

AMENDMENTS TO THE
STRAWBERRY COMMUNITY PLAN

ADOPTED BY THE BOARD OF SUPERVISORS
ON FEBRUARY 2ND AND 9TH, 1982

PREPARED BY THE MARIN COUNTY
PLANNING DEPARTMENT IN CONJUNCTION
WITH THE STRAWBERRY COMMUNITY PLAN
CITIZENS' ADVISORY COMMITTEE AND
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The following pages of the Strawberry Community Plan (1973) are modified by the Amendments to the Plan adopted in February, 1982.

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and to the many residents of the community who participated in plan review workshops and community meetings.

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"These amendments to the Strawberry Community Plan are dedicated to the memory of Richard May, one of the Committee members, in recognition of his contributions to the Strawberry Community."

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I. INTRODUCTION

This report summarizes recommended amendments to the 1974 Community Plan. The recommendations result from a plan review undertaken by the Strawberry Community Plan Review Citizens' Advisory Committee; Planning Consultant, Matt Guthrie; Transportation Consultant, Robert Harrison; and Marin County Planning Staff. The Committee is composed of Community residents appointed by the Marin County Board of Supervisors in October 1980 to review the 1974 Community Plan and to provide recommendations for desired amendments to the Plan.

The review of the Community Plan has taken the direction established at the first community meeting held on June 23, 1981, which was to focus on the remaining large undeveloped parcels in the area: De Silva Island, Watertank Hill, the vacant portions of land owned by the Golden Gate Theological Baptist Seminary and the Strawberry Spit/Point parcel. Please refer to Map 1, "Strawberry Plan Amendment Study Area", for the location of these properties.

The issues to be discussed in relationship to these properties were outlined in the Committee's "recommended changes to the Strawberry Plan" dated February 23, 1981. Please refer to Appendix A. The committee felt that the recommended development for the four large undeveloped parcels needed to be re-evaluated and that problems relating to traffic volume, speeding and pedestrian safety needed to be addressed. Further, the committee was concerned about the changes to the character of the community which were occurring due to new development. Of particular concern was the increasing number of attached multiple residential developments and the increasing impacts of traffic generated by these new developments. The Committee agreed that they would approach the formulation of a Plan amendment through a series of Committee meetings in which each of these changes would be discussed in general and as they relate to each of the vacant lands. The Committee has conducted weekly meetings as "workshop sessions" throughout the months of July, August, and September. The Committee determined that notification for these workshop sessions should be sent primarily to Committee members. The County has mailed weekly notices to Committee members, the Strawberry Recreation District, interested County agencies and to those owners and the design representatives for the four large undeveloped parcels which are the focus of the Committee Plan amendment review. In addition, Committee members informed and invited other community residents to the workshop sessions. In this manner, the Committee has tried to elicit the viewpoint of residents who would be most affected by development on adjacent properties.

During workshop sessions committee members reviewed policies of the 1974 Community Plan and the subsequent change in housing unit balance that has occurred since that plan was adopted. Information relating to both these topics is presented in Appendices C and D. The major property owners and their representatives were invited to the workshop sessions which included discussions with and presentations by those representatives. Committee goals and recommendations are based on these workshop sessions, the discussion and presentations, a review of the physical characteristics of each site and review of the available environmental, traffic and land use data.

II. GOALS.

A. Community Amenities

It is the desire of the Community to assure that future development provide for such amenities as visual backdrops, neighborhood separators, retention of ridgelines, and protection of environmentally important areas, through careful planning and clustering of structures. In addition, all means of open space acquisition should be pursued, including purchase and dedication.

B. Housing Balance

The Community desires to retain a character that identifies the Strawberry area as a family oriented community. Such an identity is established by the visual, physical setting of the community, as well as by the families who reside there. It is important that the social patterns, personal interaction, sights and sounds that typify single family neighborhoods be maintained and strengthened. If new development is to occur, it can strengthen this character by providing the traditional setting of detached single family units within any new development proposed for the area. Development plan proposals should give the highest priority to incorporating detached single family homes into the plan. Where physical constraints or opportunities dictate another housing type (i.e., attached units), the Community goal is to insure that unit size and project amenities are designed to provide the opportunity for and encourage occupancy by families with children. In this manner then the Community wishes to insure a housing balance that will continue to provide for families.

C. Transportation

The Community desires that the movement of traffic through the Strawberry area be safe for both pedestrians and vehicles. The Community further desires that existing traffic movement not be further interrupted by new development and that existing potentially hazardous conditions for pedestrians and vehicles be improved to an acceptable level of safety. Therefore, it is the goal of the Community that the overall density of new development in Strawberry be scaled to ensure future acceptable traffic levels of service. Where levels of service or safety are now currently unacceptable, or where service

levels or safety conditions will deteriorate due to traffic generated by new development, improvements shall be required in conjunction with that new development. These improvements should be considered as appropriate mitigation measures to be applied to new development. Owners of the large undeveloped properties in the Strawberry area (DeSilva Island, Watertank Hill, Golden Gate Baptist Theological Seminary and Strawberry Spit/Point) will be required to contribute on a proportional basis to the funding necessary to construct required improvements. The proportion of the funding to be required from each propertyowner is to be determined by the traffic generated by each development and the impact of that traffic on the intersection or road to be improved. The formula for proportionality and method of collection requires further study and should be determined in the near future.

