environmental analysis of developments as a means of achieving a safe and high quality environment. These goals, objectives and policies are consistent with the desires of the Kentfield/Greenbrae community and this plan supports the Countywide Plan policies regarding environmental hazards and these policies are incorporated herein by reference. (See Marin Countywide Plan, Part 8 - Environmental Hazards).

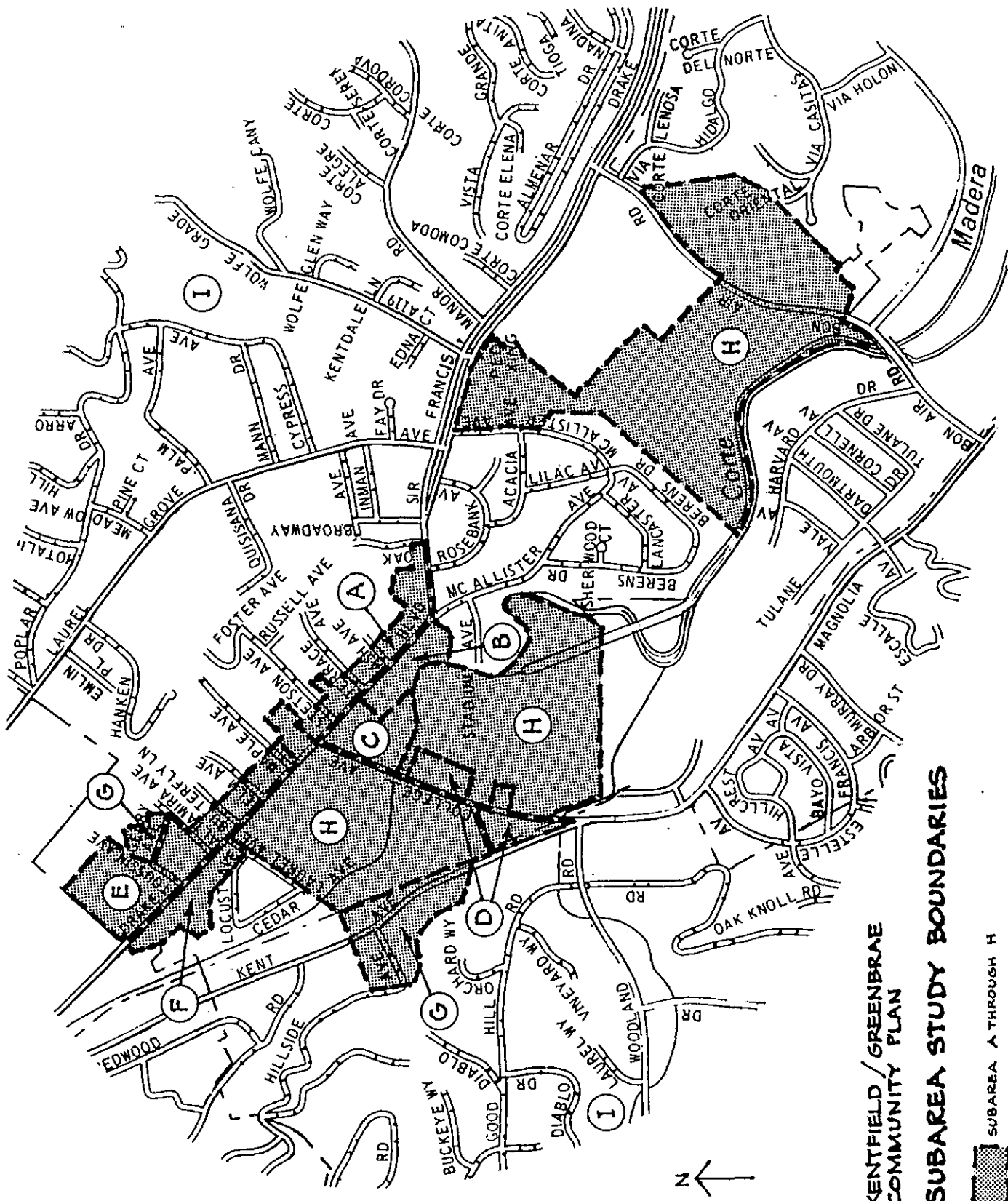
E. Development and Conservation Policies

1. Single-family residential neighborhoods should be preserved.
2. Multi-family development should be limited to the subareas where current zoning permits multiple housing.
3. Commercial, retail and office development should be limited to the subareas currently zoned for such use. Development standards specified in this plan shall be implemented to prevent the above uses from overwhelming the single-family residential character of the planning area.
4. Hospital, educational and public facility land uses should be preserved. The land use recommendations contained herein are designed to guide conservation, development and redevelopment of parcels within the community plan area.
5. The location and density of all development and redevelopment should be mutually coordinated with the transportation network and transit system to minimize circulation impacts.

These policies and the following recommendations imply an overall growth management program for each of the subareas of the planning area. Within the subareas, growth management shall be based, in part, on a recognition of the traffic circulation and parking problems which currently exist. This plan encourages high quality in the natural and built environment through a balanced system of land use and transportation planning that retains current physical and cultural characteristics which give identity to the community.

F. Subareas

The planning area is divided here into nine subareas, A through I. Within each subarea, existing zoning and proposed zoning design characteristics, land use policies, and conservation and development standards are presented. Specific parcels have been identified as having "development or redevelopment potential"; that is, they are not fully developed according to their present zoning designation or may be redeveloped with new uses consistent with present zoning. Development standards for these parcels in the subareas include density limits, building design criteria (height, bulk, mass and setbacks), and materials. The Community Appearance and Amenities section of this plan is also included to provide guidelines for landscaping, signs, and public improvements.



**KENTFIELD / GREENBRAE
COMMUNITY PLAN**

SUBAREA STUDY BOUNDARIES



-  SUBAREA A THROUGH H
-  SUBAREA I

FIGURE # 4

The nine subareas are:

"A" - Sir Francis Drake Boulevard - Multiple Residential Corridor, Northeast includes parcels fronting on the north side of Sir Francis Drake from opposite McAllister Avenue to College Avenue, including street addresses 904 - 944 Sir Francis Drake Boulevard.

"B" - Sir Francis Drake Boulevard - Commercial Corridor Southeast includes parcels fronting on the south side of Sir Francis Drake from 929 Sir Francis Drake Boulevard to 901 Sir Francis Drake Boulevard (just east of College Avenue to McAllister Avenue).

"C" - Kentfield Corners contains parcels on the southern frontage of Sir Francis Drake Boulevard from the private residence at 933 Sir Francis Drake Boulevard, west to College Avenue, and parcels with frontage on the east side of the College Avenue from Sir Francis Drake Boulevard to the Flood Control Channel.

"D" - College Avenue Office/Commercial consists of all parcels with frontage on College Avenue from the Flood Control Channel south to the Larkspur City Limits, except the College of Marin and Kent School properties.

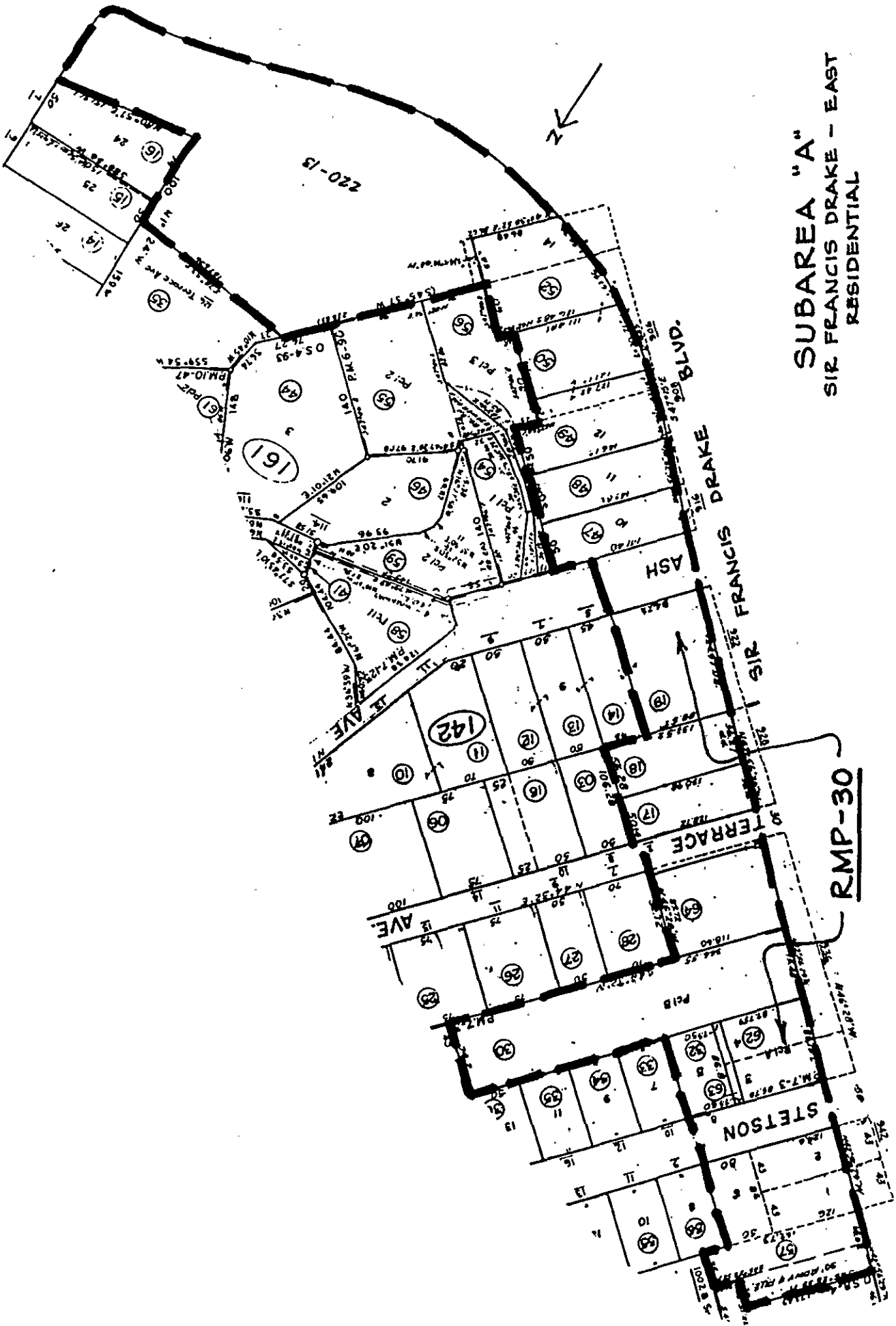
"E" - Sir Francis Drake Boulevard - West - North Side includes parcels with frontage on Sir Francis Drake Boulevard from the firehouse (944 Sir Francis Drake Boulevard) west to the Ross Town Limits (1150 Sir Francis Drake Blvd.).

"F" - Sir Francis Drake Boulevard - West - South Side includes parcels with frontage on the south side of Sir Francis Drake Boulevard: from Laurel Avenue West (1041 Sir Francis Drake Boulevard to the Ross Town limits (1155 Sir Francis Drake Boulevard).

"G" - Hillside/Kent/Geary Multiple Residential includes parcels with frontage on north and south sides of Hillside Avenue (from #3 to #11 Hillside) and parcels on the east and west side of Kent Avenue at the intersection of Kent and Hillside (AP #190-201-202 and 210 Kent Avenue). Also includes parcels on the north side of Geary Avenue from Altimira Avenue to the west end of the street.

"H" - Public Facilities includes the College of Marin central campus property which fronts on College Avenue and Sir Francis Drake Boulevard and the College of Marin parking lots, property owned by Marin General Hospital on Bon Air Road, County Open Space property, Creekside Park, the Kentfield Fire Station, Anthony Bacich and Adeline Kent Schools.

"I" - Single-Family Residential includes the remainder of the planning area not already discussed above. These lands are zoned single-family residential and are currently largely developed.



SUBAREA "A"
SIR FRANCIS DRAKE - EAST
RESIDENTIAL

FIGURE # 5

SUBAREA A - SIR FRANCIS DRAKE BOULEVARD MULTIPLE RESIDENTIAL CORRIDOR, NORTHEAST

Policy Statement: The entire supply of multiple unit structures should be retained and additional units should be allowed where current zoning permits multiple housing.

Existing Zoning: RMP-30 (Residential Multiple Planned District, 30 units/acre).

Proposed Zoning: Same

Present Uses: Multi-family residential, non-conforming commercial use, public firehouse.

Existing Design Character:

- o 2 - 3 story stucco and wood buildings
- o Parking primarily in rear or underneath buildings some in front.
- o Few signs since subarea is mostly residential.

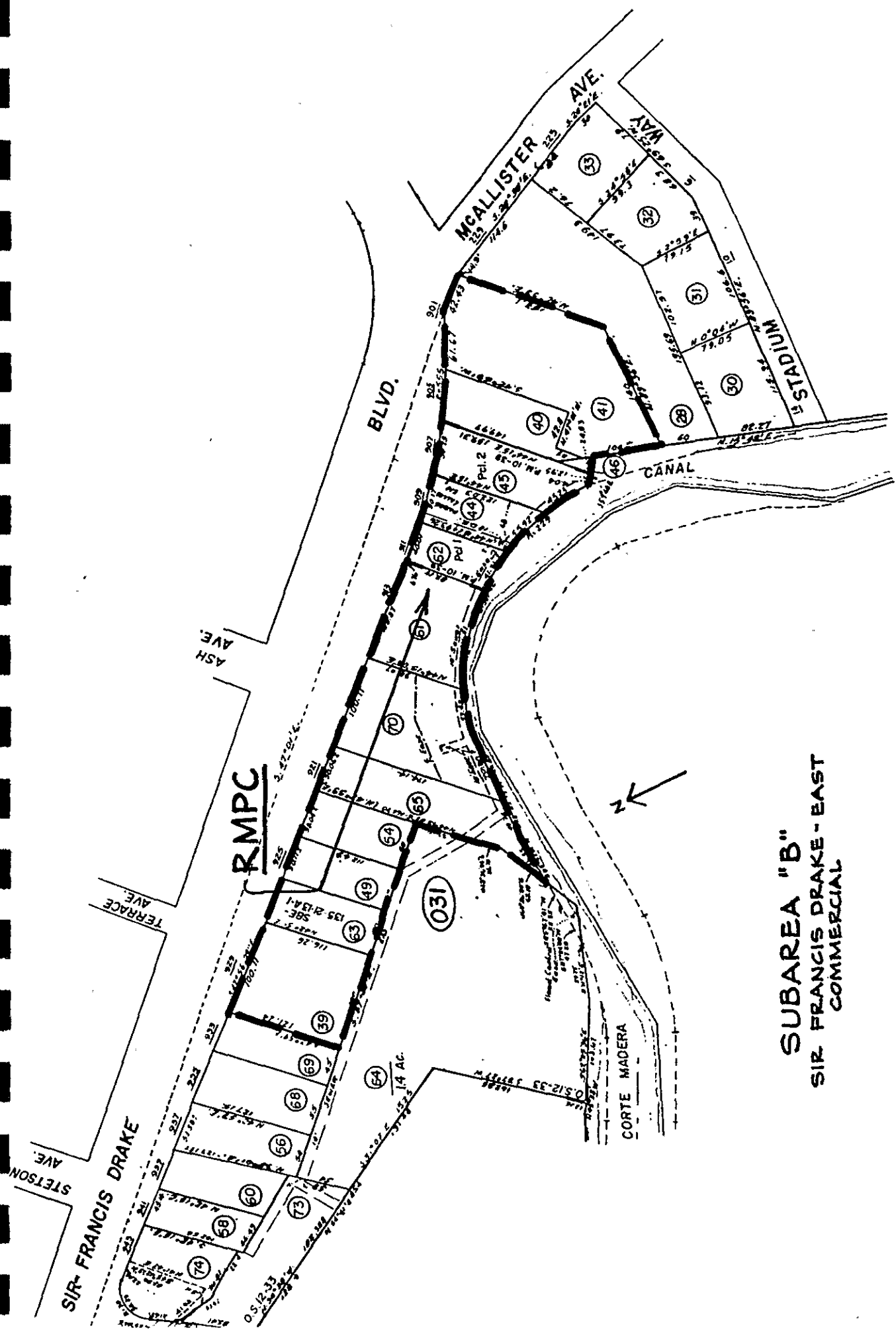
Conservation and Development Standards:

1. Maximum height: 2 stories or 2 stories over parking, to maximum height of 35 feet.
2. Front yard setbacks: minimum 10 feet
3. Parking should be well-screened from the street with landscaping
4. View corridors for residential properties on the north boundary of the subarea shall be preserved and landscape screening shall be designed to preserve said views.

5. Topography and solar access should be sensitively considered when siting buildings.
6. Units should be located, designed and constructed so as to minimize noise intrusion on both indoor and outdoor living spaces.
7. Appropriate exterior materials are stucco, shingle, and wood.
8. Building design (architectural style) and color pallet should be compatible with surrounding development.
9. Community Appearance and Amenities Standards of this Plan shall apply.

Recommendations for Specific Parcels:

1. Future development: Assessor's Parcels #71-161-47, 48, and 49 have recent development approvals and are currently under construction. Development of these parcels should be in substantial conformance with approved plans on file with the Marin County Planning Department.



SUBAREA "B"
 SIR FRANCIS DRAKE - EAST
 COMMERCIAL

FIGURE # 6

SUBAREA "B" - SIR FRANCIS DRAKE BOULEVARD COMMERCIAL CORRIDOR,
SOUTHEAST

Policy Statement: Commercial, retail, office and residential development that primarily serve the planning area should be encouraged.

Existing Zoning: RMPC (Residential Multiple and Commercial Planned District)

Proposed Zoning: Same

Present Uses: Commercial/Retail, services (primarily with a regional rather than community-based clientele); residences (above or in rear of commercial buildings.)

Existing Design Character:

- o Suburban, automobile-oriented.
- o 1 to 2 story structures, typically freestanding, surrounded by parking and landscaping.
- o Front setbacks 5-20 feet.
- o Newer buildings have parking under the structure.
- o Abundant and uncoordinated/distracting signs, many of which do not conform to County Sign Ordinance.

Discussion:

The RMPC zoning designation allows a flexible mix of uses. This flexibility is desirable because proposals may be designed to respond to the particular conditions of the site, the setting, and the current needs of the community. The flexibility inherent in planned district zoning should not be interpreted as carte blanche, however. The

recommendations in the Circulation section of this Plan articulate the desires and concerns of the community with respect to a balance between intensity of land use and traffic generation. Land uses which do not generate additional traffic volumes, require roadway improvements at the expense of parking, or exacerbate circulation conflicts should be encouraged.

No residential density is recommended in conjunction with the RMPC designation of this subarea. Residential units may not, however, exceed 30 units per acre; if a mixed use project is proposed, residential density will be reduced and the ratio of housing to commercial space will be determined through the Master Plan review process.

The desired balance within this automobile-oriented subarea is approximately 40% retail, 40% office, and 20% residential. Suitable commercial establishments are relatively large, single-tenant specialty retail stores similar to those presently in the area. Law, accounting and real estate offices are among the types of professional offices suitable here. Inappropriate uses are high traffic-generating establishments, such as medical-dental offices and lending institutions.

Views of the area's natural beauty should be respected by all new development, and recommendations follow which seek to preserve enjoyment of this environment.

Conservation and Development Standards:

1. Mixed uses (Residential/Commercial) are encouraged. However, residential units may not exceed 30 units per acre; if a mixed use project is proposed, residential density will be reduced and the ratio of housing to commercial space will be determined at the master plan stage. In determining the number of dwelling units allowed in a mixed use development, the floor area of the

commercial use must be counted to reduce the area available for residential use.