III. DEVELOPMENT GUIDELINES.

The Community desires that the remaining undeveloped land in Strawberry be acquired and preserved as undeveloped land to protect the Community amenities they provide. Where acquisition does not occur, the following recommendations regarding development are made:

A. DeSilva Island (Please refer to Map 2)

Description

A.P. #	43-241-10 and 25, and 43-251-03
Area	42.7 acres (18.7 acres under water)
Existing zoning/density	RMP 1.7
Existing development	5 dwelling units

Land use - the recommended land use is clustered residential, either single family detached or attached units.

Zoning/Density - RMP 1.70 which allows a maximum of 70 units.

Location of Development: To the extent possible, development should be located on the upper portions of the property away from the shoreline areas but still screened by existing trees. Northwestern slopes should remain undeveloped and existing vegetation maintained to screen the view of any development. Shoreline area should remain undeveloped and public access along the entire shoreline provided. Belloc's Lagoon, water and tidal areas should remain undeveloped. The northeastern portion of the site containing the very significant archaeological site CA-Mrn-17 shall be undeveloped and protected to the extent possible, as noted in the Draft Environmental Assessment de Silva Isl. Sept. 1980, Torrey & Torrey. Pgs. 28-30. The footprint of development should be minimized.

Environmental Resource Protection - Belloc's Lagoon, a cordgrass marsh, affords a quiet and sheltered accessory habitat on an exposed salt marsh and should be protected in the following ways: 1) no additional sediment load shall be allowed, and 2) development on the north side of the island should be avoided in order to minimize human intrusion. Development plans for the property should be formulated to minimize any adverse effect on the Lagoon. If possible, mitigation measures should be required to enhance the Lagoon. Special care shall be taken to protect heron nesting areas within the developable portion of the property.

Traffic/Circulation - The impact from this development and the design of the entry to the property shall be reviewed. Design alternatives should be developed that minimize the impacts of traffic emanating from this project and in general improve the flow of traffic through and safety at the Seminary/Frontage Road/101 interchange.

Traffic generated by this development will add to the unacceptable level of congestion projected to occur at the intersection of Highway 101/Seminary Drive interchange ramps and the Redwood Highway Frontage Road. To mitigate this impact, the developer shall be required to contribute, on a proportional basis, along with the other three major Strawberry developers, to the funding required to reconstruct this intersection including the installation of a traffic signal. This problem is discussed in more detail in the Transportation portion of the Plan.

Design Guidelines - Attached residential units should be clustered on approximately 4-5 acres on the southeastern slopes of the property.

B. Watertank Hill (Please refer to Map 3)

Description

A.P. #	43-151-13,19,21,22,23, and 24
Area	46.95 acres
Existing zoning/density	RMP 12.1 and RMP 2.0
Existing development	The property is vacant

LAND USE: This property can be divided into three different topographic areas.

1. The bowl area in the western portion of the site adjacent to Highway 101 and the Strawberry Town and County Shopping Center.
2. The hilltop extending from Milland Drive to Inez Place including the existing MMWD watertank.
3. The eastern slopes adjacent to houses along Richardo Road.

The bowl area and the slope may be appropriate for development but the hilltop may not be appropriate for development. The hilltop is a distinct visual landmark in the community and development on this portion of the property would have visual impacts. Development on the eastern slopes may have an impact on the privacy and visual amenities which the residents of Richardo Road now enjoy. These potentially competing concerns should be exhaustively addressed in the Master Plan and Development Plan review process.

The bowl area is appropriate for multi-family residential development and may be appropriate for a combination of residential and professional office uses if a specific proposal is found acceptable through a Master Plan approval process. The critical factors to be evaluated in deciding about office uses are traffic generation, visual appearance and impact on adjacent residential and commercial uses. No commercial uses should be permitted on this property.

The sloped area is appropriate for family housing. While the community's strong preference is for detached housing, both attached and detached development proposals will be considered in the context of a Master Plan for the entire property.

Zoning/Density - Maintain the existing planned development zoning designation of RMP for the property. The suitable density should be considered upon specific review of a Master Plan. The determination of a suitable density must recognize the steeply sloping topography of the site and be guided by the following policies as well as by the recognition that more intense development is appropriate only within the "bowl" area.

The density of 12.1 units per acre applied to the 10.69 acres in the bowl was established through the approval of a Master Plan which has lapsed. The density assigned to this property is now suggestive only, and the appropriate density will be established in the review of a Master Plan application. However, a 116 residential condominium unit development was reviewed in the "Environmental Assessment - Strawberry Hill Project" and was considered excessive because of the impacts identified in that Assessment. Based on this, it is suggested that an acceptable project will be less dense than the 116 unit project.

Location of Development - Watertank Hill is a distinct visual landmark of the community. The development should be clustered off the ridge-line. A detailed visual analysis which should be done in evaluating a Master Plan application for this property to determine the boundaries of the visually prominent area. The hilltop should be connected to nearby roads by dedicated access easement traversing the most gentle feasible grades. The bowl area and eastern sloped area are the portions of the property where development may be considered.

Environmental Resource Protection - Development plans for the property must be scaled to minimize the effects of erosion, siltation and increased surface runoff in Belloc's Lagoon and Goodman marshes. Every effort should be made to maintain existing stands of mature trees on the southern edge of the property.

Traffic/Circulation - Traffic from the multiple family residential development should be directed through the existing retail shopping area and onto the highway frontage road. There should be no roadway connection between the bowl area and other developments on site. The overall density of the site should be directly scaled to maintain existing service levels of the Seminary/Frontage Road/101 interchange.

Traffic generated by this development will add to the unacceptable level of congestion projected to occur at the intersection of Highway 101, Seminary Drive interchange ramps and the Redwood Frontage Road. To mitigate this impact, the developer shall be required to contribute, on a proportional basis, along with the other three major Strawberry developers, to the funding required to reconstruct this intersection, including the installation of a traffic signal. This problem is discussed in more detail in the Transportation portion of the Plan.

Design Guidelines - Any development on the side slopes above Reed Boulevard or Ricardo Road should be cautiously reviewed to insure that proposed dwelling units do not require an extensive amount of grading. Development on these slopes should be family units so limited and sited as to minimize the impact on the privacy of existing dwellings on Ricardo Road, Milland Drive, Reed Boulevard, Carlota Circle, Clotilda Court, and Inez Place. The site plan should incorporate a "green belt" setback of extensive landscaping to visually and physically separate proposed and existing development. Structures housing a combination of commercial and residential uses in the "bowl" area should be architecturally integrated and designed to impart a residential look.

The Environmental Assessment notes the presence of debris flow landslides and the problem of siltation in Belloc's Lagoon which could result from erosion caused by construction activities. Review is necessary, therefore, to minimize problems resulting from erosion and to insure that areas subject to landslides are not disturbed. Development of this property will be subject to detailed review to evaluate problems of soil stability and landslide potential. Adequate geologic and engineering investigation shall be undertaken as part of a Master Plan and the subsequent Development Plan to determine the presence of any such hazards and what appropriate mitigations are necessary to ensure safe, stable housing and roadways.

C. Golden Gate Baptist Theological Seminary - (See Map 4)

Description

A.P. #	43-261-03,05,20 & 22
Area	125.19 acres of land, 22.5 acres of land underwater.
Existing zoning/density	RMP 2.1
Existing development	211 residential dwellings for students and faculty. Various buildings utilized for educational and religious uses.

LAND USE: A combination of student/faculty housing, educational and religious uses and activities were granted for this property by Use Permit in 1953. Extensive facilities including housing, administrative and educational buildings were built subsequently. These uses continue to be appropriate for the property. However, since that Use Permit was issued, the plans of the Seminary and the character of the community and the zoning applied to the property have changed. Any further development of all of the Seminary property must be established in a Master Plan because it is now subject to a Planned District classification. In general, it is recommended that Seminary religious, educational buildings, and uses and student housing be located on the central portion of the property. The areas located at the periphery of the Seminary property would be appropriate for a limited number of single family detached residences which would not be part of the Seminary's student and faculty housing. Development in these areas should be planned and designed to blend into the existing community.

The development potential of the Seminary property was discussed with the Citizen's Advisory Committee, the property owners and their representatives, and reviewed in the field by walking the property. The exact development of the property will be established in the more detailed review of a Master Plan application. However, the following development was determined to be the maximum desirable based on the projected traffic impact and the context of the property within the community.

- (1) 24 single family detached residences located on the periphery of the Seminary.
- (2) 36 attached units.
- (3) 90-100 student housing units.
- (4) Some additional development related to the educational and religious use of the Seminary itself. However, the only such development specifically discussed as part of this Community Plan Amendment was a chapel. Other potential development includes a student union building and additional classrooms (shown in the 1955 Use Permit) and a gymnasium (new Use). Any such development should be located adjacent to the existing campus development. The extent of additions to the campus should be determined in a Master Plan which evaluates such development in the context of all development on the property.

The following discussion sets out specific guidelines for the development potential of the portion of the property surrounding the Seminary campus area. The areas discussed are identified by numbers on Map 4. The guidelines include a range of development that may be appropriate. Not all of them can be exercised and be consistent with the maximum development

identified for this property. Any Master Plan application should be evaluated against these guidelines and the other provisions of the Strawberry Community Plan. The maintenance of existing service levels at the Seminary/101/Frontage road interchange should be a prime determinate of the development that is permitted at this location.

- (Area 1) Storer Drive Extension. Approximately six (6) single family detached dwellings behind existing development on East Strawberry Drive would be appropriate. Alternatively, approximately 10-15 attached dwellings behind the existing apartments on East Strawberry Drive and approximately 3 single family detached dwellings would also be suitable.
- (Area 2) Platt Court Existing Faculty units - Existing use should remain; however, if the Seminary desires to redevelop this area, approximately three (3) single-family detached dwelling units could be built on the site.
- (Area 3) Seminary Drive area at intersection with Great Circle Drive - Two single family detached dwelling units could be located in this area.
- (Area 4) Seminary Drive area adjacent to Brickyard Park - Development in this area should be single-family detached dwelling units, approximately 3 to 4 in number. Single-family homes should be located on the level plateau area below the road and on top of the bluff above the shore. Dwellings should be sited so that views of Richardson Bay from existing dwellings are not blocked. Lots should be designed so that public access to the shoreline is wide and inviting and that the level area up to the bluff cannot be fenced off but will remain open to the public.
- (Area 5) Slope between Chapel and Seminary Drive - Development in this area should be entirely single-family detached dwellings and approximately 10 in number. This land use is recommended to maintain the single family character of the neighborhood. The access to the dwellings would be obtained from either Chapel or Seminary Drive. A band of open undeveloped land should extend from Chapel Drive to Seminary Drive. Alternative development in this area could be a combination of single-family detached dwellings below the ridge and small scale attached units in the bowl area adjacent to Seminary Drive.
- (Area 6) Any expansion of the campus or student housing should be developed in this area. Hilltop adjacent to Chapel Drive is a prominent visual land-

mark within the Community and should remain undeveloped, if possible. However, if development of this site is to occur, it should be limited to structures for Seminary activities. No housing should be placed on this site. Structures should be designed and placed so that they are as unobtrusive as possible. This should be accomplished by placing structures in the northern quadrant of the site and by "benching" the slope to provide a lower building pad and profile. Landscaping should also be incorporated into the site plan to screen views of the structure from existing dwellings. The existing views from residences along Hillard Drive should not be blocked by development on this hilltop.