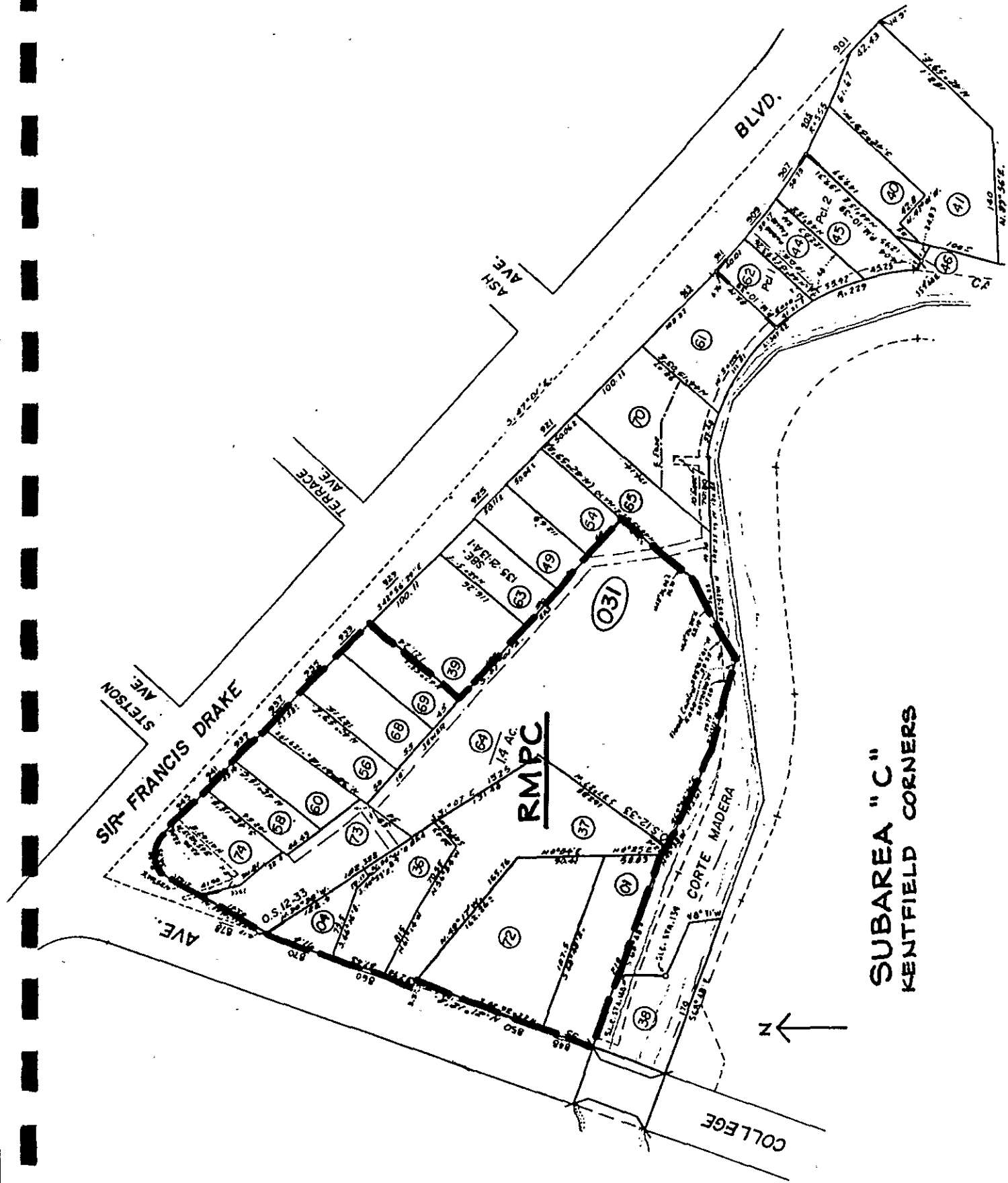
2. The desired proportional distribution of uses in this subarea is 40% office, 40% retail and 20% residential.
3. Suitable commercial establishments include, single-tenant specialty retail shops, law, accounting, real state offices and other similar professional offices are suitable.
4. High traffic generating uses such as medical-dental offices and lending institutions are inappropriate in this subarea.
5. Maximum height:
 - within 30 feet of property line: 1 story not to exceed 15 feet in height
 - in the rear of a parcel frontage: 2 stories over parking to a maximum of 27 feet

Building heights for structures which are located within 40 feet of the top of the bank of Corte Madera Creek Channel should not exceed 27 feet in height from the top of the creek bank to the top of the structure.
6. Front setbacks should be a minimum of 8 feet and should be designed to create individual pedestrian spaces in front of buildings.
7. Rear yard building setbacks should be a minimum of 10 feet. Parcels which back up to Corte Madera Creek Channel should provide a 40 foot minimum setback where possible and/or incorporate the channel as a positive design feature in plans for development.
8. Maximum floor area ratio (FAR): 35%, except lots with less than 6,000 square feet in area. Due to the constraints of smaller lots, higher FARs may be considered on a case by case basis.
9. Building mass should be broken into discrete forms and roof lines should be varied.

10. Primary building material shall be wood siding or shingles; bright accent colors may be allowed where appropriate. Materials and colors should be compatible with the building's architectural style, structural system, and setting. Predetermined architectural styles, e.g., typical franchise designs, shall be avoided.
11. Active or passive solar design should be incorporated into new development when feasible.
12. Views to Mt. Tamalpais should be preserved by careful site planning of a new development.
13. Community Appearance and Amenities Standards of this plan shall apply.

Recommendations for Specific Parcels:

1. Parcels #74-031-54 and 65, as well as other parcels abutting the Corte Madera Creek Flood Control Channel, should retain a visual corridor to Mt. Tamalpais.
2. Any new structure on Assessor's Parcel #74-031-63 should be contiguous to the building on Assessor's Parcel #74-031-49 to obscure the latter building's concrete block fire wall. The driveway to the rear of the parcel should be located so as to maintain views to Mt. Tamalpais.
3. Shared parking and consolidated access driveways are encouraged.
4. Pedestrian access between Sir Francis Drake Boulevard and the path along the Flood Control Channel should be provided through A.P. #74-031-54 and 65.



SUBAREA "C"
KENTFIELD CORNERS

FIGURE # 7

"SUBAREA C" - KENTFIELD CORNERS

Policy Statement: Mixed uses (Commercial/Residential) are encouraged. Commercial, retail, and office uses which are primarily pedestrian-oriented, low traffic generating and demand minimal parking are suitable for this subarea. This commercial area is a focal point of the community, and the desire of the community is to assure that Kentfield Corners' unique character is preserved.

Existing Zoning: RMPC (Residential Multiple and Commercial Planned District)

Proposed Zoning: Same

Present Uses: Small (under 1000 square feet) retail on ground floor; some residences above.

Design Character:

- o Along Sir Francis Drake: pedestrian-oriented businesses close (5-10 feet) to front property lines and on or near side property line(s). Structures are typically 2 stories along the street and 3 stories in the rear because of down slope lots.
- o Along College Ave.: pedestrian-oriented; buildings at or near front property line.

Discussion:

Several parcels near the northeast corner of College Avenue and Sir Francis Drake have inadequate or no parking. As these buildings are close to property lines and on downslope lots, the only feasible way to provide on-site parking is if access becomes available through the rear of the lots. This arrangement would require cooperative agreements with adjacent property owners, notably the owner of Assessor's Parcel #74-031-64.

The RMPC zoning designation of this subarea allows a mix of residential and commercial uses and provides both the flexibility and control inherent in planned district zoning. Two major problems in this area are insufficient parking, and traffic circulation which is impeded by left turns into multiple driveways.

Conservation and Development Standards:

1. Uses in this area should include pedestrian-oriented commercial establishments such as coffee shops, restaurants, stationery stores, bookstores, and other college-related businesses.
2. Office and residential uses would be acceptable provided that adequate off-street parking is available.
3. High traffic-generating uses including, but not limited to, medical-dental offices and employment agencies, should be discouraged.
4. Development of upper level residential units is encouraged above commercial uses.
5. Maximum floor area ratio shall be 35% FAR except for parcels of 6,000 square feet or less. Due to the constraints of smaller lots, higher FARs may be considered on a case by case basis.
6. Maximum height - parcels with College Avenue frontage.
 - within 30 feet of front property line: 1 story not to exceed 15 feet in height
 - in rear of parcel: 2 stories, up to 27 feet

7. Maximum height - all other parcels: 2 stories over parking, up to 27 feet
8. Maximum allowable floor area: 10,000 square feet gross per structure
9. Minimum front setbacks should be 5 feet to allow creation of pedestrian plazas in front of and around ground floor commercial uses.
10. Parking shall not be located within front setbacks, and should be hidden in the rear and/or underneath structures.
11. Parcels with street frontage may include a zero side yard setback on at least one side of the structure.
12. Building mass should be broken into discrete forms, facades should be articulated, and roof lines should be varied.
13. Open second floor balconies, open stairways, windows, doors and other architectural devices which visually express activity and use should be incorporated into the building design.
14. Appropriate building materials include wood siding, shingles (brick and stucco if used on small surfaces only). Architectural style should be compatible with existing character of the structures.
15. Protection of views from businesses fronting Sir Francis Drake Boulevard, and from residences to the north shall be considered in the siting and design of all new development.
16. Development of parcels abutting the Flood Control Channel should consider this area as a positive design feature.
17. Community Appearance and Amenities Standards of this plan shall apply.
18. Common access, obtained through easements or other mechanisms at fair market value, is encouraged for all redevelopment plans in order to relieve the subarea's traffic congestion and improve safety.
19. Redevelopment plans for parcels in this area shall include separate and clearly identified parking spaces which can be monitored by the applicable merchants.

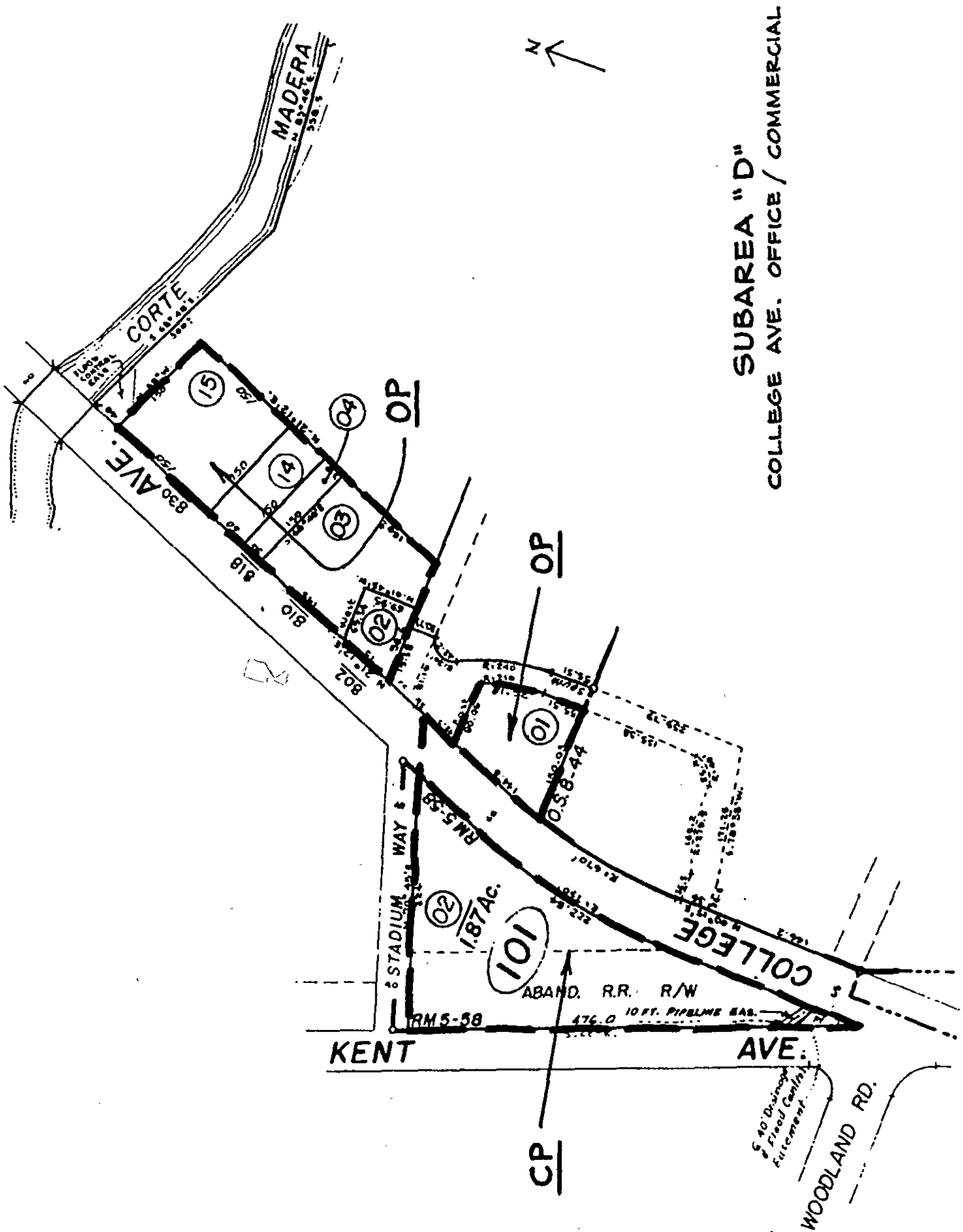
20. The precise parking requirements for individual projects shall be determined during the Master Plan stage, based upon the types of proposed uses and the anticipated hours of peak parking demand. Because of the highly congested nature of the area, parking requirements should exceed the county standard whenever possible.

Recommendations for Specific Parcels:

1. The brick building on AP#74-031-01 is recognized as architecturally significant and should be incorporated into any development proposal for the site. Common access to neighboring parcels (including #74-031-64) should be made through this site between the cement block building at 850 College Ave. and the brick buildings at 848 College Ave. to minimize street congestion and maximize parking availability.
2. Parking should be located behind and/or underneath new structures on parcels #74-031-56, -60, and -68. Owners of these properties are encouraged to obtain easements for vehicular access, at fair market value, to allow for future connections to a shared driveway. Access may be provided through AP#74-031-01, and parcels #-37, -64, -65, and -68. As present non-conforming uses are phased out, this combined driveway can provide access to parking required for each parcel as a condition of any redevelopment.
3. Any of the uses described above would be acceptable for Assessor's Parcel #74-031-04, and similar sites where development exists without adequate parking in this area, provided that the minimum off-street parking requirements can be met within 300 feet of the premises.

4. The approval for commercial self storage was granted prior to the development of this plan and the bulk, mass, and floor area ratio of the approved use shall not set a precedent for development in this subarea. If the approved project is not developed, use of the site as a public park, plaza, or a combination of tennis courts and a senior citizen day care center would be acceptable to the community, primarily because of the site's accessibility from public pedestrian pathways, its peaceful setting, and the limited traffic such uses would generate. The following conditions should be satisfied by any redevelopment of this parcel:
 - a. Height should be no more than 2 stories, not to exceed 27 feet.
 - b. The current driveway should be used by vehicles only for right turns, both in and out.
 - c. Vehicle access should be provided through Assessor's Parcel #74-030-01 if possible.
 - d. The site should be well landscaped with plants not to exceed 30 feet in height at full maturity.
 - e. Parking allocation should exceed the minimum county parking requirement.
 - f. A bicycle storage area should be included in the plan.
 - g. Maximum floor area ratio shall be 35%.
5. Future development of AP #74-031-68 and-69 shall preserve a significant view corridor to Mt. Tampaipais.
6. A pathway along the flood control easement on the creek's north side, providing pedestrian and bicycle access to individual parcels, shall be required for any redevelopment or reuse of these parcels as long as it is consistent with flood control and public safety. Well-spaced benches should be included along this path.

7. A path should also be created to link Sir Francis Drake Boulevard with the flood control channel. Access should be through Assessor's Parcel #74-031-56 and -65 if possible on the south side of Sir Francis Drake Boulevard at Ash, and Assessor's Parcel #74-031-64 if possible when redevelopment occurs. Landscape should serve as an attractive buffer between development and the pedestrian/bicycle paths.



SUBAREA "D"
COLLEGE AVE. OFFICE / COMMERCIAL

FIGURE # 8

"SUBAREA D" - COLLEGE AVENUE OFFICE/COMMERCIAL

Policy Statement: Office and commercially zoned parcels within this subarea should retain their present designations and similar uses.

Existing Zoning: CP (Planned Commercial), and OP (Planned Office).

Proposed Zoning: Same

Present Uses:

- o Office/commercial/some residences above commercial uses on east side of College Avenue.
- o Retail/restaurant uses in the Kent Woodlands Shopping Center with an adjacent service station, at the triangle.

Existing Design Character:

- o Urban, pedestrian-oriented atmosphere; structures set close to street.
- o East side of College: 1-2 story buildings close to front property lines (0-5 foot setbacks) with parking on side or in rear. Two exceptions: Post Office has a 45 foot front setback in which parking is located, and a newly built office has a 15 foot front setback.
- o West side of College: Area includes suburban 1-story shopping center and service station at the triangle.
- o Several parcels contain parking which is inadequate, under utilized or used only at certain times of day.

Discussion:

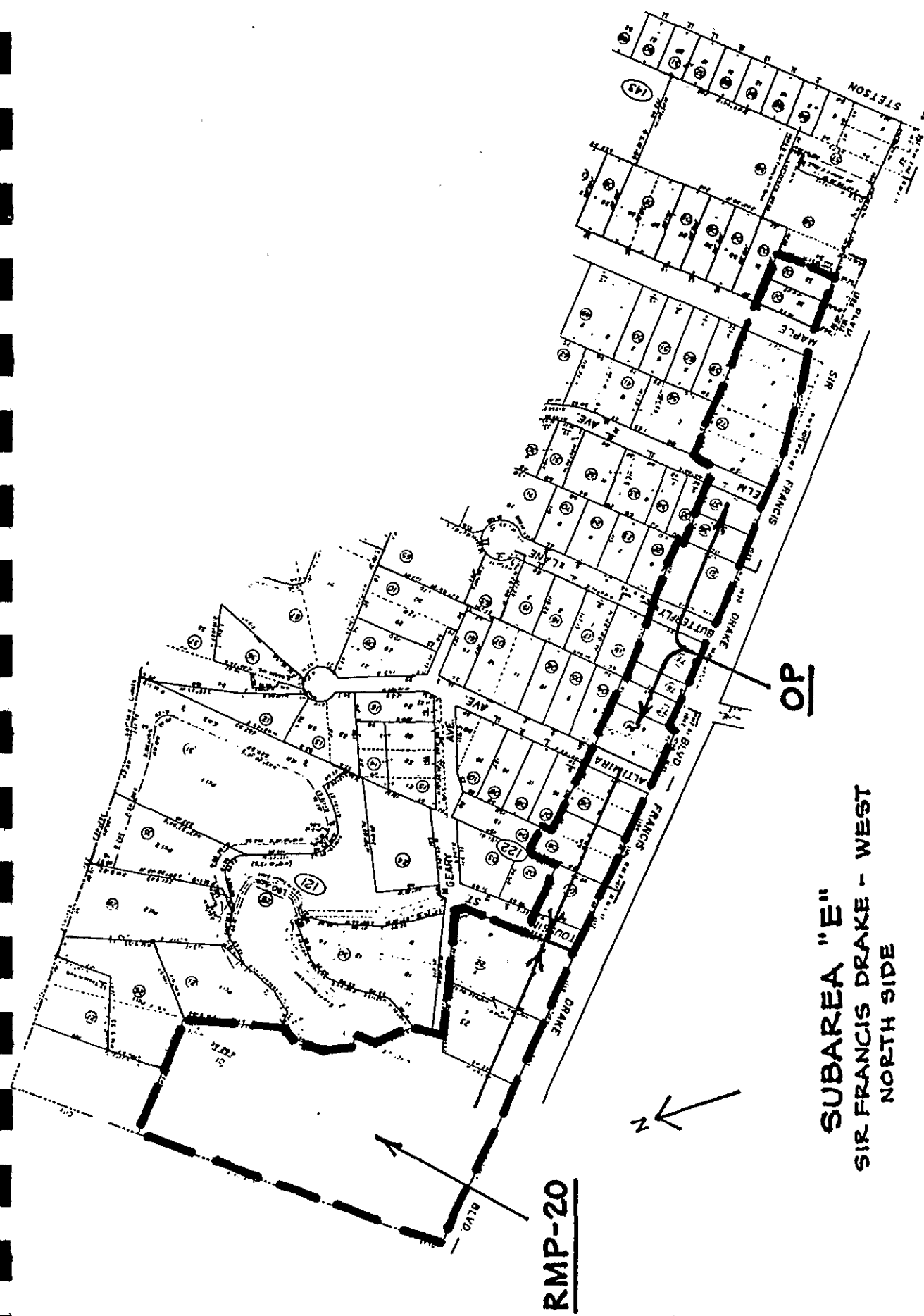
The existing mix of offices and other uses in this area serve the community needs very well. Future development or redevelopment should retain the same or similar uses. With redevelopment, the community desires increased parking and/or better management of existing parking and improved facilities for pedestrians and transit users.

Conservation and Development Standards:

1. The mix of existing offices and neighborhood-serving retail establishments should continue on the properties fronting the east side of College Avenue.
2. Appropriate businesses are those which meet the needs of the immediate neighborhood, are pedestrian-oriented, and are not likely to attract a large volume of automobile traffic from out of the area which generates demand for additional physical roadway capacity.
3. Neighborhood-serving retail business, including small clothing shops, food markets and specialty shops, should also continue in the Kent Woodlands Shopping Center.
4. Several parcels contain parking that is not used to capacity or is used only during certain hours of the day. These lots could help accommodate the presently unserved parking needs of the community during periods of low usage. Cooperative agreements between property owners could be drawn to clarify shared parking policies.
5. Maximum floor area ratio shall be 35% FAR except for parcels of 6,000 square feet or less.
6. Maximum height - parcels with College Avenue frontage.
 - within 30 feet of front property line: 1 story not to exceed 15 feet in height
 - in rear of parcel: 2 stories, up to 27 feet.

Recommendations for Specific Parcels:

1. When the Post Office relocates, a location within an existing commercial area among other highly-used services, is desirable. Suitable nearby parcels include the Kent Woodlands Shopping Center or the College-owned parcels on the north side of Stadium Way.
2. Parking for AP #74-102-04 should be located behind the new structure with access along the south property line or preferably (because of the 30 foot width), from AP #74-102-03. In the latter arrangement, a mutually beneficial shared parking agreement could be devised.



RMP-20

OP

SUBAREA "E"
 SIR FRANCIS DRAKE - WEST
 NORTH SIDE

FIGURE # 9

SUBAREA "E" - WESTERN SIR FRANCIS DRAKE BOULEVARD, NORTH SIDE

Policy Statement: Professional office uses presently located on the north side of Sir Francis Drake west of the Elm Avenue parking lot to Toussin should be continued. However, the area from Toussin Avenue to Ross Town limit should be rezoned and redeveloped primarily with residential units because of development constraints including topography, traffic congestion and proximity to residential neighborhoods. Harmony with the surrounding residential character of this subarea shall be the primary standard by which the suitability of new development is evaluated.

Existing Zoning: OP (Planned Office), plus various residential designations for the surrounding neighborhoods.