- (Area 7) Reed Boulevard - Two single family detached dwelling units should be located on Seminary property with frontage on Reed Boulevard.
- (Area 8) Area between Seminary, Gilbert, Willis, Chapel Drive and the Forested Knoll - This area does not include the athletic field nor the slopes adjacent to it. The field and slopes should be considered as part of the campus and neither the property owner nor the public consider market housing as an appropriate use for this area.

If the seminary desires to develop attached dwelling units to be sold as condominiums, such units could be located off of Chapel Drive at the top of the slope above Seminary Drive south of the Athletic Field and Gilbert Drive. Condominiums in this location could be compatible with the existing multiple development south of Seminary Drive next to Richardson Bay, and yet would be visually separated from the single family detached dwellings located on the Point. A maximum of 36 units might be located in this area.

Alternatively, a smaller number, a maximum of 10, single family detached units could be located in this area.

Zoning/Density - Maintain the existing Planned Development zoning designation of RMP. Densities to be established upon specific review of a master plan for the property. Allowable densities to be subject to the preceding land use recommendations and the following policies.

Location of Development - The shoreline area adjacent to Brickyard Park should remain undeveloped because it can provide public view of and access to the Bay. The Forested Knoll (Area 6) above Seminary Drive should remain undeveloped because it is a prominent visual landmark in the Community. Other portions of the property may be developed as outlined previously.

Traffic/Circulation - Driveways for individual lots should be kept to a minimum along Seminary Drive by combining entrances wherever possible.

Traffic generated by this development will add to the unacceptable level of congestion projected to occur at the intersection of Highway 101, Seminary Drive interchange ramps and the Redwood Frontage Road. To mitigate this impact, the developer shall be required to contribute, on a proportional basis, along with the other three major Strawberry developers, to the funding required to reconstruct this intersection, including the installation of a traffic signal. This problem is discussed in more detail in the Transportation portion of the Plan.

Traffic generated from this project will add to the safety problems for pedestrians walking on East Strawberry Drive. To mitigate this impact, the developer should be required to participate, proportionately, in the financing of a sidewalk or similar improvements which would separate pedestrian and vehicular traffic, on East Strawberry Drive from Great Circle Road to Strawberry Point School.

Design Guidelines - Development at the higher elevations between Chapel and Seminary Drives should be designed to retain an appearance of openness to the slopes, placing units below the ridge and grouping them toward the western and eastern portion of this area, so that the central portion of the slope and ridge remains open. This openness should be achieved by expanses of undeveloped areas rather than relying on space and landscaping between individual units; therefore, lots should not be uniformly placed across the ridge.

A complete landscaping plan should be incorporated into the site design. That plan should include placement and selection of landscaping materials to screen units on this site. Such landscaping should be installed as part of the site improvements and individual occupancy permits should be issued only after the landscaping is installed.

Student housing proposed for the knoll adjacent to Shuck Drive should be sited to minimize grading for structures and parking areas. The site plan should be designed so that direct views of student units from existing dwellings, especially those on Milland and Ricardo Drives, are screened. A landscape plan providing a "green belt" buffer of landscaping between student housing and existing dwellings should be incorporated into the site plan. Student housing should be sited so as to provide at a minimum the same distances between new structures as currently exists between existing structures.

The review of any proposed master plan for the Seminary should include a discussion of the existing and potential public uses of and activities at the campus. Currently, the Community is not fully informed of the existing campus public activity programs. It would be beneficial if the Seminary and Community could establish a formal understanding of the recreational opportunities and educational activities available. Possibly the Strawberry Recreation District could assist the Seminary in establishing and publicizing these public uses and activities.

D. Strawberry Spit/Point Property (please refer to Map 5)

DESCRIPTION

A.P. #: 43-271-54 to 60, 43-282-18 and 38
43-310-03

AREA: 69.4 acres

EXISTING ZONING

INTENSITY: RMP .0.2 (47.8 acres) and
RMP.4.0 (21.6 acres)

EXISTING DEVELOPMENT: The Property is Vacant.

LAND USE: The recommended land use for this parcel is residential including detached and/or attached units in a Planned Unit Development concept.

ZONING/DENSITY: Retain the existing Planned Development designation of RMP. The actual number of units is to be established upon specific review of a Master Plan, but will not exceed the maximum allowed by the zoning. The determination of a suitable density is to be guided by the specific policies and guidelines of this section.

LOCATION OF DEVELOPMENT: The portion of the property that may be appropriate for development has been determined by reviewing available environmental information about the property, including the Draft EIR prepared for the American Savings and Loan project, and by field inspecting the property.