Proposed Zoning: o Same as existing, with the exception of rezoning Ross General Hospital, property from Toussin Avenue to the Ross Town Boundary, from OP (Planned Office) to RMP-20 (Residential, Multiple Planned 20 units per acre). Rezone College of Marin parking lots (AP #71-131-56) from RI to PF, (Assessor's Parcel #71-131-72) from OP to PF.

Present Uses: Medical and professional offices, Ross General Hospital, large apartment building, and parking lots located along Toussin Avenue Sir Francis Drake; single-family neighborhood to the north.

Existing
Design Character:

- o Wood-clad 1 and 2-story buildings with pitched roofs; many are offices converted from large residences; exterior materials also include pastel stucco with wood trim.
- o All structures are free-standing, with front setbacks from 25-35 feet; some have parking within front setbacks.
- o Eclectic residential mixture contributes to area's charm, with smaller homes to the north.
- o Signs are typically small, not illuminated, painted wood. Hospital signs are interior-lit.

Discussion:

The present zoning designation of OP is appropriate for this subarea because of the proximity of the lands to Ross General Hospital and existing professional office uses which have located in this area. However, because of the topography, traffic congestion, and proximity to single family residential neighborhoods it is the community's desire to rezone the Ross General Hospital property from OP to RMP-20 (Residential, Multiple Planned District 20 units per acre). The proposed rezoning would allow continued use of the property for the hospital, and other hospital related uses but would change the potential for redevelopment of the hospital site from office use to multiple residential use which is more consistent with the primary goals of this plan.

In this area the RMP District and standards will prevent building mass, bulk, height, and location from overwhelming the adjacent single-family residential neighborhoods. Furthermore, residential use of the property will limit the future traffic impacts of development on Sir Francis Drake Boulevard, which is already a heavily traveled roadway.

The professional office uses which have evolved on the north side of Sir Francis Drake, west of the Elm Avenue parking lot to Toussin, should continue. The existing OP zoning is appropriate, guided by the development standards which follow. Parking for offices should be located in front of buildings to avoid noise and fumes from disturbing adjacent single-family properties. Parking should be well screened from the street with landscaping.

The development standards specified in this plan for the OP District will limit building location, mass, height, and bulk thereby controlling this use and preventing it from overwhelming the single family residential neighborhoods.

High traffic-generating uses, such as, but not limited to, medical-dental offices and banks are not appropriate.

Conservation and Development Standards:

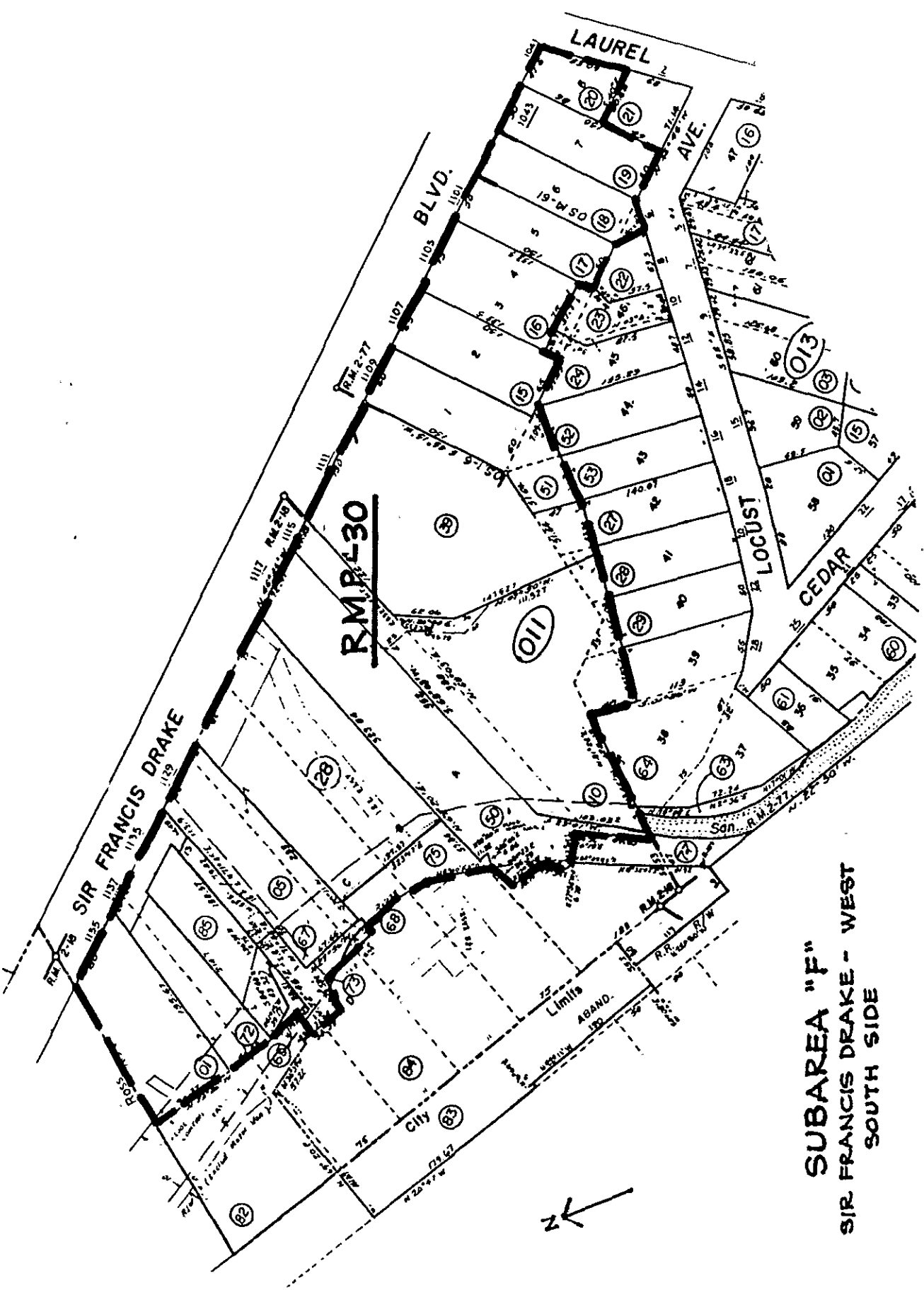
1. Maximum height: 2 stories and/or 2 stories over parking, up to 30 feet. The potential for intrusion into the privacy of the adjacent single-family property shall be considered, however, and if appropriate, this height limit may be reduced.
2. Maximum floor area ratio (FAR): 35%.
3. Front yard setbacks shall be a minimum of 20 feet from the property line.
4. Side yard setbacks along intervening side streets shall be at least 10 feet.
5. Rear setbacks should be determined at the time of Design Review or Master Plan approval. This determination must respect the proximity and nature of the surrounding uses as well as the site's constraints.
6. Building materials should be natural wood and stucco/masonry if used on limited surfaces for variation in texture.

7. Residential development should have pitched roofs; materials and colors should relate to the building's architectural character and adjacent structures.
9. Community Appearance and Amenities Standards continued in this Plan shall apply in this subarea.
10. Parking requirements must meet or exceed the standards established in Title 24, Marin County Code.
11. Wherever possible, parking access should be from side streets rather than Sir Francis Drake.
12. Driveways on Sir Francis Drake shall be reduced by combining ingress and egress where feasible.
13. Parking areas should be screened from adjacent properties and from the street, and planted according to the landscaping recommendations included in Community Appearance and Amenities.

Recommendations for specific Parcels:

1. The College-owned parking lot at Sir Francis Drake Boulevard and Elm Avenue (AP #71-131-56 and -72) is presently zoned OP along Sir Francis Drake, R-1 along Elm. Low intensity office use or multiple residential use may be appropriate for this parcel. However, the traffic effects of such development on this highly visible site may render these uses incompatible with the adjacent single-family neighborhood. An alternative use which would benefit the entire community is a public commuter parking lot, with a tot lot on the R-1 zoned rear parcel. Public commuter parking and tots' use of this site would assure continued use of the land for public facilities. Moreover, this plan proposes rezoning of these parcels from existing zoning to public facilities.

2. The Ross Hospital property should be rezoned from OP to a maximum density of RMP-20 with a final density to be established after complete analysis of site constraints and compliance with the development standards of this plan. Any reuse of the site for institutional use shall not increase traffic above its current level, and provision of adequate parking must be ensured. The proximity of this site to bus stops, the Art and Garden Center, and other cultural/recreational amenities suggests that an ideal reuse would be housing for low and moderate income seniors, a type of housing greatly needed within the Kentfield/Greenbrae community. The 31 unit apartment building included in the hospital's ownership provides needed housing in the area and this use should be continued.



SUBAREA "F"
SIR FRANCIS DRAKE - WEST
SOUTH SIDE

FIGURE # 10

SUBAREA "F" - WESTERN SIR FRANCIS DRAKE BOULEVARD, SOUTH SIDE

Policy Statement: The pattern of uses on the south side of Sir Francis Drake Boulevard should continue with RMP-30 zoning. When new development and/or redevelopment occurs in this area, residential uses should be encouraged on those properties from 1111 Sir Francis Drake Boulevard (AP#74-011-39) to Laurel Avenue. The remaining area on the south side should continue as a mix of residential/professional/hospital uses.

Existing Zoning: RMP-30 (Residential Multiple Planned District, 30 units/acre).

Proposed Zoning: o Same as existing except that College of Marin parking lots shall be rezoned from RMP-30 to PF (Assessor's Parcel #74-011-19, 20, 21).

Present Uses: Convalescent hospital, part of Ross General Hospital in a leased building and multi-family residences with density ranging from 22-40 units per acre (average 30). Additionally, the College of Marin owns two parking lots in this subarea. The Ross town limit runs through both Kentfield Medical Hospital and Ross General Hospital, resulting in split jurisdictional responsibilities.

Existing Design Character: o Mixed use which is automobile-oriented.
o Larger buildings than on north side, typically, though some older and smaller residences are interspersed among larger structures.

- o Mature landscaping throughout area.
- o All structures are free-standing, with front setbacks from 25-35 feet, some with parking within front setback.
- o Signs are generally small, of painted wood.
- o Sites along Sir Francis Drake are generally 8-10 feet higher than contiguous residential parcels in the rear; therefore, 2 story buildings appear as 3 stories to neighbors.

Discussion:

Driveway access, traffic circulation, parking and traffic congestion are major issues in this area. In general, parking is inadequate for existing larger apartment buildings. There is a problem with cars driving the wrong way on Locust Avenue, a one-way street, near the College parking lot. College student activity often generates traffic congestion in the single family neighborhoods, further congesting an area with scarce parking. The parcels located on Sir Francis Drake Boulevard from 1111 to Laurel Avenue should be used for limited multiple residential use because they are smaller than other parcels in the subarea and are located directly adjacent to existing single family lots.

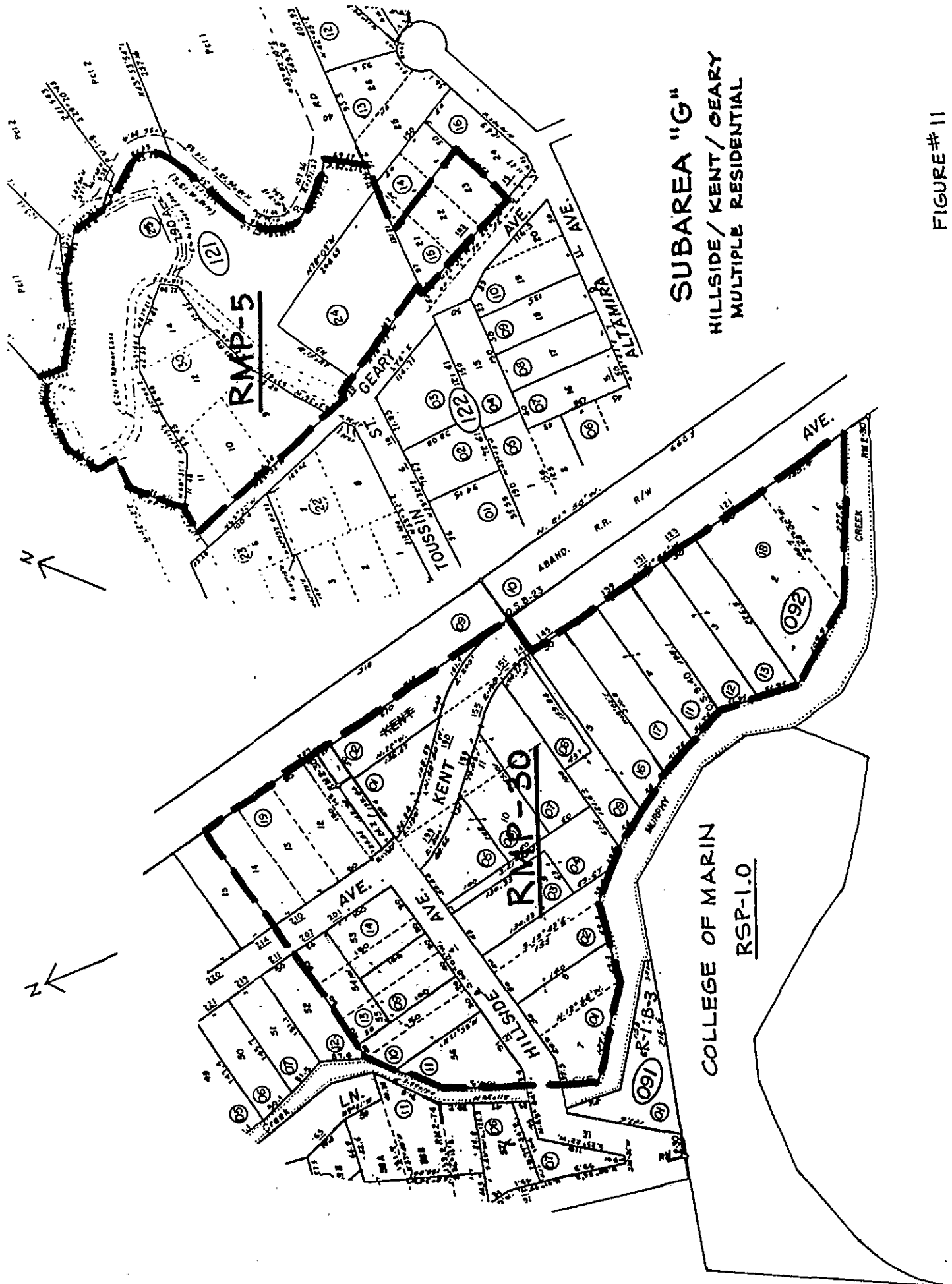
Conservation and Development Standards:

1. Harmony with the single family residential character of the parcels adjoining this subarea shall be the primary standard by which the suitability of new development is evaluated.
2. Maximum height: 2 stories and/or 2 stories over parking, up to 30 feet. The potential for intrusion into the privacy of the adjacent single family property shall be considered, however, and if appropriate, this height limit may be reduced.
3. Maximum floor area ratio (FAR): 35%

4. Front yard setbacks shall be a minimum of 20 feet from property line.
5. Side yard setbacks along intervening side streets shall be at least 10 feet from property line.
6. Rear setbacks should be minimum of 25 feet from the property line. The final determination must respect the proximity and nature of the surrounding uses as well as the site's constraints.
7. Building materials should be natural wood, and stucco/masonry if used on limited surfaces for variation in texture.
8. Residential developments should have pitched roofs; materials and colors should relate to the building's architectural character and be compatible with adjacent structures.
9. Community Appearance and Amenities standards contained in this plan shall apply in this area.
10. Parking requirements should meet or exceed the standards established in Title 24, Marin County Code.
11. Wherever possible, parking access should be from side streets rather than Sir Francis Drake.
12. The number of driveways on Sir Francis Drake should be reduced and ingress and egress should be combined where feasible.
13. Parking areas should be screened from adjacent properties and from the street, and planted according to the landscaping recommendations contained in the Community Appearance and Amenities section.

Recommendations for Specific Parcels:

1. Plans to develop AP #74-011-18, 19, and 20 should consider the potential for shared parking and access with the College faculty parking lot on Laurel Avenue. Any future rezoning and plans to develop Assessor's Parcel #74-011-19, 20, and 21 should limit access to the site from Laurel Avenue.



SUBAREA "G"
HILLSIDE / KENT / GEARY
MULTIPLE RESIDENTIAL

FIGURE # 11

SUBAREA "G" MULTIPLE RESIDENTIAL, HILLSIDE AVENUE/KENT AVENUE AND GEARY AVENUE

Includes parcels with frontage on north and south sides of Hillside Avenue (from #3 to #11 Hillside Avenue) and parcels on the east and west side of Kent Avenue at the intersection of Kent and Hillside (190, 201, 207 and 210 Kent Avenue as well as parcels on the west side of Kent Avenue from 199 - 121 Kent Avenue). This subarea also includes parcels on the north side of Geary Avenue from Altimira to the west end of Geary Street.

Policy Statement:

Because of topography, available public services and close proximity to College of Marin, parcels on Hillside/Kent Avenue and Geary Avenue should be developed with multiple residential housing. Densities in these subareas should be adjusted to increase the number of units permitted depending upon site constraints, location, access and the surrounding uses.

Existing Zoning:

- o R3-G1 on Hillside and Kent Avenue
- o RMP-20 and RMP-5 on Geary Avenue

Proposed Zoning:

- o Hillside and Kent Avenue parcels zoned R-3:G-1 to RMP-30
- o Geary Parcels RMP-20 to RMP-5
- o Rezone College of Marin parking lot Assessor's Parcel #74-092-11, 17 from R-3:G-1 to PF.

Present Uses:

- o Multiple Residential
- o Single family residential and duplexes
- o Parking lot

Design Character:

- o Detached and attached residential units
- o Apatment buildings 1 and 2 stories over parking
- o Structures set close to street and side/rear property lines
- o Vacant parking lot

Discussion:

Several of the parcels in these subareas are currently developed with multiple housing, either apartment buildings or several detached structures on one lot. The Hillside/Kent Avenue area is currently developed with various building types which provide medium income multiple housing close to College of Marin. This area is currently zoned R-3:G-1 which allows approximately 30 units per acre. However, the current zoning does not provide planned district review. Rezoning of this area to residential planned district would provide greater planning review authority and application of community plan policy and development standards which are not specifically applied in standard zoning districts. This rezoning from R-3:G-1 to RMP-30 would also provide flexibility in redevelopment with regard to mass, bulk, height, and location of new buildings.

Parcels on Geary Avenue are close to an existing single family neighborhood. The current zoning is inappropriate at the densities given the hilly topography, local traffic congestion and limited parking. This plan recommends rezoning Assessor's Parcel #71-120-30 from RMP-30 to RMP-5 to reduce density to blend future development density with the adjacent single family neighborhood.

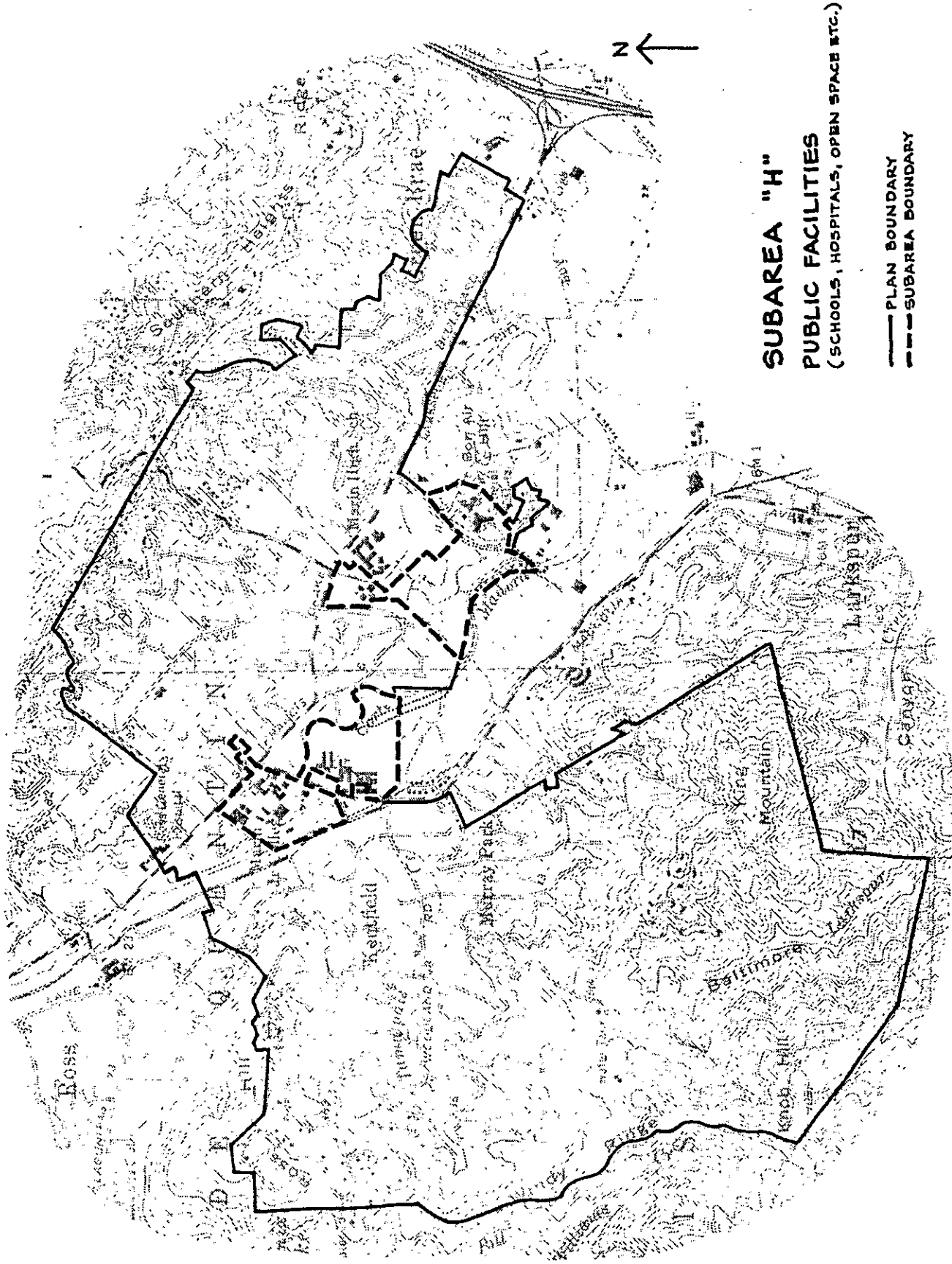
Conservation and Development Standards:

1. Maximum height: 2 stories or 2 stories over parking, to a maximum height of 30 feet.
2. Front yard setbacks: minimum 10 feet.

3. Parking should be well-screened from the street with landscaping.
4. Topography and solar access should be sensitively considered when siting buildings.
5. Units should be located, designed and constructed so as to minimize noise intrusion on both indoor and outdoor living spaces.
6. Appropriate exterior materials are stucco, shingle, and wood
7. Building design (architectural style) and color palette should be compatible with surrounding development.
8. Community Appearance and Amenities Standards of this plan shall apply
9. Maximum floor area ratio (FAR): 35%
10. The remaining creek habitats should be protected and it would be desirable to protect the entire Murphy Creek Stream Conservation Zone, as defined by Countywide Plan Policy as open space.

Recommendations for Specific Parcels:

1. Further development of both Assessor's Parcel #74-072-03 and 04 (#5 Hillside Avenue) should be reviewed at the Master Plan level.
2. Development of parcels on Hillside/Kent Avenue, which back up to Murphy Creek, should be set back to provide protection of the natural vegetation and creek bank as in accordance with Marin Countywide Plan streamside conservation policies.
3. All parcels in the Subarea zoned R-3:G-1 should be rezoned to RMP 30.
4. Assessor's Parcel #71-121-30 and the south west portion of 71-121-25 should be rezoned from RMP-20 to RMP-5.
5. College of Marin parking lot parcels (Assessor's Parcel #74-092-11 and 12) should be rezoned from R-3:G-1 to PF to be consistent with Public Facility use. If these parcels are no longer needed for a college parking lot or any other public facility use, and rezoning is proposed, the rezoning should be from PF to RMP-30 to be consistent with surrounding parcels.



SUBAREA "H"
PUBLIC FACILITIES
 (SCHOOLS, HOSPITALS, OPEN SPACE ETC.)

— PLAN BOUNDARY
 - - - SUBAREA BOUNDARY

FIGURE #12

SUBAREA "H". PUBLIC FACILITIES

Policy Statement: The Community has a strong desire to preserve public facilities including parks, hospital and educational facilities and uses which give the community identity as an educational and cultural focus in Marin County.

Existing Zoning: PF (Public Facilities), R-3:G-1 (Multiple Residential), R-1:B-2 (Single Family Residential) OP (Office Planned), RSP-1 (Single Family Residential, 1 unit per acre)

Proposed Zoning: Kentfield Fire House - from R-3:G-1 to PF
Creekside Park - from R-1:B-2 to OA
College of Marin parking lots from various zonings to PF (see recommendations for specific parcels, #7)

Present Use: Public schools, College of Marin, public hospital, fire station and public park.

Existing Design Character:

- o Large institutional buildings 2-5 stories in height with 25 - 59 foot setbacks from the street.
- o Open playing fields and recreational open space with pedestrian paths.
- o Building exterior materials include pastel stucco, wood trim, large glazed surfaces.
- o College of Marin campus includes several modular structures, which are one story with wood exteriors.

- o College of Marin parking lots
- o Few signs currently exist on the parcels in the subarea.

Discussion:

The College of Marin, Kent Middle School, Bacich Elementary School, Marin Catholic High and Creekside Park are recognized by the community as valuable educational and cultural assets, providing public services and cherished open space. Marin General Hospital and the Kentfield Fire House provide excellent public health and safety services and facilities which serve community needs.

College Avenue Area Public Facilities:

Kent Middle School and College of Marin campuses provide the community with recreational open space and pedestrian paths which link the Historic Kentfield area to the Creekside Park facilities to the east. A strong and clear desire to retain public use of these open spaces and path facilities has been expressed. If, at some point in the future, either or both of these parcels are proposed for redevelopment, the open spaces and pedestrian paths should be preserved and accessible for public enjoyment. In addition to preserving the open space qualities of this area, the community has a strong desire to continue the educational and public facilities use of the College central campus and related parking properties, Kent Middle School and the Kentfield Fire House. The PF zoning classification, which applies to both the College of Marin central and Kent Middle School properties should also apply to the Kentfield Fire House property and the College of Marin parking lots. This plan recommends rezoning the Fire House property from R-3:G-1 to PF for consistency with the existing use. The College of Marin parking lot properties located off of the central campus should also be rezoned to PF to recognize existing public use for college parking.

The PF zoning includes a mechanism to determine, through the planning process, future land uses most responsive to community needs should these publicly-owned lands be designated surplus in the future. Additionally, it is critical to the County that the community needs and interests be effectively represented in discussions about disposition of these properties in all stages of decision making. The community has a strong desire to preserve public properties for public use and future sale or lease of public lands should be offered to other interested public agencies before sale or lease to a private interest is considered. If the College of Marin parking lot properties are acquired in the future and rezoning and development is proposed, the appropriate use and density for the sites should be based on the previous zoning before the site was rezoned to PF and the conservation and development standards of this plan prescribed for the subarea in which the parcel is located.

Creekside Park Area Facilities:

Several major institutional uses including Marin Catholic High School, St. Sebastian's Church and Ross Valley Tennis Club are located on privately owned lands with open areas which provide the community with open views and recreational facilities. These private land uses enjoy excellent reputations for serving the community. Should these lands redevelop in the future, the community desires some preservation of the open lands and green spaces and would strongly encourage tight clustering of new structures to preserve open areas.

Bacich School and Marin General Hospital lands are currently publicly owned and zoned PF. This recognizes existing use and provides the necessary process for determining future land use most responsive to community needs should these lands be designated surplus in the future. In conjunction with the PF zoning of Bacich School, residential single family zoning has been applied as a subset to establish the potential density and

single family residential use should the site be redeveloped in the future. However, the Kentfield School District's elementary enrollment increased in 1985 for the first time in fifteen years and it appears that school use of Bacich site will continue indefinitely.

Marin General Hospital is currently undergoing a major modernization effort which includes several public roadway improvements to Bon Air Road and parking improvements which promise to limit traffic and parking problems which have been associated with the hospital use in the area.

Creekside Park is a publicly owned open space park which is currently expected to remain as such indefinitely. The County Open Space District owns the land and maintains the park which provides great public benefit to the Kentfield/Greenbrae planning area and southern Marin. The R-1:B-1 (Single Family Residential) zoning classification is not appropriate for the site given the open space use. This plan recommends rezoning the land from R-1:B-1 to OA (Open Area) for consistency with the use.

Conservation and Development Standards:

1. Every effort should be made to preserve the College of Marin campus and parking lots, Kent Middle School and Bacich Elementary School for educational, cultural, and community uses.
2. Any plans for the redevelopment of the College of Marin campus, Kent Middle School, or Bacich School properties should retain their recreational fields for the continued use of the community.
3. If either Kent and/or Bacich School site is redeveloped in the future, single-family residential use would be the preferred alternate use. On the Kent Middle School site, medium-density housing for low and moderate income seniors or families is also an acceptable use.

4. A landscaped buffer zone along Sir Francis Drake Boulevard should be included in any redevelopment plan for Bacich School and Marin Catholic High School sites.
5. Marin Catholic High's 2.5 acre greenbelt and recreational fields should be preserved.
6. The vacant land east of Stadium Way bordered by McAllister Avenue and the Corte Madera Creek Channel should be considered for use as a community park. The portion of the upland south of the fenced ecology area is a seasonal wetland with large stands of pickleweed. This entire area should be protected in public open space with no destruction of wetlands or the vegetation bordering the creek. Passive community use (benches, etc.) should be confined to the grassy area adjacent to the bikepath and people use of the densely vegetated area should be confined to walking the existing paths that meander through the trees.
7. Modifications to Marin General Hospital should be permitted within the following guidelines:
 - a. The hospital facility should continue to provide comprehensive medical service for Marin County.
 - b. Building mass should be minimized visually by controlling the size and location of new structures to conform with the terrain. Views from the surrounding single-family neighborhoods, Creekside Park, and the Corte Madera Creek bicycle path should be protected.
 - c. The garden on the southwest side of the hospital should be preserved if possible.
 - d. Ample on-site parking must be provided both during and after construction.
 - e. The lower parking lot should be improved with proper leveling, drainage, and landscaping such that 50% of the paved area will be shaded at mid-day within 15 years of planting.

Recommendations for Specific Parcels:

1. The Ross Valley Nursery School site, if vacated, should be incorporated into one of the neighborhood school sites, reused for a community service, or converted to a commuter parking lot. Commercial use should not be permitted on this site.
2. Kentfield Fire House AP #71-143-58 (1004 Sir Francis Drake Boulevard) should be rezoned from R-3:G-1 to PF.
3. Open Space district parcel AP #22-001-32 (Creekside Park) should be rezoned from R-1:B-2 to OA.

The impacts of pets and people on waterfowl and shorebirds should be reduced. Planting of dense native vegetation along edges of the marsh would help to deter people and pet intrusion. Also, attention should be given to the problem of non-native cordgrass and removal should be considered where appropriate.
4. If the Bacich School property redevelops access points to the site should be carefully studied for impacts on the Sir Francis Drake Corridor. It is preferred that any additional access be provided onto McAllister Avenue only.
5. Access to Marin Catholic High School should be improved; additional access from Bon Air Road is recommended.
6. The northwest corner of Wolfe Grade and Sir Francis Drake Boulevard should maintain its R-1 zoning designation. Access to this site should only be permitted on the southwest corner of the property, off of Sir Francis Drake Boulevard.
7. The following College of Marin parking lot properties should be rezoned from various existing zoning to PF.

The following College of Marin parking lot properties should be rezoned from various existing zonings to PF:

College Parking Lot Rezoning

Assessor's Parcel #	Existing Use	Existing Zoning	Plan Subarea	Proposed Zoning
71-131-56	parking lot	R-1	I	PF
71-131-72	parking lot	OP	E	PF
74-011-19, 20, 21	parking lot	RMP-30	F	PF
74-013-10	parking lot	R-1:B-1	I	PF
74-092-11	parking lot	R-3:G-1	G	PF
74-092-14	parking lot	R-3:G-1	G	PF
74-181-18	parking lot	RSP-1	G	PF

If the above properties are acquired in the future and rezoning and development is proposed, the appropriate use and density for the site should be based on this plan, and its conservation and development standards prescribed for the subarea in which the parcel is located shall apply.

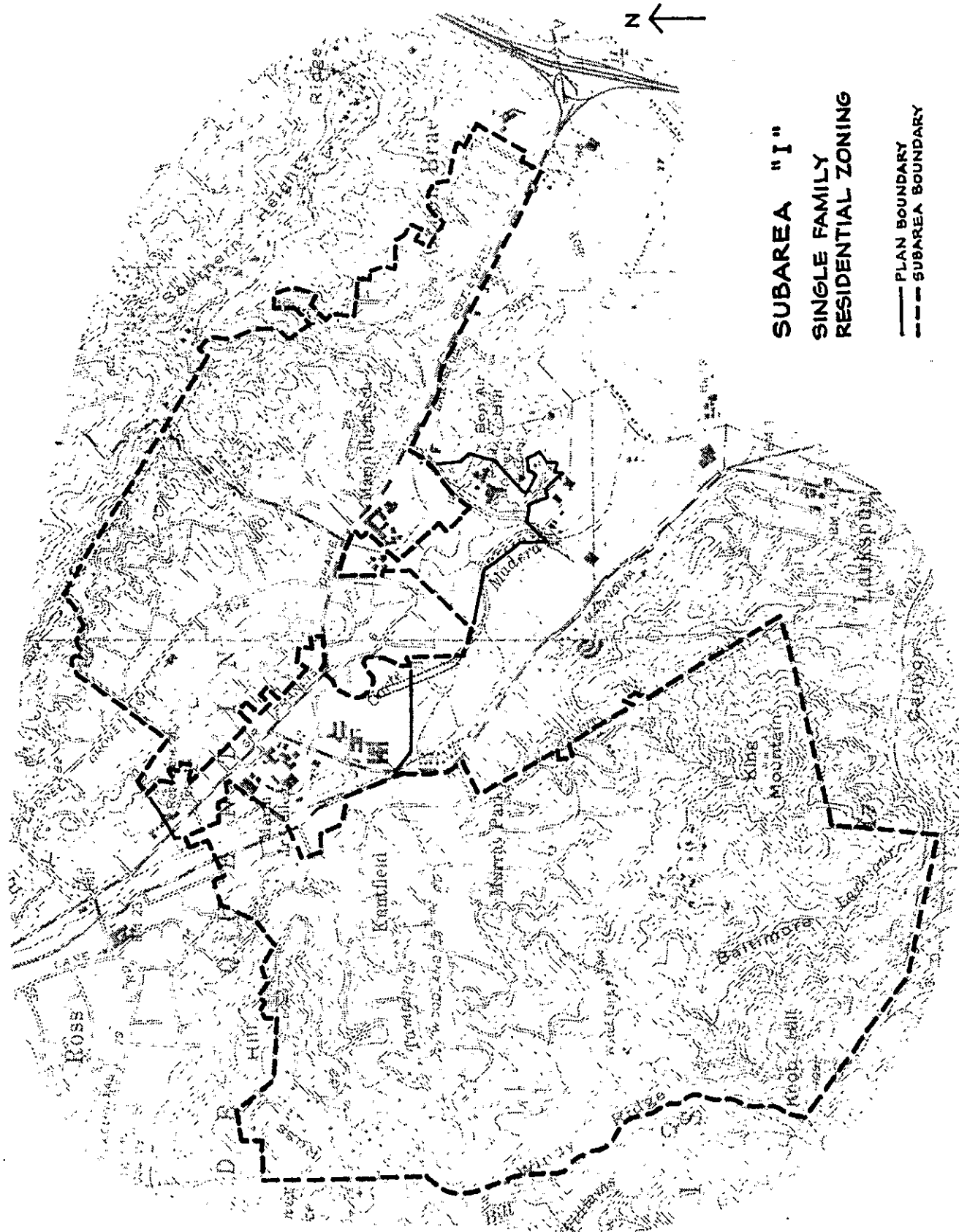


FIGURE #13

SUBAREA "I" SINGLE FAMILY RESIDENTIAL NEIGHBORHOODS

Subarea "I" includes the historical residential neighborhoods of Murray Park, Kentfield Gardens, Granton Park, Del Mesa, Mira Monte, Kent Woodlands, and unincorporated Greenbrae. Approximately 92% of the planning area population lives in Subarea "I". This subarea includes the remaining 94% of the plan area not identified in other subareas.

Policy Statement:

Single family residential neighborhoods should be preserved. If and when development or redevelopment occurs, lot sizes, parking standards, floor to lot area ratios and architectural styles should comply with the community plan standards, and be compatible with local topography, established community character and recommended community appearance.

Existing Zoning:

- o Residential Single Family (various districts)

Proposed Zoning:

- o Same as existing (except parcels recently purchased for open space to be rezoned from RSP (Residential Single Family Planned) to OA (Open Area)

Present Uses:

- o Single family residential and limited open area

Existing Design Character:

- o Detached single family residential housing
- o Structures are setback 20-25 feet from front property line
- o One to two story buildings up to 30 feet in height

- o Two off street parking spaces per dwelling unit are generally provided

Discussion:

A goal of this Plan is to enhance and maintain the planning area as a residential community comprised predominantly of single family homes. A major problem shared by many of the planning area's single family neighborhoods is inadequate on-site parking. A growing number of households own several cars and recreational vehicles (see Table 9, Social/Economic Context, for vehicles per household data). The parking situation is exacerbated in some neighborhoods by College of Marin students who park on residential streets rather than in campus lots; and by the existence of illegal second units which were built without providing off-street parking for the additional residents.

Additional sources of concern to the neighbors include home expansions and construction of fences ignoring required setbacks, height limits, and floor area ratio and the conversion of parking garages to other uses without replacing off street parking. Neighbors privacy and views are often threatened by non-conforming alterations, and non-conforming fences may compromise motorist and pedestrian safety if they block sight-lines at corners. Other items of concern which have been discussed but not specifically dealt with in this plan, because existing specific County Code sections cover them, include home occupations and satellite dish antennas.

Because the single family residential neighborhoods vary greatly in their physical geographic characteristics specific neighborhood standards for land use have been developed. Kent Woodlands for example has specific land use policies adopted by the Board of Supervisors in 1981 to guide the Kent Woodlands Homeowners Association in the review of development projects within their Homeowners Association boundaries (see

Appendix B). The Greenbrae Homeowners Association also has a specific set of codes, covenants and restrictions (CC&Rs) which relates to home expansion and remodeling. Although enforcement of the CC&Rs is not a county planning function, this plan encourages greater coordination with neighborhood associations and architectural review committees which have been established in the planning area. Architectural review of plans for development in these areas will be conducted by the associations and written comments will be taken into account by the Planning Department when considering permit applications.

Although this subarea is generally all zoned single family residential, there are a few unusual parcels in the subarea which are being used for other purposes. For example, the Marin County Open Space District recently purchased a parcel of land on the southeastern boundary of the Kent Woodlands/Tiscornia Estate property. This land is currently zoned residential single family and will now, in county ownership remain undeveloped. Therefore, this plan recommends that the subject parcels be rezoned from RSP-0.2 (Residential Single Family Planned District) to OA (Open Area).

Conservation and Development Standards:

1. Marin County parking requirements should be strictly enforced. When new homes are built or existing homes are remodeled, driveways should be designed to provide additional off street parking. Up to four (4) guest parking spaces should be provided in addition to the 2 off street parking spaces required for each residence. The design of additional parking should minimize impacts on adjacent properties by including landscape screening and appropriate setbacks from property line.
2. Total floor area ratio, including all accessory structures and the garage shall not exceed 35%. Setback requirements should be strictly enforced.

3. The height of primary structures should not exceed 30 feet when measured vertically from the highest point of the structure to the natural grade or the finished grade whichever grade is lower.

Recommendations for Specific Parcels:

1. Large undeveloped parcels on King Mountain near Kent Woodlands (Assessor's Parcel #75-181-68, 71) known as Tiscornia Estate should be protected for their natural beauty and public open space value. Should these parcels be developed in the future, the following standards should apply:
 - a. Secure a great portion of the land for public open space.
 - b. Existing vegetation should be retained for its scenic beauty and slope stabilization values
 - c. Grading and cut and fill activity should be minimal
 - d. Access should be from Ridgecrest Road
 - e. Utility services should be adequate to serve existing and new development.
 - f. Construction should not be permitted on top or within 300 feet horizontally, or within 100 feet vertically of the ridge line, whichever is more restrictive. Building locations must be those least visible from nearby highways and developed areas should not interrupt views of the ridgeline.
 - g. Buildings should be screened with appropriate landscaping comprised of native plant types.
2. Assessor's Parcel #75-181-49 was recently purchased by the County Open Space District and should be rezoned from RSP (Residential Single Family Planned District) to OA (Open Area).
3. Assessor's Parcel #74-181-18 is owned and used by the College of Marin as a parking lot. This parcel should be rezoned from RSP-1 to PF to be consistent with existing public facilities use of the site.

G. Second Units

It is a goal of this plan to maintain and enhance the planning area as a residential community comprised predominantly of single family homes. Second units, second living units in any lot or parcel within a single family residential zoning district, represent a special concern for many residents in the planning area. The Countywide Second Unit Ordinance precludes the development of new second units within this planning area and requires owners of existing illegal second units to secure permits. The Countywide ordinance is consistent with the goals and objectives of this plan and the regulations are incorporated herein as follows: Owners of existing second units which were constructed in conformity with the law and became legally non-conforming by reason of later enactment of zoning ordinances, rules or regulations, may register the unit with the Planning Department providing the structure meets Uniform Housing Code Standards and has a minimum of one (1) off street parking space assigned to a studio or one bedroom second unit or two (2) off street parking spaces assigned to a two or more bedroom second unit.

Owners of existing second units which were not constructed in conformity with the law or were constructed subsequent to the enactment of the zoning ordinance in 1938 (and did not subsequently become a legal, non-conforming use) shall apply to the County for a use permit and the standards contained below must be satisfied in order to legalize the unit. The following criteria shall apply to all existing second units throughout the planning area. These requirements are consistent with those itemed in the Marin County Zoning Code, Title 22, Chapter 22, Chapter 22.98 and the goals and objectives of the Kentfield/Greenbrae Community Plan.