Development of the following portions of the property should be avoided, if possible:

1. The northern spit for a sufficient distance south of the seal haulout area to preserve this important wildlife habitat area. Development should be clustered in the southern area of the spit portion of the property. The exact setback distance from the haulout area should be determined at the Master Plan stage. The setback distance shall ensure the protection of the habitat area.
2. An undeveloped area sufficient to protect the heron roosting area from disruption related to the development of the spit/point property.
3. A setback to provide for inviting public access along the shoreline for the entire Bay frontage of the property. The exact area required for public access shall be determined in the Master Plan process, in consultation with BCDC staff. In determining the design and boundaries of the public access area, adequate privacy for the new residences on the spit/point property shall be considered. To provide for varied and interesting public access, the setback may combine narrow portions with compensating wider portions. If a clustered project combining attached and detached units is proposed, a larger area at the southern end of the property should be provided for public access.

Once these areas are defined, the remaining area constitutes a development envelope. Two patterns of development are recommended to be consistent with environmental constraints and community goals to enhance the single family character of the area:

1. All single family detached residences. In order to be compatible with adjacent existing detached houses, houses on the spit/point property should have an approximate lot size of 10,000 square feet above 5.15 MSL elevation. The community has consistently supported single family detached as the only acceptable development mode.
2. Single family attached units clustered at the entrance to the project, and single family detached units for the rest of the development envelope. Attached dwellings in this area would provide a land use transition between the higher density apartments to the northwest and proposed single family dwellings to the spit/point. At maximum density of one unit per 5,000 square feet, 35-45 units could be clustered at the entrance to the property off Weatherly Drive. The remaining area could be developed with single family detached dwellings on lots of approximately 10,000 square feet.

In summary, allowable density should be, to the greatest extent possible, grouped at the most southern portion of the property. The majority of the northern portion of the parcel, ideally, should remain undeveloped to provide sufficient area for, and setback from, wildlife habitat. These guidelines could result in an approximate range of 45 to 75 units, depending on the mix of attached and detached units.

If economically feasible, a channel could be cut between development and the northern portion of the property to prevent vehicular and pedestrian traffic to the habitat area, provided it will not cause erosion damage to adjacent property. If a channel is not economically feasible, provisions shall be made to preclude human and domestic animal intrusion. Shoreline public access should be provided as part of development of the southern portion of the property. Development also should be clustered to leave the southern end of the property (approximately 1 acre) undeveloped and available for passive recreation. Future development of this property probably will require intrusions into the 100 foot shoreline band elsewhere on the property, so a larger area for public access should be provided at the southern end.

Environmental Resource Protection - Eastern Pacific harbor seals have established a "haul out" area on the property. The primary spot where seals come out of the water and onto the beach is around the northeastern cove towards the northern end. To protect the continued use of this area by the seals, the northern portion of the property, ideally, should remain undeveloped. Other important habitats that should be protected includes the trees on the wooded bluff along the southeastern end of Strawberry Peninsula. These trees provide a roosting place for herons and egrets. Buildings should be located as far away from the roosting trees as feasible, consistent with erosion controls and public access needs.

Traffic/Circulation - A continuous left-turn lane should be provided on East Strawberry Drive to serve the Harbor Point development and Weatherly Drive intersection. Parking should be prohibited on the west side of Weatherly Drive for its entire length and on the portion where the street is only 24' 0" wide, parking should be prohibited on the east side as well.

Traffic generated by this development will add to the unacceptable level of congestion projected to occur at the intersection of Highway 101, Seminary Drive interchange ramps and the Redwood Frontage Road. To mitigate this impact, the developer shall be required to contribute on a proportional basis, along with the other three major Strawberry developers, to the funding required to reconstruct this intersection including the installation of a traffic signal. This problem is discussed in more detail in the Transportation portion of the Plan.

Traffic generated from this project will add to the safety problem for pedestrians walking on East Strawberry Drive. To mitigate this impact, the developer shall be required to participate proportionately in the financing of a sidewalk or similar improvements which would separate pedestrian and vehicular traffic.

Design Guidelines - If economically feasible, a channel should be dredged across the northern spit between Strawberry Lagoon and Richardson Bay. Alternatively, other provisions shall be made to preclude human and domestic animal intrusion. This channel would provide the physical separation between habitat areas to be protected and development on the northern spit. The channel would serve to separate people from the seal "haul out" area.

Further separation should be achieved by requiring that the north shore of the channel be planted with indigenous drought resistant landscaping. Landscaping materials should provide screening, but should not grow to a height that would obscure views from existing dwellings.

In addition, development of the navigational channel would mean that the Salt Works Canal could be abandoned, decreasing the impacts of boat traffic on the seal haul out area, as boats would utilize the Strawberry Lagoon Channel. The channel could also result in an improvement of water quality in Strawberry Lagoon due to the increased flushing action that would occur when the channel is in place. A 5-mile per hour speed limit sign be posted for boats passing through the Strawberry Lagoon Channel.

An analysis of view corridors for existing units located above the southern point and along East Strawberry Drive should be completed. The site plan should be developed so that these corridors can be maintained. The lowest units should be adjacent to the shoreline. These units should be one story with rooflines that do not exceed 20' 0". Units adjacent to the bluff should not exceed a height of 30' 0".

E. General Design Guidelines

In addition to the preceding, it is the desire of the Community that any development that occurs on these four properties should be designed to minimize impacts on natural terrain, environmental resources and community amenities and facilities. To insure minimal impact, the Strawberry Community Plan endorses the design requirements of the RMP zoning district and emphasizes that the following criteria be incorporated into every site plan.

Landscaping - Site plans shall be designed to incorporate landscaping to screen views of proposed structures. Landscaping shall be placed to provide privacy between proposed and existing structures. All landscaping material chosen shall be of a size and heartiness to insure that the desired landscaping effects occur within the shortest time possible. In all cases, landscaping plans must be incorporated into the overall site design pattern. Approved development applications must be conditioned to insure that such landscaping plans are installed as early as possible as part of the required site improvements.