Approval Criteria for Existing Second Units

- a. The second unit is located on the same lot or parcel on which the owner of record maintains his principal residence;
- b. The second unit meets all current property development standards of Title 22, Zoning, for a dwelling unit of the residential zoning district in which it is located;
- c. The second unit meets, at a minimum, the Uniform Housing Code as adopted by the County;
- d. The second unit is the only additional dwelling unit on the parcel;
- e. The lot or parcel on which the second unit is located must have a minimum of one off-street parking space assigned to a studio or one bedroom second unit or two off street parking spaces assigned to a two or more bedroom second unit;
- f. Adequate sanitary services will be provided for the additional increments of effluent resulting from the second unit in accordance with State and County regulations;
- g. An adequate amount of water and quality of water will be provided for the second unit in accordance with State and County regulations.

- h. A building permit shall be required in conjunction with the issuance of a use permit under Section 22.98.071 of this Chapter if the second unit was created without benefit of a building permit, or if repair or rehabilitation work was performed to convert the original structure as permitted, or if repair or rehabilitation work is necessary pursuant to Section 22.98.071(c). (Ord. 2935 . 2(part), 1987).
- i. Applicant shall sign a declaration that the application for the second unit is not in conflict with existing Conditions, Covenants, & Restrictions (C.C.&R.'s) applicable to the title of the subject property.

H. Community Appearance and Amenities

Sign control, landscaping and public property improvements are important elements of community appearance. Sign guidelines, landscaping and public improvement recommendations are provided in this section of the plan by subarea. These design standards for public and private development are important to the enhancement and maintenance of the community appearance and amenities. The use of native, drought resistant plants and the protection of existing native trees such as oaks and redwoods is encouraged. Planting of trees and shrubbery should be mandatory component of all new projects including public and private developments. When and where appropriate, landscaping and public improvements should be jointly funded by public and private entities. Landscaping, sign control and public improvements listed below are designed to achieve high quality in the natural and built environment consistent with the goals of this plan.

Subarea A

Signs:

1. Small identification signs containing only the user's name and address should be allowed. These should be limited to one (1) per use; structures or parcels with more than one use should combine signs - a directory board type sign might be appropriate.
2. Signs shall be a maximum of 12 square feet; horizontal, and externally lit.
3. New signs should be incorporated into the architectural and landscape design, preferably mounted on the building or on low landscaped walls.

Landscaping:

4. All new parking lots throughout the subarea should be planted such that 50% of the paved area will be shaded at midday within fifteen (15) years.
5. Privately owned landscaping planted in or which intrudes on the publicly owned land should be maintained at the private property owner's expense.

Public Improvements:

6. A bus stop and shelter should be located at Ash, set back from the street to prevent visual obstruction for autos turning onto Sir Francis Drake from Ash Avenue.
7. Relocate the mail collection box, presently in the middle of the sidewalk near Ash Avenue, close to the corner with a mail drop accessible to motorists. Paint the adjacent curb red to allow only momentary stops for use of mailbox.
8. Handicapped ramps should be constructed on the east side of the Terrace and Ash intersections, in conjunction with curb extensions at the edge of the outside travel lane. These extensions should be designed to accommodate large deciduous trees.

Subarea B

Signs:

1. Signs should be incorporated into a design at the Master Plan/Development Plan stage.
2. Signs shall be compatibly designed and scaled to the building's architectural character and size. All signing for buildings grouped within a complex shall be coordinated, preferably mounted on the building.
3. Signs should be primarily externally-lit and carved or painted wood; interior-lit individual wall-mounted letters are also acceptable. Any interior lit cabinet signs shall have dark painted-out backgrounds with only the letters illuminated.

Landscaping:

4. All new parking lots throughout the planning area should be planted such that 50% of the paved area will be shaded at mid-day within fifteen years.
5. Privately owned landscaping planted in or that intrudes on the publicly owned land should be maintained at the private property owner's expense.

Public Improvements:

6. Curb extensions at crosswalks should be constructed; these extensions should be designed to accommodate large deciduous trees, and should be in conjunction with handicapped ramps.
7. A bus shelter should be constructed adjacent to location of present bus stop on Sir Francis Drake Boulevard between 913 and 921 Sir Francis Drake Boulevard.

Subarea C

Signs:

1. Signs should be predominantly pedestrian-oriented and small in scale. Materials and colors should be compatible with the character and architectural style of the building.

2. Signs painted on windows and small carved and/or painted projecting signs are appropriate for pedestrian identification. Exterior-lit wall-mounted signs of the same type may be appropriate for primary identification of larger uses.
3. *Free-standing interior-lit signs* are inappropriate in this area.
4. Sandwich board signs should not be allowed on College Avenue sidewalks. Where permitted, such signs must be smaller than five square feet and shall not pose a safety hazard to pedestrians.

Landscaping:

5. All new parking lots throughout the subarea should be planted such that 50% of the paved area will be shaded at mid-day within fifteen (15) years.
6. Privately owned landscaping planted in, or that intrudes on the publicly owned land should be maintained at the private property owner's expense.

Public Improvements:

7. Deteriorated sidewalks should be replaced and all sidewalks should be widened to a minimum of 8 feet.
8. Curbs and gutters should be installed where none exist, and replaced if deteriorated.
9. The use of brick, exposed aggregate, and/or bomanite should be considered for the above improvements.
10. The northbound bus stop, presently located on the College Avenue bridge, should be moved approximately 30 feet north. The new location will allow the crosswalk to be moved into alignment with the bicycle path on the southern side of the creek channel.
11. An appropriately-sized bus shelter should be constructed on the exposed aggregate slab between the brick building at 848 College Avenue and Corte Madera Creek.

Subarea D

Signs:

1. Signs on the east side of College Avenue should be incorporated into the building design and/or mounted on low walls.
2. Exterior-lit painted and/or carved signs and interior-lit individual plexiglas letters are appropriate on College Avenue. Free-standing or wall-mounted interior-lit plexiglas cabinet signs are inappropriate.
3. Sign copy should be limited to tenant name, logo, and address.
4. The size, material, and colors of new tenant identification signs in the Kent Woodlands Shopping Center should be compatible with other existing signs in the center.
5. All new parking lots throughout the subarea should be planted such that 50% of the paved area will be shaded at mid-day within fifteen (15) years.
6. Privately owned landscaping planted in or that intrudes on the publicly owned land should be maintained at the private property owner's expense.

Public Improvements:

7. Substandard and/or deteriorated sidewalks along both sides of College Avenue should be replaced and widened to 8 feet when possible.
8. Public benches on private properties, sidewalks and appropriately scaled street trees should be required whenever possible at the sites of new or redevelopment.

Subarea E and F

1. Signs should be automobile-oriented and compatible with building scale and location.
2. Buildings shall have no more than one identification sign; it should be wood with painted or raised letters, with the street address clearly legible.
3. Interior-lit signs should be limited to medical facilities with nighttime operations. Other signs may be externally lit at a low intensity only.

Landscaping:

4. All new parking lots throughout the subarea should be planted such that 50% of the paved area will be shaded at midday within fifteen (15) years.
5. Privately owned landscaping planted in, or that intrudes on, the publicly owned land should be maintained at the private property owner's expense.
6. Aging street trees on both sides of Sir Francis Drake Boulevard should be replaced when appropriate.

Public Improvements:

7. The existing trees along the Sir Francis Drake Boulevard right of way should be preserved, utilities placed underground, and the drainage improved when boulevard improvements are made.
8. Every effort should be made to preserve the health of existing native vegetation for example, the redwood stands at 1030, 1111, and 1112 Sir Francis Drake Boulevard, and the oaks and bays on the hillside surrounding Ross Hospital.
9. Utility lines above the area's side streets should be placed underground when economically feasible. Residents of developed areas are encouraged to consider forming assessment district to fund underground utilities.
10. Paved sidewalks at least 4 feet wide have recently been provided along the street frontages of:
 - a. the College of Marin faculty parking lot at Laurel and Locust Avenues;
 - b. along the south side of Sir Francis Drake Boulevard where missing.
11. Four foot wide sidewalks should be provided on:
 - a. both sides of the College of Marin student parking lot between Elm and Maple Avenues;

Subarea G

Signs:

1. This is a residential area and signs are not appropriate except the posting of house numbers.

Landscaping:

2. All development and redevelopment of parcels throughout this subarea should be landscaped to provide visual screening, shade during midday, color, and texture compatible with the development and the surrounding area.
3. Privately owned landscaping planted in or that intrudes on the publicly owned land, should be maintained at the private property owner's expense.

Public Improvements:

4. Sidewalks, curbs, gutters, drainage, and roadway improvement, replacement, and maintenance should be provided when and where necessary and appropriate.

Subarea H

Signs:

1. Signs should be automobile oriented and compatible with building scale and location.
2. Buildings should have no more than one identification sign; sites with several buildings like the College of Marin campus should have signs consolidated in directory board format.
3. Interior lit signs should be limited to medical facilities with nighttime operations.
4. Free standing signs may be acceptable where they do not obstruct automobile and/or pedestrian circulation and safety, and where they are compatible with building scale, design and location.

Landscaping:

5. All new parking areas throughout the subarea should be planted such that 50% of the paved area will be shaded at mid-day within fifteen (15) years.

6. Privately owned landscaping planted in or that intrudes on the publicly owned land, should be maintained at the private property owner's expense.

Public Improvements:

7. The properties in this subarea which are publicly owned should be enhanced and maintained for continued public service and use.
8. Pedestrian pathways, curbs, drainage, and parking improvements have recently been provided along both sides of Bon Air Road to facilitate safe and efficient use of the road right of way for automobiles and pedestrians using hospital and park services should be maintained.

Subarea I

Signs:

1. This subarea is predominantly a single family residential area and signs are not appropriate except the posting of house numbers.

Landscaping:

2. All new parking areas throughout the subarea should be planted such that 50% of the paved area will be shaded at mid-day within fifteen (15) years.
3. Privately owned landscaping planted in or that intrudes on the publicly owned land should be maintained at the private property owner's expense.

Public Improvements:

4. The properties in this subarea which are publicly owned should be maintained for continued public service and use.
5. Pedestrian pathways, curbs, drainage, and parking improvements should be maintained for continued public use.

Summary General Recommendations:

1. Large, high-branching deciduous street trees shall be planted along property frontages within Historic Kentfield.

2. Bicycle routes, handicapped ramps, pedestrian paths, sidewalks and landscaping should be considered for all county major roadway reconstruction projects in the planning area.
3. Public benches and appropriately-scaled street trees should be required whenever possible at the sites of new construction or redevelopment projects.
4. All new parking lots throughout the subarea should be planted such that 50% of the paved area will be shaded at mid-day within fifteen (15) years.
5. Sign review should be included in all new development proposals as part of the overall design concept.

I. Summary of Proposed Major Changes from Existing Land Use Policy

Subarea A Proposed: 35 feet maximum building height (2 stories or 2 stories over parking)

Existing: 30 feet (Title 22 - RMP zoning district); 35 feet (Kentfield Land Use and Design Study, p. 18)

Proposed: Same as KLUDS

Subarea B Proposed: Proportional distribution of uses 40% retail, 40% office, 20% residential

Existing: 50% retail, 25% office, 25% residential (KLUDS, p. 21)

Proposed: Maximum height:

- within 30 feet of property line: 1 story not to exceed 15 feet in height
- in rear of parcel frontage: 2 stories over parking to a maximum of 27 feet
- building heights for structures which back up to within 40 feet of the top of the bank of Corte Madera Creek Channel should not exceed 27 feet in height from the top of the creek bank to the top of the structure.

Existing: RMPC zoning allows up to 30 feet

Proposed: 35% maximum floor area ratio (FAR), except lots with less than 6,000 sq. ft. in area.

Existing: none specified for RMPC zoning

Subarea C

Proposed: Maximum height:

- within 30 feet of property line: 1 story not to exceed 15 feet in height
 - in rear of parcel frontage: 2 stories up to 27 feet
- Maximum height - all other parcels: 2 stories, up to 27 feet

Existing: 2 stories, up to 27 feet (KLUDS, p. 23) College Avenue 3 stories over parking, up to 35 feet (KLUD, p. 23) Sir Francis Drake Boulevard.

- Proposed:
- Maximum individual building size 10,000 square feet
 - Maximum 35% FAR, except for parcels of 6,000 square feet or less.

Existing: None specified for RMPC zoning or KLUDs

Proposed: architectural style should be traditional

Existing: "super graphic" building detailing may be appropriate

Proposed: Parcel #74-031-04 may be redeveloped into a pedestrian-oriented retail or office use provided that minimum off-street parking requirements are met within 300 feet of the site.

Existing: parcel is not addressed in KLUDS

Proposed: appropriate re-uses of parcel #74-031-64 (Ross Landing Racquet Club) should exclude any high traffic-generating uses. Access and parking standards should be satisfied by any redevelopment plan. Maximum height should be limited to 2 stories, up to 27 feet.

Existing: Commercial and office uses are encouraged for this site; maximum height: 3 stories, up to 35 ft. (KLUDS, p. 23).

Subarea D

Proposed: Maximum height:

- within 30 feet of property line: 1 story not to exceed 15 feet in height
- in rear of parcel frontage: 2 stories up to 27 feet

Existing: OP zoning allows 3 stories up to 35 feet.

Proposed: 35% maximum floor area ratio (FAR), except for parcels of 6,000 square feet or less

Existing: OP zoning allows 40% FAR

Subareas E & F Proposed: 2 stories and/or 2 stories over parking, up to 30 feet maximum building height.

Existing: up to 35 feet (KLUDS, p.26)

Proposed: 35% maximum floor area ratio (FAR)

Existing: 40% allowed under OP zoning; none specified for RMP zoning.

Subarea G

Proposed: Rezoning of College owned parking lots (Assessor's Parcel #71-131-56 and 72) from OP and R-1 to PF.

Existing: Low intensity office use allowed (KLUDS Policy, p.13)

Proposed: Rezoning of parcels on Hillside and Kent Avenues from R-3:G-1 to RMP 30

Existing: R-3:G-1 zoning same as RMP30 density, but Planned District Zoning provides discretionary review.

Proposed: Rezoning Geary Parcels RMP 20 to RMP 5 multiple residential housing permitted 5 units per acre.

Existing: Multiple Residential Housing permitted 20 units per acre.

Subarea H

Proposed: Rezoning existing public lands (Kentfield Fire House) to PF (Public Facilities) for consistency

Existing: Kentfield Fire House property zoned R-3:G-1 (KLUDS proposed rezoning to PF Exhibit 3 and p. 18)

Proposed: Rezone Creekside Park (County Open Space) from Residential zoning R-1:B-2 to OA

Existing: County Park and Open Space currently zoned for residential use

Subarea I:

Proposed: Up to four (4) off street guest parking spaces should be required for each single family residential unit.

Existing: Previous policies address the issue but do not contain specific standards.

J. Land Use Summary

The vast majority of land in the study area is zoned for residential use and is used for housing. The plan seeks to limit multi-family and commercial development to the historic Kentfield area. "Old Kentfield", including subareas 'A' and 'B', is currently developed with multi-family and commercial buildings which will be limited in bulk, height, and mass when redevelopment occurs. To ensure that new development is consistent with community characteristics, the Plan's Conservation and Development Standards limit building height to two stories over parking and floor area to lot area to 35 percent to reduce building bulk.

In subareas 'C', 'D', 'E', 'F' and 'G' the Plan proposes rezoning some properties currently zoned for office use to residential use. It is the intent of these rezonings to maintain the character of the community as predominantly residential. The current office zones would allow up to 80,000 square feet of new office buildings where residential and hospital uses currently exist. This much office development would have a significant adverse impact on the local traffic circulation and general environmental quality of surrounding single-family and multi-family neighborhoods.

Subareas 'H' and 'I' also include proposed rezoning. Some public lands now zoned for residential use will be rezoned to Open Space and public facilities. To ensure that the existing single family residential neighborhoods are preserved and public facilities and remaining open undeveloped lands are protected, Conservation and Development Standards to control parking and building mass, bulk and height have been proposed.

The Land Use section of the Plan attempts to reinforce the existing residential character of the community by recommending changes in Zoning and Land Use. The Land Use section also includes Conservation and Development Standards that ensure minimum impacts of the future built environment on the natural features of the planning area.

Finally, the policies and recommendations of this section imply an overall growth management program for each of the subareas of the planning area. Within the subareas, growth management shall be based, in part, on a recognition of the traffic circulation and parking problems which currently exist. The Land Use section of this plan encourages high quality in the natural and built environment through a balanced system of land use and transportation planning that retains current physical and cultural characteristics which give identity to the community.

IV. CIRCULATION

A. Policies

1. The Kentfield/Greenbrae community desires a circulation system which allows safe movement and ready mobility for non-motorized traffic and for motor vehicles while preserving the community character.
2. Inadequate circulation leads to peak period congestion and delay affecting both local and through traffic. Though undesirable, these conditions are preferable to major, irreversible changes such as further widening of major arterials. Land, scenic resources, and community character are our most important assets; changes that diminish these assets are usually irreversible and should be avoided.
3. Measures to reduce peak period traffic are encouraged. These include:
 - increasing vehicle occupancy through carpooling and transit use;
 - shifting trips to non-motorized modes;
 - shifting trips from peak periods through scheduling of work hours, classes, and special events.
4. Minor roadway improvements which improve safety and traffic flow are encouraged, provided they do not
 - result in major additions to arterial roadway capacity, and
 - encroach upon parking, transit and pedestrian/bicycle movement.Such improvements should support the plan's goals of managed growth and high quality in the natural and built environment.
5. Most of the traffic in the planning area begins and/or ends elsewhere. This greatly limits what this community can do alone to control traffic volume and flow. Cooperation among the Ross Valley communities on transportation problems is vital; a mechanism should be created to ensure coordinated, continuous planning.

B. Transportation Demand

Total transportation demand in the area may be grouped into these categories:

Trips entirely within the area	(internal-internal)
Trips from within the area to a point outside	(internal-external)
Trips from outside the area to a point inside	(external-internal)
Trips through the area	(external-external)

Given the primarily residential nature of the area, the first two categories of trips can be assumed to originate mainly at residences, and to be attracted to locations of work, school, shopping, and other destinations, partly within the planning area but largely outside.

Trips originating outside the area (external-internal) are attracted to various destinations within the area.

- Institutional: Schools (COM, Marin Catholic, others)
Medical facilities (MGH, Ross General, others)
- Commercial: Shops, offices, others
- Residential: Service and social trips to residences

Through trips (external-external) use the area as a corridor between origin and destination; many of these are likely to be home-work and shopping trips of residents of the communities to the north and west - Ross, San Anselmo, Fairfax, parts of San Rafael and West Marin.

Each of the four main categories of trips can be assumed to involve a similar return trip that takes the tripmaker back to his/her origin.

For reasons mentioned earlier, neither the volume of total trips nor the breakdown among the four types is available.

Only a part of the total transportation demand is affected by planning decisions made within the Kentfield/Greenbrae area. Development of additional housing in the Upper Ross Valley and commercial facilities near Highway 101 cannot be controlled by the Kentfield/Greenbrae community. Both of these types of development are occurring and are likely to generate and/or attract additional trips through the planning area. Much of the transportation demand is generated from an area broader than that of the Kentfield/Greenbrae planning area. Efforts have been initiated to bring the various jurisdictions in the Ross Valley together for coordinated transportation planning.

C. Transportation Facilities and Trip Patterns

Arterials

The primary movement in the planning area occurs in a generally east-west direction. Sir Francis Drake Boulevard, Marin County's major link between bay and ocean, traverses the area and is the main east-west thoroughfare. Laurel Grove Avenue, Kent Avenue, and College/Magnolia Avenues also serve that movement to some extent; they are potential bypass routes during periods of congestion on Sir Francis Drake Boulevard.

Five intersections of Sir Francis Drake Boulevard in the planning area are signalized. Considerable congestion occurs at Kentfield Corners, the intersection with College Avenue; during peak hours, traffic volume reaches about 90% of capacity, and there is appreciable delay.

A secondary north-south movement traverses the planning area. There is no continuous north-south artery; traffic uses the combination of Bon Air Road, Sir Francis Drake Boulevard, and Wolfe Grade. Major arterials in the area are shown on Figure 13.

The two key arterials in the planning area, Sir Francis Drake Boulevard and College Avenue, were subject to extensive improvements in 1984-1986. Sir Francis Drake east from the intersection with College Avenue (Kentfield Corners) is a four-lane divided arterial; from Kentfield Corners west it narrows to an undivided roadway to the Ross border. This section was converted in 1984 from two lanes with some curb parking to three lanes without parking; the center lane is used as a two-way left turn lane. College Avenue was similarly converted in mid-1986; here, too, a center two-way left turn lane was installed at the expense of some curb parking. These changes included improvements to sidewalks, pavement, and other roadway components.

Sidewalks on some of the other arterials, for example Wolfe Grade, are incomplete or inadequate. They should be improved at the earliest opportunity.

Parking

College of Marin is the largest traffic attractor in the area and it generates the largest parking demand. The College provides considerable off-street parking, not all of which is utilized fully. Even so, day and evening students cruise to find curb or off-street parking closer to their campus destinations. Such cruising adds to street congestion, particularly on College Avenue.

Most, but not all of the business and office buildings in the area's small shopping/commercial district near the college provide their own off-street parking. This results in a proliferation of driveways on both College Avenue and Sir Francis Drake Boulevard.

Pooling of access to off-street parking and of the parking spaces would aid safety and traffic flow. Such pooling should be encouraged; an effort should be made to resolve the management and enforcement problems that can arise.

Non-Automobile Traffic

Automobile traffic dominates. Transit, bicycle, and pedestrian traffic play significant roles but are minor in quantity. Expansion of their role should be encouraged.

The area is served by the transit operations of the Golden Gate Bridge District, which took over Greyhound Bus Lines Marin suburban service in 1972. Golden Gate's Transit provides a variety of services to the area:

- basic, all day bus service linking the area with various parts of Marin County and with San Francisco
- peak hour express service to the San Francisco Central Business District
- feeder service to the San Francisco ferries operating from the Larkspur Terminal

Golden Gate Transit also assists in the formation of vanpools and buspools.

Passenger volumes on buses and ferries are well below capacity most of the time. Many actual and potential transit users live more than convenient walking distance from the nearest bus stop. Parking is available near bus stops more by accident than by design. One way to encourage bus use is the provision of more convenient parking near bus stops.

A major thoroughfare for non-motorized traffic is the multi-purpose path along Corte Madera Creek from Bon Air Bridge to Ross. It provides a good east-west link, makes use of two key scenic resources, Corte Madera Creek and Creekside Park, and is equipped

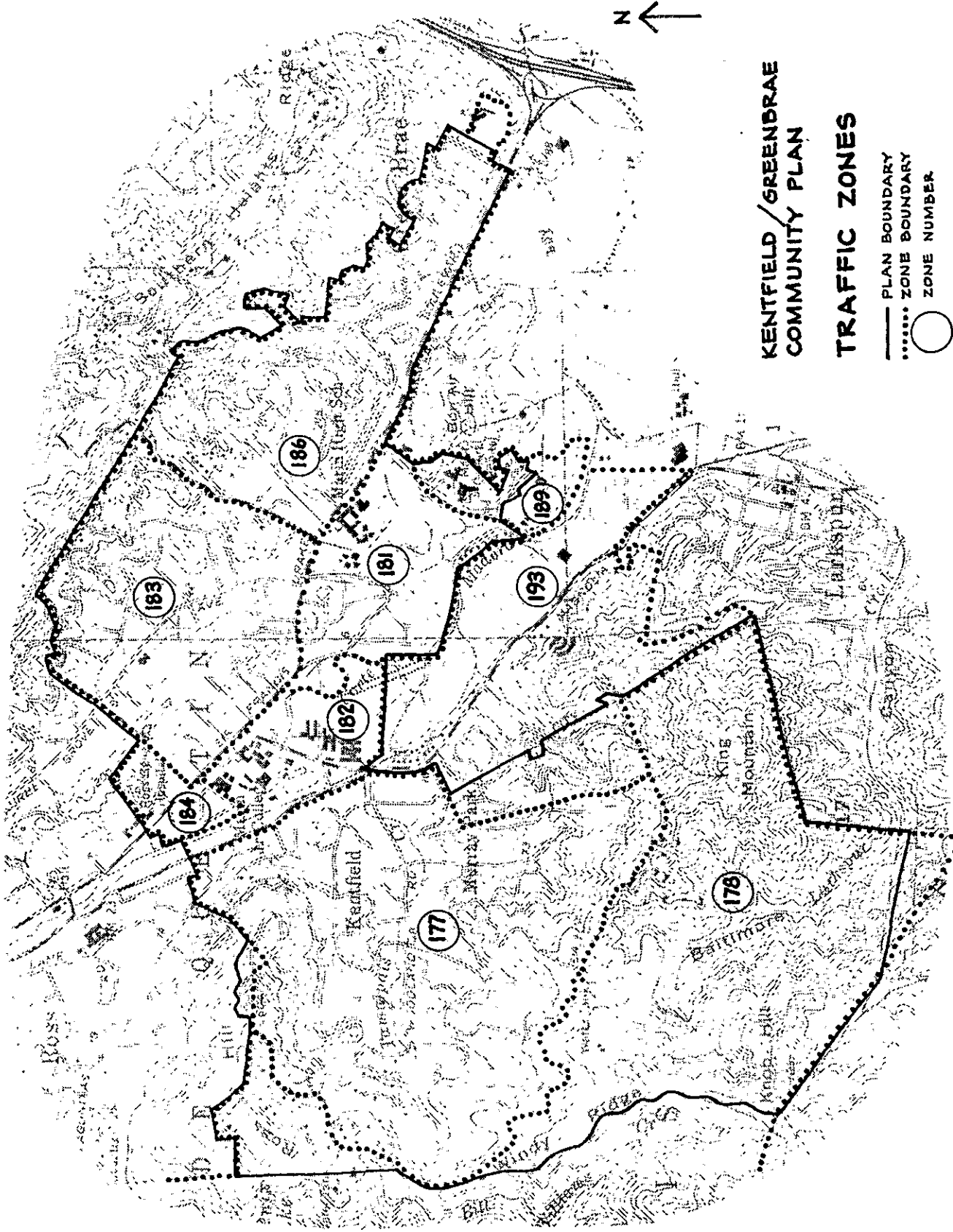
with 22 fitness exercise stations. The path is used heavily for school, shopping, recreational, and other trips by bicyclists, pedestrians of all ages, runners/joggers, and various other groups. Its width is barely adequate east of College Avenue; the section west of College Avenue is narrower and makes it difficult for bicyclists to pass pedestrians or each other; it should be widened.

Trip Patterns

No original/destination data showing circulation patterns in detail are available. Even in the absence of such data, it appears safe to assume that certain travel characteristics found countywide and in suburban areas elsewhere hold here:

- Residents have diffused travel patterns, not readily served by any single, simple set of facilities or services
- Travel patterns have been affected by the rising availability of employment in Marin (while population is remaining essentially constant), and a growing trend for certain kinds of work to be performed at office space located in the home.
- The increasing share of senior citizens relative to total population in the Ross Valley affects circulation patterns and needs.

The travel demand pattern of the traditional bedroom community is characterized by sharp, concentrated peaks during morning and evening commute periods. The Kentfield/Greenbrae area does not appear to fit this pattern; counts taken in 1982 showed that both Sir Francis Drake Boulevard and College Avenue experience high volumes of traffic throughout most of the weekday afternoon - most likely reflecting College of Marin and other school related traffic.



**KENTFIELD/GREENBRAE
COMMUNITY PLAN**

TRAFFIC ZONES

- PLAN BOUNDARY
- ZONE BOUNDARY
- ZONE NUMBER

FIGURE # 14

D. Planning Considerations

The goal of safe movement and ready mobility means free flow on uncrowded streets. In technical terms, free flow translates into a ratio of traffic volume to traffic capacity (v/c ratio) considerably below 1.0; a low v/c ratio corresponds to a high "Level of Service". Lowering the v/c ratio of a crowded roadway or intersection can be achieved in the following ways:

1. Decrease vehicular traffic volume:
 - by increasing vehicle occupancy, e.g. ridesharing, transit use
2. Increase roadway capacity:
 - by removing parking, improving signal timing, and similar traffic engineering measures
 - by widening roadways or building new roads
3. By some combination of these measures.

The first alternative of decreasing traffic volume is difficult to achieve for this planning area alone, given the nature of Sir Francis Drake Boulevard and other throughfares which carry traffic for the entire Ross Valley, and considering the regional nature of major traffic attractors such as the College of Marin and the general hospitals. Peak sharing measures such as ridesharing, transit use, and rescheduling should be implemented; however many persons in the community have work and school patterns that are difficult to fit into the more rigid schedules of transit and shared vehicles.

The second alternative - the provision of increased capacity - poses a special dilemma. An increase in capacity can provide temporary relief by reducing delay and raising the level of service, though often at the cost of reduced parking, narrowed sidewalks, and sacrificed landscaping. In time, the increase in capacity leads to these consequences:

1. Increased traffic volumes, erasing the gains in level of service, and
2. Increased development, since the added capacity provides developers with necessary roadway capacities to support the addition of traffic volume which can be absorbed with minimum roadway improvements.

Neither increased traffic nor increased development is in accord with the goals of this plan. Thus, there are major obstacles to achieving the basic objective of convenient circulation. Recognizing these obstacles, the objective of the following circulation recommendations is to:

Achieve a transportation system which allows convenient and safe movement but does not add capacity to existing major streets and arterials at the expense of parking, transit and non-motorized traffic.

E. Recommendations

1. Future transportation planning in the Ross Valley should be coordinated among Kentfield/Greenbrae, Ross, Larkspur, and other cities and communities of Central Marin.
2. Consolidation and reduction in the number of driveways and pooled parking should be strongly encouraged as changes occur in the commercial areas along Sir Francis Drake Boulevard and College Avenue.
3. Transit use should be facilitated and encouraged by the construction of bus turnouts on Sir Francis Drake Boulevard at Ross Hospital, and by provision of parking spaces for transit users, particularly near the Wolfe Grade/Sir Francis Drake Boulevard and College/Woodland intersections.

4. Existing sidewalks improved to County standards on Wolfe Grade and future pedestrian path should be developed to link the county with San Rafael.
5. The multi-purpose path along Corte Madera Creek west of College Avenue should be widened outboard of the channel.
6. There should be no major additions of capacity to the area's arterials beyond those already approved. Specifically, Sir Francis Drake Boulevard should not be widened to four lanes west of College Avenue.
7. Shifting trips from peak periods, e.g. changes in work or class schedules.
8. Encourage development of jobs available to the community residents to help decrease intercommunity traffic.

V. Public Services

A. Schools

School District Boundaries

The Kentfield School District administers grades kindergarten through 8. The major portion of Kentfield School District's lands are located in the planning area. The School District also includes a portion of Murray Park, a small area which is within the boundaries of the City of Larkspur. A portion of Del Mesa is included in the Ross School District. All of the planning area is included within the Tamalpais Union High School District which administers grades 9 through 12, and is within the Marin Community College District.

Present Enrollment and Facilities

Enrollment in the Kentfield School District has not continued to increase as was predicted in 1965.

In September of 1965 the total enrollment peaked at 1,515 students. Since that time enrollment declined until 1984 when it began to rise. Enrollment in September, 1986 was 620 students in grades K - 8. Table 10 points out the changes in enrollment by grade between 1964 and 1985.

Table 10
 KENTFIELD SCHOOL DISTRICT
 STUDENT ENROLLMENT GRADES (K-8)
 1964 - 1985

Grades	1964	1985
K	157	67
1	149	83
2	177	61
3	177	58
4	154	62
5	152	49
6	185	59
7	163	84
8	145	82
TOTAL	1,459	605

As a result of decline in enrollment and a continuously restricted budget, the Greenbrae School site was sold in 1984 to be developed into 19 single family homes and a 1.5 acre park. The entire site was annexed to the City of Larkspur.

The two remaining public schools within the Kentfield School District are Anthony G. Bacich Elementary (formerly Wolfe Grade School) with 17 classrooms and Adeline E. Kent Middle School (grades 6, 7 and 8) with approximately 31 classrooms, not all of which are used by the district. Several rooms at Kent are leased to Grant Grover School for deaf children and the Marin County Schools for their special education programs.

Public high school students attend the Redwood High School in Larkspur, one of the three high schools in the Tamalpais Union High School District. The District enrollment has declined from 6,177 in 1972 to 4,248 in 1985. The enrollment at Redwood is expected to drop from the September 1985 figure of 1,760 students to 915 students for the 1991-92

school year. This could result in the readjustment of school boundary lines and/or the closure of one of the three schools in the district.

Future School Enrollment

While the 1965 General Plan projected Kentfield School District's ultimate K-8 enrollment at 2040, the actual enrollment has never achieved this figure. Clearly, accurate prediction of future school needs is difficult and requires continuous reevaluation.

With the increase in kindergarten enrollment for the 1984-85 school year and the news reports of a "baby boom" in California it is possible that the enrollment will begin to stabilize in the next few years. It is not anticipated that enrollment figures will rise significantly in the foreseeable future, nor is it likely that new schools will soon be required within the Kentfield School District.

Despite its small enrollment, the Kentfield School District provides an excellent K-8 education. School sites are focal points in the community; the district helps provide community identity.

Private Schools

Marin Catholic High School enrollment rose from 666 students in October of 1963 to 847 students in December of 1985. A resultant increase in the number of automobiles being driven to and from the site and an inability of the site to provide parking for all vehicles has been felt by the community.

Marin Catholic High School is remodeling some portions of its older buildings to provide modern classroom facilities, but does not plan further expansion of its student body.

Ross Valley Nursery School has maintained an enrollment of 100 to 120 with a long waiting list since it moved to the Planning Area in 1951. No more than 40 students are on-campus at any given time.

The Child Care Center, at 1030 Sir Francis Drake Boulevard since 1967, provides tutorial-type services for about 200 students annually, though no more than 20 are on-site at any given time.

The Marin County Agency for Infant Development, also at 1030 Sir Francis Drake Boulevard, provides a range of educational and medical services to about 300 children yearly, birth through age 3, who are experiencing a delay or suspected delay in their development.

College of Marin

The Marin Community College District is the only public educational system in the County that offers college courses. It also provides community and adult education programs, rooms for meetings and public events on both of its campuses, and recreational open space highly valued by the community.

College of Marin was first opened in the spring of 1926. In anticipation of higher enrollments, Indian Valley Colleges opened its doors in 1971, moving to a newly constructed campus at the west end of Ignacio Boulevard south of the City of Novato in the fall of 1975.

The enrollment at the College of Marin peaked in 1975 with a head count in the credit program of 7,772 students. In the spring of 1983 the head count was 7,619 but dropped by 10% in 1983-84 and again by 17% in 1984-85.

Many of the land use and circulation elements of the 1964 College Master Plan, particularly the proposed Magnolia-Kent-Laurel route, were never implemented. Partly as a result, there has been a marked increase of traffic on College Avenue over the years. To mitigate traffic problems in the campus area, as well as throughout the planning area, improved public transit plans should be developed. Particular attention should be paid to encouraging students and residents alike to routinely use public transit as a convenient and economical option.

The interdependent relationship between the College of Marin campus and its immediate environment, the Kentfield commercial/multi-family residential corridor, suggests that close cooperation with the Marin Community College District (MCCD) be sought as planning modifications are proposed within this area.

In recent years, prompted by severe financial difficulties, the College District has considered the sale of several of its properties in the Kentfield/Greenbrae area. The College Master Plan should be updated in close cooperation with the local community and the County Planning Department before any property is sold or leased.

Every effort should be made to support the College of Marin and the District to maintain this campus in the Kentfield/Greenbrae Planning Area. A close working relationship should be developed between the Kentfield Planning Advisory Board and the College District Board of Trustees for the benefit of all. The college's cultural and recreational facilities might better serve the area's residents if community representation is included in decision making. The presence of a MCCD Board member on the Kentfield Planning Advisory Board provides an important communication link between the community and the College District.

B. Recreation

Proximity to Regional Parks

The planning area is well situated for relatively quick access to some of the most magnificent parks and recreational areas in the country: Point Reyes National Seashore, Muir Woods National Monument, and Samuel P. Taylor, Mount Tamalpais, and Stinson Beach State Parks are all within an hour's drive. Also nearby are county parks, watershed lands, and small craft harbors, all of which contribute to the high quality of life enjoyed by residents of this region.

Creekside Park and the Corte Madera Creek Bikepath

Creekside Park and the pathway along the creek have added immeasurably to the recreational facilities in the area and provide for the enjoyment of the natural scenic setting, one of the major assets of the Kentfield/Greenbrae community. Local residents initiated the creation of the park, which was made possible with the passage of a voter-approved bond issue in 1974.

In association with the Creekside Park Project, a pedestrian/bicycle path with par course was created along the Corte Madera Creek. Completed in 1978, the path extends from Ross Common through the College of Marin campus to Bon Air Road, and from the east end of South Eliseo Drive (behind the Bon Air Center) to the Larkspur Ferry Terminal and Larkspur Landing. The pedestrian/bicycle path, well-used during daylight hours by pedestrians and cyclists alike, offers the opportunity for physical exercise to both adults and children and importantly, a safe route for students who attend school in this area. Unfortunately, the section of the path along South Eliseo Drive was never completed; it is recommended that this be accomplished prior to the extension of South Eliseo east to Sir Francis Drake Boulevard.

A significant portion of Creekside Park is dedicated to state water marsh restoration:

Since 1976, in the areas of the marsh where the tide has been restored, the marsh is productive and supports an abundant juvenile striped bass population, a clapper rail nesting and breeding area, a diverse bird population, and several unusual species of cordgrass which increase canopy diversity. Unfortunately some of these cordgrass species, planted during the restoration and not native to the area, may have unpredictable effects if allowed to spread to other marshes and they should be controlled as part off the ongoing maintenance of the park.*

Uncontrolled public and pet access as well as lack of protective buffer vegetation along the marsh edge have reduced wildlife habitat value of the marsh and adjacent upland. Above the tide level, the acidic soil conditions, public access, and uncontrolled pets have interfered with the wildlife use of the upland areas. Non-native and introduced plants have reduced the natural transition vegetation. Corrective measures should be taken to address these problems, in conjunction with the ongoing maintenance of the green park areas and picnic sites.

Neighborhood Parks

A 1.5 acre neighborhood park is proposed as part of the residential development at the old Greenbrae School site, off Eliseo Drive. This park will provide a welcome addition to the Greenbrae subdivision, since the proposed "Greenbrae Park" site at Manor and Los Cerros was developed with single-family homes instead.

* Josselyn, Michael N. & James W. Bucholz, 1984. Marsh Restoration in San Francisco Bay: a Guide to Design & Planning. Technical Report #3, Tiburon Center for Environmental Studies, S.F. State University, 104pp.

A facility noticeably absent from the planning area is a park containing playground equipment for younger children, especially those below school age. Creation of such playgrounds, to be open during school hours, is encouraged at available sites in various locations within the community. Possible sites include the Greenbrae School site, mentioned above, and the College of Marin's Elm/Maple parking lot. The community has a strong desire to preserve public properties for public use and future sale of public lands should be offered to other interested public agencies for public open space or parks before sale to a private interest is considered.

Specialized Recreational Facilities

Tennis courts and the track at the College of Marin are available to the public when not in use by students. They are heavily used during clear weather. The swimming pool is also open for a nominal fee during limited hours in the summer months.

The planning area includes several private, member-only tennis and swim clubs. The area's only commercial bowling alley has been replaced by a new office project, Drakes Landing in the City of Larkspur.

Schools in the Kentfield/Greenbrae Planning Area provide much-needed recreational land and open space to the community. Because these open spaces are treasured for their visual as well as their recreational functions, the playgrounds and playing fields at all the area's schools -- Bacich, Kent, Marin Catholic, and the College of Marin -- should be preserved for community use. Cooperative use of these playing fields is strongly encouraged among all community residents.

If and when schools in the planning area find their properties to be surplus and no longer needed for school use, the community's desire is to have the opportunity to purchase the

sites for public open space, community parking, parks or some other public use. If a public agency or the community could not arrange the purchase of surplus public lands then the underlying zoning and community plan policies should be the guide for future development. Maintenance of open spaces dedicated for public use and recreational facilities should be the financial responsibility of the land developer and the community.

C. Fire Protection

The Kentfield Fire Protection District includes all of the developed portion of the planning area. The present single fire station at College Avenue and Sir Francis Drake Boulevard is well located to serve the district and provides excellent service and should be maintained.

D. Police Protection

The unincorporated Kentfield/Greenbrae area is serviced by the Marin County Sheriff's Department, currently housed within a sub-station in the Kentfield Fire Station. The sub-station is small, has limited parking available, and is open to the public for limited hours due to lack of staffing. In an emergency the Sheriff's Department is sometimes aided by the Marin Community College District Police.

The Kent Woodlands Property Owner's Association maintains a private contract to provide additional security patrol for the Kent Woodlands Area.

Maintenance of a Sheriff's sub-station in the Kentfield/Greenbrae area is a high priority for the community. A larger office with easy access and adequate parking would enhance the ability of the sub-station to operate effectively. Increased staff would help

fulfill the community's desire for improved enforcement of parking and moving violations, particularly speeding, in the area.

E. Emergency Services

As an unincorporated area of Marin County, Kentfield/Greenbrae is served by the county for emergency administration and coordination. There is no district service. All medical services work closely with the Governing Board and the Fire District Board (Area C, Ross Valley and Ross Valley Emergency Paramedics).

As the home of two hospitals, Kentfield is fortunate to have exceptionally quick emergency response and transport. Ross General's imminent move out of the area will have an unknown effect on the community in this respect.

The Ross Valley Paramedics are operating with extreme efficiency and care. During the summer of 1984 they received an average of 4-5 calls per day, but can handle up to 10 per day. The average response time is under 5 minutes, well below the 9 minute standard required.

Despite excellent proximity to hospitals, emergency vehicles are frequently impeded by narrow winding streets, homes without clearly marked address numbers, and difficult access from streets to some houses. Due to traffic congestion, the area's most difficult stretch for emergency vehicles to traverse is Sir Francis Drake Boulevard between College Avenue and the Ross line. Consideration of this situation should be primary as proposals for future development within this corridor are submitted. Improvement of those conditions which can be easily corrected, such as clear address identification on homes, is emphatically encouraged.

When there is a general emergency, as during the rains of 1981-82, the Kentfield/Greenbrae community must independently deal with the crisis for a day or two, until general emergency plans can be implemented. There is a need for better community education regarding actions to take during such times. An emergency shelter area needs to be designated in a safe, high area (such as the gym at Marin Catholic) and well publicized and staffed with trained volunteers. Communications need to be clarified; information should be centralized and continuously available during all emergencies (for example: a well-publicized central phone line which is staffed or a radio band which broadcasts for the area).

F. Medical Facilities

Hospitals

Marin General Hospital and Ross General Hospital are currently situated within the Kentfield/Greenbrae district. Marin General is presently undergoing a major modernization.