Erosion Control - Site designs should be prepared and construction activities implemented to minimize adverse impacts upon adjacent marshes and natural resource areas. Individual environmental assessments should clearly review development proposals and indicate the potential for erosion, the possible impacts and methods for mitigating those impacts.

Ridgelines - Hilltops, forested areas and other prominent visual landmarks in the community should be recognized in development plan proposals and preserved in their natural state.

View Corridors - Existing significant view corridors should be identified and designs for maintaining those corridors should be incorporated into development proposals. Structures in view of existing development should be designed to incorporate a variety of interesting structure planes and angles while adhering to a 30' 0" height limitation that maintains those existing views.

Noise - Noise impacts on residents and persons in nearby areas shall be minimized through placement of buildings, recreation areas, roads and landscaping. Onsite acoustical conditions should be studied and site plans should be formulated so that placement of structures helps to disperse noise rather than allow it to reverberate.

IV. ADDITIONAL PLAN POLICIES

A. NEW DOCKS

It is the policy of the Community Plan that new docks in the Strawberry area be limited to docks on private property which serve the individual property owner. Such dock facilities must be acceptable to all other agencies having jurisdiction. Docking facilities for condominium projects which have shoreline frontage will be reviewed on a case-by-case basis. All other docking facilities including pleasure craft and houseboat marinas and commercial docks shall not be allowed. No mooring or temporary anchorage shall be permitted.

B. LOT SUBDIVISIONS

With the exception of the four large parcels discussed in the Development Guidelines section, the existing lotting pattern in the residential portions of Strawberry represents the acceptable level of land division and no further land divisions should be allowed.

The potential for lot splits exists in the Strawberry Point area where large lots extend over steep slopes. In 1977, the property was rezoned from a conventional zoning district to planned district zoning. The slope ordinance which requires larger minimum lot sizes as slope increases does not apply to planned district areas, and therefore does not apply to these portions of Strawberry. However, in 1977, ordinances were passed which adopted the existing lot pattern as a master plan. Further divisions require a Master Plan amendment.

Currently, the Strawberry Community Plan contains no policies to guide decisions about whether such Master Plan amendments and subsequent land divisions should be allowed. It is the desire of the community that no lot splits occur within the developed portions of the community. Lot splits would reduce privacy between dwellings and may alter the scale and character of single family detached development in Strawberry.

C. PUBLIC FACILITIES LAND USE

It is the policy of the Community Plan that current public facilities uses such as Strawberry Point School, Strawberry Community Fire Station and the Strawberry Recreation District Center shall continue. To insure the retention of these uses, the zoning of the School and Fire Station properties should be changed to P-F: Public Facilities District. To establish any other uses other than public facilities uses would require a Community Plan amendment and a rezoning.

D. INCLUSIONARY ZONING

It is the policy of the Community Plan to support the goal of achieving below market rate housing through application of the inclusionary zoning ordinance requirements. Certain developments are not suitable for inclusionary units and, therefore, in-lieu payments would be a more appropriate way of achieving below-market rate units. In particular, the potential density, location, access to public transportation and environmental impacts associated with development of inclusionary units should be evaluated as part of any Master Plan application for the four major parcels in Strawberry. In-lieu fees should be accepted if on-site inclusionary units are not economically feasible or otherwise desirable and are offered by the applicant.

E. LANDSLIDE AND SOIL STABILITY PROBLEMS

Because of the sloped topography of the undeveloped sites remaining in the Strawberry Community, soil stability and landslide potential are concerns that must be addressed in any development proposal. Adequate geologic and engineering investigations shall be required as part of any Master Plan, Development Plan and Design Review applications to determine the presence of any such hazards and to identify appropriate mitigations to ensure safe, stable housing and roadways.

V. TRANSPORTATION ELEMENT REVISIONS

The transportation program of the Strawberry Plan supports the Plan's development and environmental goals while also providing for the maintenance of a high level of mobility for the citizens of the peninsula. The Plan is designed to accommodate some development of the four remaining open areas on the peninsula while maintaining service levels and improving safety conditions on local streets and intersections. In addition, the Plan suggests emphasis be placed on public transit, bicycle, and pedestrian facilities in order to encourage a reduced reliance on the private automobile and thereby reduce congestion levels, improve air quality and save energy.

A. POLICIES

1. Scale and Type of Development

- a. New development shall be scaled such that the traffic service levels on local roads and street intersections will not deteriorate substantially from 1981. This policy assumes developer provided mitigation measures may be used to maintain existing service levels.
- b. New development shall include features which encourage use of public transit, bicycles and walking wherever possible.

2. Roads and Streets

- a. For the most part, the present road system should be kept as is, except for intersection revisions and safety improvements.
- b. Intersections shall be modified to the extent necessary to maintain service levels at or near to 1981 conditions.
- c. Funding for intersection or safety improvements should be sought from the private developers of the major undeveloped parcels on the peninsula.

3. Public Transit

- a. Routes of public transit service shall remain as in 1981 but service levels shall be upgraded in accord with the Local Transit Service Plan.
- b. Commuter parking near line-haul bus routes should be provided wherever possible. Expansion of the present area at the Seminary Drive interchange with Highway 101 should be explored.

4. Bicycle and Pedestrian Facilities

Bicycling and walking should be encouraged as alternatives to the automobile by extending sidewalks and paths and making access to all areas as safe and direct as possible.