Marin General, currently the largest and most diversified in Marin County, is the only community-owned hospital in the county. The in-patient population of this 235-bed hospital is 58,000-60,000 patient days per year. The outpatient service growth is projected at 3% per year through 1991. Marin General administrators claim the intent of the modernization program is not to increase the number of beds, but rather to correct the space deficit, provide proper configuration for current and future care (over the next 15-20 years), and provide better and more convenient access to services. Plans for new construction and remodeling are budgeted for approximately \$30 million - with no general obligation bonds. The estimated completion date is January 1988.

Great attention must be paid to these modernization plans. The construction plans are sizable - a five-story, 95,000+ square feet addition is proposed -- and will most certainly affect the community. Traffic, already a major source of concern on both Sir Francis Drake and Magnolia, will be affected, as will the automotive and foot traffic on Bon Air Road across from Creekside Park. With the completion of the new construction at College and Sir Francis Drake (Ross Landing), Highway 101 and Sir Francis Drake (Bon Air Center), and Bon Air and Magnolia (Tiscornia project), this congestion is only compounded.

The Institutional Profile compiled for Marin General indicates that its patients come primarily from San Rafael, Mill Valley and Novato. There is concern among many Kentfield/Greenbrae area residents that Marin General - an institution which primarily serves people from elsewhere in the county - will have an increasingly adverse impact on Kentfield's physical environment, including road deterioration, pollution of Creekside Park, and visual intrusion.

Ross General Hospital is currently pursuing plans to build a new 193-bed hospital in North San Rafael on Smith Ranch Road. It is a for-profit private hospital owned by Republic Health Corporation of Southern California. A Certificate of Need has been granted.

The future of the existing plant located on Sir Francis Drake is unclear and should be carefully watched. Currently Ross General's administrators are stating that all services in the hospital shall move, with the exception of skilled nursing care, psychiatry and drug dependency programs. At present, many of these are housed at 1111 Sir Francis Drake in a leased building, and will likely continue at this location. The owners of Ross General have purchased the large apartment building (Ross Apartments) next door to the main hospital in Kentfield. The addition of this parcel gives the owners an even larger plant

with additional parking which, if vacated, can be either leased or sold. The potential impact of any redevelopment on Sir Francis Drake between College Avenue and Ross should be thoughtfully evaluated because of this area's current condition of parking and traffic congestion.

Medical, Dental and Related Businesses

Due to the proximity of the two hospitals, there is a supply of medical offices disproportionate to the needs of the immediate community. In 1985, according to yellow page listings, 231 doctors and dentists practiced in the two-mile radius of Sir Francis Drake, South Eliseo and Bon Air Drive. There were also a number of laboratory-related services. Because such professional offices are high traffic generators, there is concern about this oversupply in an area plagued by traffic and parking congestion. Presumably a change in the use of Ross General Hospital would result in a redistribution of related medical offices to an area proximate to the hospital's new location.

G. Post Office

The Kentfield Post Office serves as a meeting place for the entire community. The lease on its current location at 822 College Avenue expires in April of 1988.

It is important that the Post Office find a new location in Kentfield within easy walking distance of the College and the majority of the Kentfield merchants. It should remain in the area where students and residents can walk between the schools, banks and businesses, without moving their cars. Sufficient parking and an improved circulation pattern should be included in a new design. Because it serves the function of community center, the Post Office should provide a community bulletin board and a place for exchange of informational pamphlets and local newspapers. Mail boxes should be provided at the curb both northbound and southbound on College Avenue.

An additional sub-station should be located in the Bon Air Center to more efficiently serve the Greenbrae area.

The pick-up location for special delivery and registered mail should be returned from the Simms Street station to the Kentfield Post Office.

H. Library Service

Residents of the Kentfield/Greenbrae Planning Area are served by the County Library System. The most convenient system branch is a spacious facility in Corte Madera, though there are others in several areas of the county. Kentfield and Greenbrae residents can also obtain cards at the San Rafael, San Anselmo and Larkspur city libraries at no charge.

Within the planning area boundaries, there are also four large school collections which serve their own student bodies: 11,000 volumes in the Marin Catholic High School library, 9,000 each at Bacich Elementary School and Kent Middle School, and 80,000 books at the College of Marin library.

Although a community library is always an asset, it would appear that this planning area is currently well-served and an additional facility is not a priority at this time. Because of recent cutbacks in funding for public agencies, most of the libraries mentioned, particularly the one at the College, are finding it difficult to keep their collections up to date. Future efforts should center on maintaining and updating the existing collections.

Should the Corte Madera branch of the county system cease to function, remedial action should involve the more efficient use of the other collections to serve the residents of the Kentfield/Greenbrae area.

I. Water Service

The entire planning area is within the Marin Municipal Water District which serves all the central and south Marin areas. The present water supply for the Marin Municipal Water District is furnished by five reservoirs owned and operated by the District. During the years of severely reduced local rainfall in 1976 and 1977, strict water rationing was encouraged and accomplished by Marin County residents. It is expected that in order to provide an adequate supply of water for future development, additional sources of supply will have to be sought from outside the county.

In some areas of the community water pipes are old and supply insufficient flow to meet current standards. A program for regular renewal of old supply pipes should be established to eventually bring all water pipes to current standards.

J. Flood Control

Kentfield's location in the tributary basin for the Corte Madera Creek, which overflows its banks in periods of heavy rainfall, causes most of the planning area's flooding problems (as distinguished from hillside slippage and other difficulties). Because of the combined effects of geography and prevailing weather patterns, Kentfield also receives one of the highest amounts of yearly rainfall in the County. The watershed drained by the Creek, about 28 square miles in size, extends on a northeast-southeast axis for about 9 miles, from San Francisco Bay to its origins in Pine Mountain, and includes large

portions of Fairfax, San Anselmo and Ross as well as Kentfield and Greenbrae. Within Kentfield, the areas near the Creek approximately bounded by Sir Francis Drake Boulevard on the north and Kent Avenue and Magnolia Avenue to the west, have experienced the most periodic flooding.

Despite the known flooding, development of this area, which abounds in natural beauty, has proceeded apace in the past four decades. As a result, the channel that once provided adequate drainage capacity is overburdened to such an extent that it can no longer handle peak wet weather flows. This deterioration in hydraulic capacity has been amplified by encroachments, including vegetation, landfill, and construction upon the natural creek and flood plain.

In order to mitigate localized flooding problems, the State in 1953 created the Marin County Flood Control and Water Conservation District, a political subdivision which is separate from the County.

Flood Control Zone #9, the Ross Valley zone, was established to act as a sponsoring agency for the U.S. Army Corps of Engineers' flood control project on Corte Madera Creek, and has not been involved in other capital improvements since. The project, begun in 1961, is approximately 80 percent complete but only 20 percent of the projected benefits have thus far been realized. There is one more section to be constructed, Unit 4, which will tie off the upper end of the creek in Ross and allow the project portions that have already been constructed to function properly. The project has been held up for a number of years as a result of litigation; additionally, the Corp has embarked on subsequent studies of alternative channel designs for the portion of creek which goes through the Town of Ross. It is now hoped that Unit 4 will be constructed soon.

Upon completion of the current flood control project, a Master Plan for the entire Corte Madera Creek basin should be considered.

Because of the high costs of flooding in recent years, it is recommended that:

1. The local planning advisory group and the district supervisor work with the zone's advisory board to resolve administration and funding issues involved in any future flood control projects, and
2. A master plan be developed for the whole Corte Madera Creek basin rather than just parts of the channel. Several reports have been prepared in the past 25 years which could serve as the basis for a master planning study. Any such master plan should consider, but not be limited to, the following factors:
 - a. Estimated flood heights under present conditions and under future conditions with continued urbanization.
 - b. Height and area flooded by flows of various recurrence intervals, i.e., 10, 30, 50 and 100 year intervals. (Consideration of 100 year interval only is not sufficient.)
 - c) Influence of future urbanization on magnitude of flow.
 - d) The role of high tides on magnitude of estimated flooding.
 - e) Possibility of retention structures on parking lots, roofs, etc. (upstream solutions).
 - f) Curtailment of hillside development or development at base of hillside.
 - g) Planting and maintenance of vegetation to enhance bank stability, reduce erosion, and enhance wildlife habitat, aesthetic values and recreational opportunities.

K. Sanitation

Sewers

Local sewers are satisfactory at this time. After the 1981-82 storms, however, temporary sewers were created in Murray Park and the entrance to Kent Woodlands. Permanent repairs have been made but future replacement may be necessary to reduce potential for future problems.

Sewage treatment is handled by the Central Marin Sanitation District, an Agency created by a Joint Powers Agreement between several local sewage agencies. There is a new treatment plant located off Highway 580. Pumping facilities are generally adequate except the capacity at the Kentfield Pump Station is exceeded during wet weather flows. Funds for future upgrading of the pump facilities are needed and should be secured for future improvements.

Storm Sewers

Existing storm sewers are adequate to handle major storm water runoff. Sections of the storm sewer systems, especially at culvert outlets, are a source of erosion and create the potential for minor land slides. Existing drains need regular maintenance and various sections will need replacement in the near future.

Vector Control

Prior to the passage of Proposition 13, the sanitation department -- in conjunction with the Department of Agriculture -- provided vector control means (wax blocks of rat poison) to the public for use in the sewer manholes and creek areas. Currently funding is not available to continue this practice by either department.

It is recommended that a coordinated program for continuous vector control be established for the entire Ross Valley in cooperation with the County of Marin and the cities of Larkspur, Ross, San Anselmo and Fairfax.

Geological Issues Related to Sewer and Storm Water Collection

Because the planning area has two contrasting topographic settings; steep hillsides, some with areas of unstable soils and bay plains, some with areas subject to subsidence, differential settlement and flooding, sewer and storm collections systems are constantly subject to damage and in need of repair and costly replacement.

L. Recycling Garbage

Recycling of all reusable materials should be encouraged in order to protect our natural resources, reduce the need for more land-fill locations in the county, and reduce the cost of operating a workable recycling program. Hazardous and toxic waste materials should be handled and disposed of at appropriate facilities. Solid waste management for the planning area should be consistent with the "Marin County Solid Waste Management Plan" 1985-2005.

M. Mosquito Abatement District

The Mosquito Abatement District should establish a program for removal of yellow-jacket nests, including those on private property.

N. Public Transit

Local public transit is currently provided by the Marin County Transit District through the facilities of the Golden Gate Bridge District which operates bus and ferry boat services in the immediate area. The Marin Airporter is also a valuable provider of public transit for area residents. There is a need to encourage and improve all transit services which reduce the use of the single occupant automobile. It is a goal of the Countywide Plan and of this community plan to expand local transit services and commuter parking.

O. Summary of Public Service Recommendations

Schools

1. All schools located in the planning area are an important asset to the community.
2. The preservation of the College of Marin Kentfield campus including its parking lots is encouraged.
3. The Kentfield Planning Advisory Board should work closely with the Kentfield, Marin Catholic High School and College District Board of Trustees on matters of mutual concern.

Recreation

1. Complete the section of the pedestrian/bicycle path along South Eliseo Drive prior to the extension of South Eliseo east to Sir Francis Drake Boulevard.
2. Eliminate non-native plants in the marsh area of Creekside Park, in conjunction with ongoing maintenance of the green areas and the picnic site.
3. Create playgrounds with equipment for pre-school children, to be open during school hours.
4. Preserve the playgrounds and playing fields at all the area's schools -- Bacich, Kent, Marin Catholic, and the College of Marin -- for community use.

Fire Protection

1. Changes are discouraged which would decrease the Kentfield Fire Department's capacity to respond quickly and effectively to emergencies.

Police Protection

1. Maintain a sheriff's sub-station with round-the-clock staffing and adequate parking in the Kentfield/Greenbrae Planning Area.
2. Parking restrictions and moving violations in the planning area should be vigorously enforced.

Emergency Services

1. Improve conditions where feasible to facilitate quicker response time for emergency vehicles in residential areas; for example, homeowners should be encouraged to clearly identify their houses with address numbers visible from the street, and they should provide unimpeded access from the street to their house by improving/widening paths, steps, etc.
2. Emergency shelters should be designated on stable soil, well above the flood plain. Develop and publicize an evacuation plan for neighborhoods, and design a centralized communication system to be used during emergencies.

Medical Facilities

1. The modernization plans of Marin General Hospital must be carefully monitored.
 - o See also: Subarea "H" Conservation and Development Standards #8.
2. Plans for redevelopment of Ross General Hospital should also be carefully monitored.

Post Office

1. New location should include adequate parking. The station should serve as a community information center by providing a bulletin board and place where local newspapers and pamphlets can be distributed.
2. A new sub-station should be created with the Bon Air Shopping Center to serve Greenbrae residents more efficiently. This post office needn't necessarily be staffed, but should function as an informal community information center.
3. The pick-up for special delivery and registered mail should be returned from the Simms Street station to the Kentfield Post Office.

Library

1. No new community facility is recommended, since the area is currently well-served by the Corte Madera branch of the county system, the libraries of other surrounding communities, and the four local school libraries. Instead, resources should be devoted to maintaining the existing collections.

Water

1. A program for regular renewal of old supply lines should be established to eventually bring all pipes up to current standards.

Flood Control

1. Administrative and funding issues should be resolved in future flood control projects by the district supervisor, the KPAB, and the Flood Control Zone #9 Advisory Board.
2. A master plan should be devised for the entire Corte Madera Creek Basin rather than just portions of the channel.

Sanitation

1. Increase the pumping capacity in the Kentfield Pumping Station would improve the situation in Kent Woodlands and Murray Park.
2. Storm drains should be repaired by replacement where possible.
3. Coordinate rat control with the county, Larkspur, Ross, San Anselmo, and Fairfax.

Recycling

1. Recycling of all reusable materials should be encouraged. Toxic wastes should be properly disposed of at appropriate facilities.

Mosquito Abatement

1. Establish a program to remove yellow jacket nests, including those on private property.

VI. COMMUNITY ORGANIZATION

A. Introduction

Members of the Kentfield/Greenbrae community have expressed desire for greater local control of public services, particularly planning. This community plan provides greater control by establishing goals, objectives, and community conservation and development standards designed to ensure a measure of community identity and self-government.

Implementation of the goals of this community plan will require a continuous dedicated effort by the residents of the Kentfield/Greenbrae community as well as the support of the Marin County Board of Supervisors.

Currently, the official link between the two is the Kentfield Planning Advisory Board (KPAB) initiated in November 1982 by Resolution No. 82-436 (attached) and first appointed by the Board of Supervisors in January 1983. The Board is comprised of 7-9 members, including a representative of the business community and a representative of the College of Marin, who serve two-year terms. The Board's mandate is to advise the Planning Department, Planning Commission, and the Board of Supervisors on planning issues in the unincorporated areas of Kentfield and Greenbrae. During its initial three and one half years, KPAB has also been asked to advise the Board of Supervisors on other issues, including various public works projects planned for the area. Although it has remained an active and well-respected body in the community, its current mandate may be too limited to respond to community concerns.

B. Is INCORPORATION the Answer?

The Kentfield Civic League funded and research document through the Coro Foundation to explore the possibility of incorporation to increase local control over local services. This study showed that the Kentfield/Greenbrae area does not have the ability to generate sufficient revenue to support the services required for incorporation. In order to create a tax base to produce this revenue, it would be necessary to encourage extensive commercial development in the planning area, an approach contrary to the goals of this community plan.

C. What about ANNEXATION?

A major portion of the Kentfield/Greenbrae community is currently within the Larkspur "Sphere of Influence", which means that if annexation to a neighboring city were to occur, based on existing County and LAFCO policy, Larkspur would be the city designated to absorb the planning areas. Annexation would require a vote of the people.

Piecemeal annexation is not recommended because it could jeopardize the ability of local service districts to maintain their current high level of service. Piecemeal annexation would reduce the size of the unincorporated areas and may reduce the effectiveness of local participation in the governmental process.

D. Recommendation: Modification of the Kentfield Planning Advisory Board

It is recommended that the Board of Supervisors officially expand the role of KPAB to include authority to advise the County on all planning issues, including major public works projects and other issues which have the potential to alter the character of the

Kentfield/Greenbrae community. This will provide KPAB with the reviewing authority to insure comprehensive long range community planning.

The KPAB have appointed members who have diverse views, who work well together, and will act as representatives of the Kentfield/Greenbrae community as a whole; the KPAB would not be well served by members who wish to represent only a special interest group. However, it is important that a member of the Marin Community College District(s) Board of Trustees, a representative of the business community and five to seven local residents who should represent the geographic subareas of Kentfield serve on the KPAB.

The KPAB shall advocate the community's best interests by representing the Community Plan policies to the County, and shall communicate the County's policies to the community. In this capacity, one of its key goals will be to communicate Countywide Plan and Community Plan objectives and policies to property owners and developers. In addition, existence of a KPAB should:

- o Offer a local forum for citizen participation in governmental decision making,
- o Contribute to a sense of community identity, and
- o Serve to educate the community regarding the governmental process.

For any local planning advisory board to function well, a method for informing the public regarding meetings and their outcome needs to be developed and funded.

E. Responsibilities of KPAB

1. The KPAB shall review plans and projects for consistency with the Community Plan and make specific recommendations to the Planning Department, Planning Commission and Board of Supervisors. Projects in the Kent Woodlands Homeowners Association area should be reviewed for consistency with the

"Kent Woodlands Land Use Policy Report" (adopted by the Board of Supervisors in 1981) by the Association's Architectural Review Committee. The Association's specific recommendations will be forwarded to the Planning Department, Planning Commission and Board of Supervisors. The review of the projects located in other Homeowners Associations such as the Greenbrae area will be the responsibility of the respective Homeowners Associations. If the Homeowners Groups are not willing or unable to respond to a project submittal, the review shall be done by the KPAB. Initial review of major projects by the KPAB should be done in the early stages of the project so recommendations can be made to the developer before he has invested large amounts of time and money. Review of the process and education of Board members is important and should be carried out by the Planning Department.

2. The official duties of KPAB should be expanded to include review of Public Works Department projects which significantly alter the community by reducing landscaping, reducing parking, expanding traffic capacity, or altering vehicular, pedestrian, or traffic circulation. As is the case with Planning Department projects, Public Works' projects should be reviewed by the KPAB in their conceptual stages as well as when final detail and construction drawings are complete. Typical maintenance projects should not be reviewed.
3. There is an ongoing need for a close working relationship between the Marin Community College District and the Kentfield/Greenbrae community. The KPAB should be aware of, and be available to participate in the yearly modification of the District's five year Master Plan. A process should be established by the District which would make this possible.
4. The KPAB shall be responsible for advising the County Departments on the implementation of the Community Plan.

5. KPAB shall be made aware of the potential for open space and recreation sites and shall take an active roll in planning and securing the funding for their acquisition and maintenance - via CSA #17 - if and when school or other open lands are offered for sale.
6. The KPAB shall provide a coordinating role between the community organizations which provide services to the community.

F. Maintenance of an Effective Kentfield Planning Advisory Committee

To ensure a continuously effective Planning Advisory Board, a strong sense of support for the community must be maintained among the Kentfield/Greenbrae residents. This sense of community would be enhanced by the development and maintenance of local civic groups and services. These could include a local public service group, a historical society, a display of local artifacts and historical material in a local public building, a local newspaper or community newsletter, a walking guide to Kentfield/Greenbrae, or a picture brochure of historical sites. Both the annual Fireman's Breakfast, sponsored by the Kentfield Fire Protection District, and the Kentfield Schools Foundation's annual fund drive contribute to uniting the residents in support of their community. KPAB must also work toward improving their relationship with the Marin Community College District, the Kentfield School District, Marin Catholic High School, Marin General Hospital District, the homeowners associations and the neighboring towns of Larkspur, Ross, San Rafael, and Mill Valley.