B. TRANSPORTATION ANALYSIS

The recommendations for improvements to the local road system in the Strawberry area were developed by using a four step procedure. These were as follows:

1. Evaluate existing traffic service levels.
2. Generate added traffic from proposed major developments.
3. Evaluate future traffic problems.
4. Determine what improvements to roads and intersections would be needed to maintain existing service levels.

The results of each of these steps is briefly described below. Readers interested in a more detailed description of this analysis are referred to the Technical Data and Procedures Report for the Strawberry Community Plan Amendment, prepared for the Marin County Planning Department, September 1981.

1. Evaluate Existing Traffic Service Levels

The four most important intersections in the Strawberry area were identified as follows:

- a. Highway 101 Seminary Drive Ramps and Redwood Frontage Road
- b. Tiburon Boulevard and Redwood Frontage Road
- c. Seminary Drive and Redwood Frontage Road
- d. Tiburon Boulevard and East Strawberry Drive

The Level of Service for each of these intersections was calculated using peak hour traffic counts which were made in May and June of 1981. The Level of Service is the traffic engineer's method for rating the effectiveness of an intersection or roadway. The service level designation can be thought of as a school report card grade, and is assigned based on the facility's ability to let traffic flow smoothly. The 1981 ratings for the four intersections listed above is shown in the first column of Table 1.

2. Generate Added Traffic From Proposed Major Developments

The four major undeveloped parcels in the Strawberry area are Strawberry Spit and Point, DeSilva Island, the Golden Gate Baptist Theological Seminary, and Strawberry Hill. Some of these parcels have been assigned specific development potential in the Plan while others have not. In order to assure that future traffic conditions would be no worse than those projected in the Plan, a "worst case" development level was used. This means that to the extent development permitted on each parcel is less than the assumed levels, some improvement from the future year results shown on Table 1 would occur.

TABLE 1

Level of Service Summary

<u>INTERSECTION</u>	<u>1981</u>	<u>Build Out* (1981 Geometrics)</u>	<u>Build-Out* (Re-designed geometrics as recommended in Strawberry Plan)</u>
Highway 101 Seminary Ramps & Redwood Frontage Road	B/C	E	B
Tiburon Boulevard & Redwood Frontage Road	C/D	E	D/E
Tiburon Boulevard & East Strawberry Drive	A	B	B
Seminary Drive & Redwood Frontage Road	A	D	B/C

*Build-out results are based on worst case assumptions.

Proposed new houses and office space were turned into new trips using trip generation factors which have been found typical in areas like Strawberry. For example, a single family house will generate ten (10) trips a day, a multi-family home seven (7) trips, student housing, five (5) trips and a commercial building generates fifteen (15) trips a day per 1000 square feet of office space.

TABLE 2

Strawberry Area Developments and Daily Trips

Strawberry Point & Spit	9 Single Family 96 Multi Family	760 trips
De Silva Island	68 Multi Family	480 trips
Golden Gate Baptist Theological Seminary	24 Single Family 36 Multi Family 93 Student Housing	960 trips
Strawberry Hill	100,000 sq. ft. Office 90 Multi Family 60 Single Family	2730

In addition to the four Strawberry Peninsula developments, a total of thirteen major new developments in Mill Valley and on the Tiburon Peninsula were also evaluated for traffic generation. These are documented in detail in the Technical Data and Procedures Report

3. Evaluate Future Traffic Problems

The traffic generated by each development was added to the 1981 traffic at each of the four critical intersections. The results of measuring the resultant level of service is shown in the second column on Table 1. All intersections except Tiburon Boulevard at East Strawberry Drive show a substantial decrease in service level from 1981 conditions. The Plan recommends that service levels not deteriorate substantially and it is clear that some improvements will be required at three of the intersections to accomplish this goal.

4. Determine Improvements Required to Maintain 1981 Service Levels

The intersection with the greatest potential for service level problems is Highway 101, Seminary Drive Ramps and the Redwood Frontage Road. To keep this intersection operating smoothly, a traffic signal and added lanes in which vehicles can queue up will be needed. The results of adding these improvements is shown in Column Three of Table 1. In addition to raising the service level slightly above 1981 conditions, the signalized intersection will also improve safety for pedestrians and bicycles which currently find it very difficult to cross the road at this location.

The second greatest potential for service level change is at the Frontage Road and Seminary Drive. This problem can be greatly reduced by extending the three lane frontage road section south from its current terminus past Seminary Drive and adding left turn storage lanes. The result of this improvement is again shown in Column Three of Table 1.

The Tiburon Boulevard at the Frontage Road intersection can be somewhat improved by a re-striping to accommodate a free eastbound right turn. This minor improvement would bring the intersection close to minimal standard for a suburban area. Because over three-fourths of the added traffic at this intersection is generated from new developments not in the Strawberry Area, it is not recommended that further improvement to this intersection be the responsibility of Strawberry developers.

It is recommended, however, that improvements to the intersections of the Frontage Road with Seminary Drive and with the Highway 101 ramps should be funded by the major developers of the Strawberry Area.

C. TRANSPORTATION PROJECTS AND PROGRAMS

1. Intersections

a. Seminary Drive northbound ramps and Redwood Frontage Road.