APPENDIX A
IMPLEMENTATION SUMMARY

APPENDIX A
KENTFIELD/GREENBRAE COMMUNITY PLAN IMPLEMENTATION SUMMARY

<u>Reference</u>	<u>Program</u>	<u>Action Required</u>	<u>Agency Involvement</u>	<u>Estimated Costs</u>
	Adoption of Kentfield/Greenbrae Community Plan	Planning Commission hearing(s) Board of Supervisors hearing(s)	County Planning Commission County Board of Supervisors	Planning Department Administrative Costs
	<u>Land Use</u>			
111-03	Policy: Single-family residential neighborhoods should be preserved with multi-family commercial retail and office development limited to the subareas zoned for such use. Hospital, education, and public facility land uses are zoned PF to guide conservation and redevelopment of parcels within the Community Plan area.			
	Programs: Propose rezoning for the following parcels:			
111-28	a) Ross General Hospital property, from Toussin Avenue to Ross town boundary from OP to RMP-20	Prepare ordinance to present to Board of Supervisors	County Planning Department County Board of Supervisors	Planning Department Administrative costs
111-38	b) All parcels on Kent and Hillside Avenues presently zoned R-3:G-1 to RMP-30	Prepare ordinance to present to Board of Supervisors	County Planning Department County Board of Supervisors	Planning Department Administrative costs
111-38	c) Parcels on Geary Avenue; AP #71-120-30 from RMP-20 to RMP-5	Prepare ordinance to present to Board of Supervisors	County Planning Department County Board of Supervisors	Planning Department Administrative costs
111-42	d) Kentfield Fire House property from R-3 to PF	Prepare ordinance to present to Board of Supervisors	County Planning Department County Board of Supervisors	Planning Department Administrative costs
111-42	e) College of Marin parking lots from various zonings to PF	Prepare ordinance to present to Board of Supervisors	County Planning Department County Board of Supervisors	Planning Department Administrative costs
111-48	f) Creekside Park from R-1:B-2 to OA g) Parcel in Kent Woodlands; A.P. #75-181-49 from RSP to OA	Prepare ordinance to present to Board of Supervisors	County Planning Department County Board of Supervisors	Planning Department Administrative Costs

KENTFIELD/GREENBRAE COMMUNITY PLAN IMPLEMENTATION SUMMARY

<u>Reference</u>	<u>Program</u>	<u>Action Required</u>	<u>Action Involvement</u>	<u>Estimated Costs</u>
	<p>Policy: New development or redevelopment shall be carefully planned so as not to result in developments that conflict with the Conservation and Development Standards in the Community Plan Area</p> <p>Programs: The County Planning Department and KPAB shall monitor development proposals to ensure that they are consistent with the standards as they are detailed for each subarea.</p>	<p>Condition development proposals to ensure compliance.</p>	<p>KPAB County Planning Dept.</p>	<p>Administrative costs</p>
111-51	<p>Policy: No second units should be developed in the Planning Area. Existing illegal units should be abated.</p>	<p>Abatement procedure</p>	<p>County Planning Department</p>	<p>Planning Department Administrative Costs</p>
A-1, 2	<p>Appendix "A" - If a Countywide Ordinance precludes the exclusion of second units. Then Appendix "A" of this plan would apply.</p> <p>Program: The County Planning Department shall monitor second unit applications to ensure compliance with the Community Plan amendment per Appendix "A".</p>	<p>Monitor development proposals; participate in the Use Permit process to ensure that Conservation and Development Standards as described in the Community Plan are adhered to.</p> <p>Appendix "A" Policy would supersede the policy of no second units if a Countywide Ordinance which precludes the exclusion of second units is adopted. Process applications for second units; monitor all applications for second units.</p>	<p>County Planning Department Board of Supervisors</p> <p>County Planning Department County Planning Commission County Board of Supervisors</p>	<p>Planning Department Costs of abatement Enforcement procedures</p> <p>Planning Department Application Processing Costs (to be reimbursed through fees)</p>

KENTFIELD/GREENBRAE COMMUNITY PLAN IMPLEMENTATION SUMMARY

<u>Reference</u>	<u>Program</u>	<u>Action Required</u>	<u>Agency Involvement</u>	<u>Estimated Costs</u>
111-55 to 63	<p>Policy: Sign control, landscaping and public and private property improvements are important elements of community appearance.</p> <p>Program: KPAB shall monitor development proposals for the planning area to ensure that community appearance and amenities guidelines for each subarea of the Community Plan are followed.</p>	<p>Monitor each application to ensure compliance with Plan.</p> <p>Condition development proposals to ensure compliance.</p>	<p>County Planning Department</p> <p>County Planning Dept.</p>	<p>Administrative costs</p> <p>Development review minor administrative costs to be reimburse through fees</p>
IV-01	<p><u>Circulation</u></p> <p>Policy: The community shall monitor traffic conditions and encourage measures to reduce peak period traffic congestion.</p>			
IV-10	<p>Program: The County shall seek cooperation with all other Ross Valley communities for future transportation planning.</p>	<p>Create a mechanism to ensure coordinated continuous transportation planning; (i.e.) Joint Powers Agreement.</p>	<p>County Planning Department Local Governments Department of Public Works</p>	<p>Minor administrative costs</p>
IV-10	<p>Program: Encourage increased vehicle occupancy through carpooling and transit use</p>	<p>Encourage carpooling and transit use as a condition of development project approval.</p>	<p>County Planning Department</p>	<p>Minor administrative costs</p>
IV-10	<p>Program: Consolidate and reduce number of driveways on major arterials as changes occur.</p>	<p>Condition development proposals to ensure compliance.</p>	<p>County Planning Dept. Dept. of Public Works</p>	<p>Minor administrative costs</p>
IV-10	<p>Program: Encourage parking pools along Sir Francis Drake/College/Wolfe Grade and College/Woodland intersections.</p>	<p>Condition development proposals to ensure compliance.</p>	<p>County Planning Department</p>	<p>Minor administrative costs</p>
IV-10	<p>Program: Construct a bus turnout on Sir Francis Drake Boulevard at Ross Hospital.</p>	<p>Being done as a part of current roadway improvements.</p>	<p>County Planning Department County Dept. of Public Works</p>	<p>Minor administrative costs</p>

KENTFIELD/GREENBRAE COMMUNITY PLAN IMPLEMENTATION SUMMARY

<u>Reference</u>	<u>Program</u>	<u>Action Required</u>	<u>Agency Involvement</u>	<u>Estimated Costs</u>
IV-01	<p>Policy: Encourage residents to shift trips to non-motorized modes and shift trips from peak periods through scheduling of work hours, classes and special events.</p> <p>Program: Improve sidewalks on Wolfe Grade and Bon Air Road.</p> <p>Program: Widen the multi-purpose path along Corte Madera Creek, west of College Avenue.</p>	<p>Condition development proposals to ensure compliance.</p> <p>Condition development proposals and budget public funds.</p> <p>Condition development proposals and budget public funds.</p>	<p>County Planning Department</p> <p>County Planning Department County Dept. of Public Works</p> <p>County Dept. of Public Works County Parks & Rec. Dept.</p>	<p>Costs unknown</p> <p>Costs unknown</p>
V-20	<p><u>Public Services</u></p> <p>Program: Encourage the preservation of the College of Marin Kentfield Campus.</p>	<p>Maintain a close working relationship with College District Board of Trustees.</p>	<p>KPAB College Dist. Board of Trustees</p>	<p>Minor administrative costs</p>
V-20	<p>Program: Complete the section of pedestrian bicycle path along South Eliseo Drive prior to the extension of South Eliseo, east to Sir Francis Drake Boulevard.</p>	<p>Make the necessary improvements; design bike path; budget public funds and construct.</p>	<p>County Planning Department County Parks & Rec. Dept.</p>	<p>Costs unknown</p>
V-20	<p>Program: Eliminate non-native plants from the marsh area of Creekside Park.</p>	<p>Identify plants and develop elimination program in conjunction with ongoing maintenance of the green areas and picnic site.</p>	<p>County Parks & Rec. Dept.</p>	<p>Costs unknown Incorporated with Park maintenance budget</p>
V-20	<p>Program: Create playgrounds with equipment for pre-school children.</p>	<p>Determine site(s); prepare development plan; determine feasibility and desirability of neighborhood to have playground. Determine cost of land development, playground equipment and landscaping. Present prioritized list of costs to County and appropriate agencies. Budget funds; establish management policies of playground.</p>	<p>Area Homeowners Association KPAB County Parks & Rec. Dept.</p>	<p>Cost unknown</p>

KENTFIELD/GREENBRAE COMMUNITY PLAN IMPLEMENTATION SUMMARY

<u>Reference</u>	<u>Program</u>	<u>Action Required</u>	<u>Agency Involvement</u>	<u>Estimated Costs</u>
V-20	Program: Preserve and maintain existing playgrounds and playing fields on all the area's schools for community use.	Work with area school boards to set guidelines on use of fields. Seek permission for community use. Post signs informing public of times and responsibilities, etc.	College of Marin Board Kentfield School Dist. Marin Catholic Board KPAB	Costs unknown
	Program: Preserve the fire district's present size.	Review Annexation - proposals and service capacities.	Fire District Board County Board of Supervisors LAFCO	Minor Administrative costs
V-20	Program: Expand the hours of staffing the Sheriff's substation in the planning area so that round the clock operations are possible.	Prepare proposal to present to Board of Supervisors to increase staff size.	Marin County Sheriff's Dept. KPAB Community/Homeowner's Assn. County Personnel Dept.	Costs unknown
	Program: Establish a program for the creation of emergency shelters.	Designate sites on stable soil. Develop an evacuation plan for each neighborhood. Design a centralized communication system to be used during emergencies. Publicize evacuation plan in local media.	County Emergency Service KPAB California Chapter American Red Cross	Costs unknown
	Program: Seek cooperation with Postal Service to create a space designated as a community information center with a bulletin board and pamphlet distribution facility.	Work with Postal service to seek the incorporation of an information center in its new facility. Seek funding if necessary; set up management program for this space.	KPAB United States Postal Service	Minor capital costs unknown
	Program: Seek creation of a new sub-station Post Office in the Bon Air Shopping Center.	Determine feasibility of postal service requirements to see if a new facility is justified. Petition Post Office to establish new substation liaison with Bon Air Shopping Center management.	KPAB Greenbrae Homeowner's Assn. Greenbrae U.S. Postal Service	Minor administrative costs

KENTFIELD/GREENBRAE COMMUNITY PLAN IMPLEMENTATION SUMMARY

<u>Reference</u>	<u>Program</u>	<u>Action Required</u>	<u>Agency Involvement</u>	<u>Estimated Costs</u>
	Program: KPAB shall seek maintenance of the library system as it presently stands.	Maintain existing collections service of local libraries.	KPAB Marin County Library Services	No additional cost
	Program: Establish a program to replace all old water supply lines in the Planning area and bring them up to current standards.	Prioritize areas requiring new pipes. Submit project for approval and appropriation of funding.	KPAB Marin Municipal Water District	unknown
VI-22	Program: KPAB seeks to resolve administrative and funding issues for future flood control projects.	Develop a workable plan of policies and strategies for flood control projects in zone #9.	County Board of Supervisors KPAB Flood Control Advisory Board Marin County Flood Control	Major capital cost unknown
	Program: Develop a Master Plan for the entire Corte Madera Creek basin.	Work with Flood Control Advisory Board and Marin County Flood Control to produce a Master Plan for whole creek basin.	KPAB Flood Control Advisory Board Larkspur CorteMadera	Unknown administration costs Larkspur, Corte Madera Dept. of Public Works Flood Control District
VI-22	Program: Seek increase in pumping capacities in the Kentfield Pumping Station during storms.	Petition Marin Sanitary Services for increase in capacity during storms (currently being studied).	KPAB Ross Valley Sanitary Dist. #1	Unknown capital costs
V-18	Program: Seek cooperation with the neighboring communities of Larkspur, Ross, San Anselmo and Fairfax to coordinate vector control program.	Work with Planning and DPW personnel who are familiar with the available alternative construction techniques that help eliminate/ mitigate rodent harborage problems.	County Env. Health Dept. Local Governments	Minor administrative costs
	Program: Dispose all toxic waste in a safe and appropriate manner.	Follow Marin County Environmental Health Dept. guidelines and established programs for the safe disposal of toxic wastes.	KPAB County Env. Health Dept.	Minor administrative costs

KENTFIELD/GREENBRAE COMMUNITY PLAN IMPLEMENTATION SUMMARY

<u>Reference</u>	<u>Program</u>	<u>Action Required</u>	<u>Action Involvement</u>	<u>Estimated Costs</u>
VI-03	<p><u>Community Organization</u></p> <p>Program: Expand role of KPAB to include more reviewing authority on issues which have the potential to alter the character of the planning area, for example, KPAB would review roadway and major infrastructure improvement projects as well as Land Use Development.</p>	Present resolution to amend Resolution No. 92-436.	County Planning Department County Board of Supervisors County Dept. of Public Works	Minor administrative Costs
VI-03	<p>Program: KPAB shall offer a forum for all citizen participation by:</p>	Conduct regular open meetings. Inform the community by providing adequate notice. Develop program to inform public of outcome.	KPAB	Minor administrative costs unknown
VI-05	<p>a) Informing the public of the County's policies;</p> <p>b) Educating the community regarding the governmental process;</p> <p>c) Providing a coordinating role between the organizations which service the community.</p>			

APPENDIX B
RESOLUTION AND ORDINANCE

A P P E N D I X B
MARIN COUNTY BOARD OF SUPERVISORS

RESOLUTION NO. 87-130

A RESOLUTION OF THE MARIN COUNTY BOARD OF SUPERVISORS APPROVING
THE KENTFIELD/GREENBRAE COMMUNITY PLAN

- I. WHEREAS the Marin County Board of Supervisors created the Kentfield/Greenbrae Community Planning Group and budgeted funds for a new Kentfield/Greenbrae Community Plan, and
- II. WHEREAS the planning group and staff have drafted a new Kentfield/Greenbrae Community Plan and presented the draft plan to the public in noticed public workshops, and to the Planning Commission, and
- III. WHEREAS the Marin County Planning Commission held duly noticed public hearings on December 2, 1986 and MARCH 23, 1987 to consider the Kentfield/Greenbrae Community Plan, and the Board of Supervisors held a duly noticed public hearing on May 12, 1987, and
- IV. WHEREAS the Board of Supervisors finds that the new Kentfield/Greenbrae Community Plan is in substantial conformance with the Goals, Objectives and Policies of the Marin Countywide Plan, and
- V. WHEREAS the Board of Supervisors finds that the Kentfield/Greenbrae Community Plan Goals, Objectives, Standards and Recommendations are internally consistent, and
- VI. WHEREAS the Board of Supervisors finds that the goals of the Plan to preserve and enhance the Kentfield/Greenbrae Community Planning area as a predominantly residential community are appropriate given existing development patterns, traffic congestion and environmental characteristics including two contrasting topographic settings, steep hillsides and bay plains, and
- VII. WHEREAS the Board of Supervisors finds that the Kentfield/Greenbrae Community Plan reflects a high degree of community concern regarding future development and conservation of the Kentfield/Greenbrae Community Planning area, and
- VIII. WHEREAS the Board of Supervisors finds that the Kentfield/Greenbrae Community Plan will not result in any significant negative environmental impacts and a Negative Declaration is hereby approved.

NOW, THEREFORE, BE IT RESOLVED that the Marin County Board of Supervisors hereby approves the 1986 Kentfield/Greenbrae Community Plan (Exhibit 'A' on file with the Marin County Planning Department) summarized as follows:

Plan Organization

The plan is organized into three general sections: Land Use, Circulation and Public Services and Community Organization. The study area for the plan lies in the highly developed city center corridor of Marin County, and includes the unincorporated area which is bordered by the Town of Ross and the cities of San Rafael, Larkspur and Mill Valley.

Land Use

The vast majority of the land in the study area is zoned single-family residential and is used for housing. It is the intent of the plan policies to reinforce the predominantly single-family residential character of the community. The plan seeks to limit multi-family and commercial

development to the old Kentfield area. To ensure that new development is consistent with the community characteristics, the plan proposes conservation and development standards to prevent building scale from overwhelming the basic single-family residential character of the community.

The plan proposes rezoning some properties currently zoned for office use to multiple residential; it also proposes rezoning those public lands now zoned single-family residential to open area and public facilities.

The purpose of these rezonings is to place greater emphasis on residential uses and the preservation of public lands for recreational, educational and public land uses.

Circulation

The plan policies reinforce the existing residential character of the community by recommending that changes in land use and traffic circulation be limited to those which do not:

- * generate substantial additional traffic
- * conflict with and congest intra-community travel
- * endanger pedestrian and bicycle movement
- * add major additions of roadway capacity to the area's roadway arterials
- * reduce on-street parking

The plan recommends that coordination and cooperation with Ross, Larkspur and other cities be established to work on traffic and circulation and other problems of mutual concern.

Public Services and Community Organizations

Members of the Kentfield/Greenbrae Community have expressed desire for greater control of public services. This Community Plan provides greater control by establishing goals, objectives and recommendations to ensure a measure of community identity and self government.

The plan recommends preservation of the College of Marin Kentfield Campus and adjacent public parking lots for public educational use. It also encourages preservation of playgrounds and playing fields at all the area's schools for community use. The plan recommends maintenance and improvement of existing public services including: fire and police protection, sewer and water collection systems, emergency services, medical facilities, and flood control.

Finally, the plan recommends that the role of the Kentfield Planning Advisory Board be expanded to include authority to advise the County on all planning issues, including major public works projects which have the potential to alter the residential character of the Kentfield/Greenbrae Community.

PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of Marin, State of California, on the 12th day of May, 1987, by the following vote, to-wit:


AYES: Supervisors: Al Aramburu, Bob Stockwell, Gary Giacomini, Harold Brown

NOES: Supervisors: None

ABSENT: Supervisors: Bob Roumiguiere


CHAIRMAN, BOARD OF SUPERVISORS

ATTEST:


Clerk

MARIN COUNTY BOARD OF SUPERVISORS

ORDINANCE NO. 2939

AN ORDINANCE OF THE COUNTY OF MARIN, STATE OF CALIFORNIA ADOPTING
A TITLE 22 ZONING CODE AMENDMENT TO REZONE VARIOUS
ASSESSORS PARCELS IN ACCORDANCE WITH THE RECOMMENDATIONS
OF THE KENTFIELD/GREENBRAE COMMUNITY PLAN

SECTION I FINDINGS: The Marin County Board of Supervisors held a duly noticed public hearing to consider the Kentfield/Greenbrae Community Plan, goals, objectives, standards, recommendations and rezoning on May 12, 1987, and

The Marin County Board of Supervisors finds that the Kentfield/Greenbrae Community Plan and rezonings are internally consistent and consistent with the Marin Countywide Plan, and

The Marin County Board of Supervisors finds that the Kentfield/Greenbrae Community Plan and rezonings will not result in significant environmental impacts to the environment and a Negative Declaration is hereby approved, and

The Marin County Board of Supervisors finds that Title 22 Zoning Code Amendment is necessary to implement the recommendations of the Kentfield/Greenbrae Community Plan, and

The proposed rezonings are necessary to preserve and maintain the Kentfield/Greenbrae Planning area as a predominately single-family residential community, and

The Marin County Board of Supervisors finds that the goal of the plan to preserve the residential character of the community is appropriate given the existing development patterns, traffic congestion, and environmental constraints including two contrasting topographic settings: steep hillsides and bay plains.

SECTION II: THEREFORE, the Marin County Board of Supervisors does hereby ordain the following Title 22 zoning code amendments:

<u>Assessor's Parcel</u>	<u>Location Zoning</u>	<u>Existing Zoning</u>	<u>Proposed</u>
22-010-30 & 32	Creekside Park Bon Air Road	R1-B1	OA
71-121-01	1150 Sir Francis Drake	OP	RMP 20
71-121-22	1122 Sir Francis Drake	OP	RMP 20
71-121-23	1118 Sir Francis Drake	OP	RMP 20
71-121-25 (SW por)	Geary Avenue	RMP 20	RMP 5
71-121-30	Geary Avenue	RMP 20	RMP 5
71-122-02,03	10 Toussin Street	OP	RMP 20
71-131-56	10 Elm Street	R1	PF
71-131-72	1016 Sir Francis Drake	OP	PF
71-143-58	1004 Sir Francis Drake	R3-G1	PF
74-011-19,20,21	1043 Sir Francis Drake	RMP 30	PF
74-013-10	20 Laurel Avenue	R1-B1	PF
74-072-09	4 Hillside Avenue	R3-G1	RMP 30

74-072-10	8 Hillside Avenue	R3-G1	RMP 30
74-072-11	10 Hillside Avenue	R3-G1	RMP 30
74-072-13,14	201,207 Kent Avenue	R3-G1	RMP 30
74-073-19	210 Kent Avenue	R3-G1	RMP 30
74-073-16	190 Kent Avenue	R3-G1	RMP 30
74-093-01,02	190 Kent Avenue	R3-G1	RMP 30
74-092-01	9 Hillside Avenue	R3-G1	RMP 30
74-092-02	7 Hillside Avenue	R3-G1	RMP 30
74-092-03	5 Hillside Avenue	R3-G1	RMP 30
74-092-04	3 Hillside Avenue	R3-G1	RMP 30
74-092-05	199 Kent Avenue	R3-G1	RMP 30
74-092-06	159 Kent Avenue	R3-G1	RMP 30
74-092-07	155 Kent Avenue	R3-G1	RMP 30
74-092-08	151 Kent Avenue	R3-G1	RMP 30
74-092-09	147 Kent Avenue	R3-G1	RMP 30
74-092-11	139 Kent Avenue	R3-G1	PF
74-092-12	131 Kent Avenue	R3-G1	RMP 30
74-092-13	123 Kent Avenue	R3-G1	RMP 30
74-092-16	145 Kent Avenue	R3-G1	RMP 30
74-092-17	143 Kent Avenue	R3-G1	PF
74-092-18	121 Kent Avenue	R3-G1	RMP 30
74-181-18	Hillside Avenue	RSP 1	PF
75-181-49	Crown Road	RSP-2	OA

Definition of zoning:

RI-B1 = Single Family

RMP # = Multiple Family (# = number of units per gross acre)

R3-G1 = Multiple Family

RSP # = Single Family (# = number of units per gross acre)

OP = Office Planned District

OA = Open Area

PF = Public Facilities

SECTION III: This Ordinance shall be and is hereby declared to be in full force and effect as of thirty (30) days from and after the date of its passage and shall be published once before the expiration of fifteen (15) days after its passage, with the names of the Supervisors voting for and against the same in the INDEPENDENT JOURNAL, a newspaper of general circulation published in the County of Marin.

PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of Marin, State of California, on the 12th day of May, 1987, by the following vote, to-wit:

AYES: Supervisors: Al Aramburu, Bob Stockwell, Gary Giacomini, Harold Brown

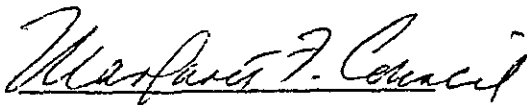
NOES: Supervisors: None

ABSENT: Supervisors: Bob Roumiguere



CHAIRMAN OF THE BOARD OF SUPERVISORS
COUNTY OF MARIN

ATTEST:



Margaret Council
Clerk of the Board