At full buildout, this intersection will experience the greatest percentage in traffic of any on the peninsula. About half of the projected traffic growth will be generated by Strawberry projects with the other half coming from already approved projects in the City of Mill Valley. To accommodate traffic projected at full buildout and to improve the safety of the intersection, a traffic signal should be installed and revised intersection geometrics considered. An example of a signalized intersection which will accommodate traffic growth and maintain 1981 service levels are shown in Appendix B to this report. Improvements to this intersection should be funded by the private developers of the major parcels on the peninsula.

Interim improvements are possible to accommodate traffic from the development of nearby De Silva Island but the Plan recommends signalization occur as soon as it is clear all the major developments are going forward. An example of an acceptable interim improvement as was shown in the De Silva Environmental Assessment is shown in the Appendix B.

b. Tiburon Boulevard and Redwood Frontage Road.

A minor re-striping on the eastbound approach to this intersection will provide future service levels only slightly lower than 1981. Because the majority of increased traffic (75%) at this intersection will be due to projects other than those on the Strawberry peninsula, it is not recommended that Strawberry developers contribute large-scale funding to make improvements at this intersection. The recommended re-striping plan would accommodate a right turn only lane on the eastbound approach to the intersection and also maintain the existing left turn and two through lanes. No reconstruction of curbs or pavement would be needed.

c. Tiburon Boulevard and East Strawberry Drive.

Total traffic growth from Strawberry peninsula and other projects will slightly reduce the service level for this intersection at buildout. The projected level of service is a very acceptable B and would normally not require any mitigation measures. However, because of the awkward connection that Belvedere Drive makes with East Strawberry, less than 100 feet south of Tiburon Boulevard, some traffic conflicts may develop as the number of cars using these streets grows. Two actions are proposed to mitigate the conflict of East Strawberry traffic with cars on Belvedere destined for Tiburon. (1) Some parking should be prohibited on the northbound East Strawberry approach to Tiburon Boulevard, and (2) an area approximately two car lengths back from the stopline should be marked "Keep Clear" to permit traffic on Belvedere to pass through the East Strawberry traffic waiting at the signal.

d. Seminary Drive - East Strawberry Drive - Great Circle Road.

To improve the safety of this intersection, a more positive centerline divider is needed on the East Strawberry approach. It is suggested the County first try a centerline high density raised dot pattern. If this is not sufficient, a low curb or bumper type barrier could be installed. This problem is independent of new development and should be investigated by the County with or without developer financial assistance.

e. Seminary Drive and Redwood Frontage Road.

Traffic will be added to this intersection by all four of the major development proposals in Strawberry. The existing service level for this intersection is very high and will drop somewhat when all projects are built out. However, by adding a southbound left turn lane and a northbound right turn lane on Redwood Frontage Road, the future traffic can be handled at a very good level of service (Service Level B). The added lanes should be part of the program to extend the three lane operation of the frontage road south from its current terminus to near the Seminary Drive freeway ramps. With the additional pavement, the intersection should be able to operate efficiently without additional traffic control measures such as new stop signs or a traffic signal.

2. Pedestrian Facilities

a. Sidewalks are desirable on all new streets and should be developed on the following existing streets in order of priority:

- 1) East Strawberry Drive - Great Circle Drive to Strawberry Point School
- 2) Belvedere Drive - complete on southside

The first priority project is proposed for one of the most dangerous streets in Strawberry. In order to provide safe walking access to Strawberry Point School and the Strawberry Recreation Center, the developers whose projects will add traffic to the already hazardous East Strawberry Drive area shall be required to assist in the funding of a sidewalk from the Point to the School. The east or downhill side of the street appears to offer the best opportunity to accommodate a sidewalk. In the narrow split section of East Strawberry Drive, a detailed study should be made to determine the best method to accommodate a sidewalk.

Belvedere Drive provides access to the School and Recreation Center from the northwest area of Strawberry. The sidewalk on this street should be completed on the southside of the street

- b. A path parallel to East Strawberry Drive should be developed on the Golden Gate Baptist Seminary property. This route could provide a safe alternative to walking on the southern portion of East Strawberry Drive and, in addition, be a major recreation asset for the community. The details on such a path should be worked out as part of the Seminary master plan process.

3. Speeding and Safety

- a. Speeding on East Strawberry Drive has been identified as a safety, noise and nuisance problem. There are two categories of solution to the traffic speed - increased enforcement and revised roadway design. Because Strawberry is an unincorporated area, traffic law enforcement is the responsibility of the California Highway Patrol (CHP). Although the CHP attempts to be responsive to all of its responsibilities, patrolling major highways has to be its first priority, leaving little local street enforcement capability. This means the speeding problem in Strawberry will best be dealt with using roadway and traffic control design methods.

The following are methods which will tend to reduce traffic speed in approximate order from those that have the least effect to those that have the greatest impact.

- 1) Add speed limit and "go slow" signs.
- 2) Narrow the apparent lane widths by striping the shoulder at about 10 feet from the centerline.
- 3) Install frequent "rumble strips".
- 4) Intersection controls - (Effectiveness dependent on the density of intersections). While these devices may reduce speeds at the intersection, the frustration felt by drivers may actually result in increased speed between intersections in low density areas. Noise may also be increased due to drivers speeding away from the intersection.

- a. Traffic Circles

- b. Stop Signs

- 5) Reconstruct roadway to physically narrow lanes. This may be done by extending existing curbs to within about 10 feet of the centerline or in the case of East Strawberry constructing new curb, gutter and sidewalk over the existing roadway shoulders.

Recommendation: For East Strawberry Drive, a combination of re-striping to narrower lanes and installing traffic circles at several intersections is suggested. This work should be combined with the provision of pedestrian facilities discussed above.

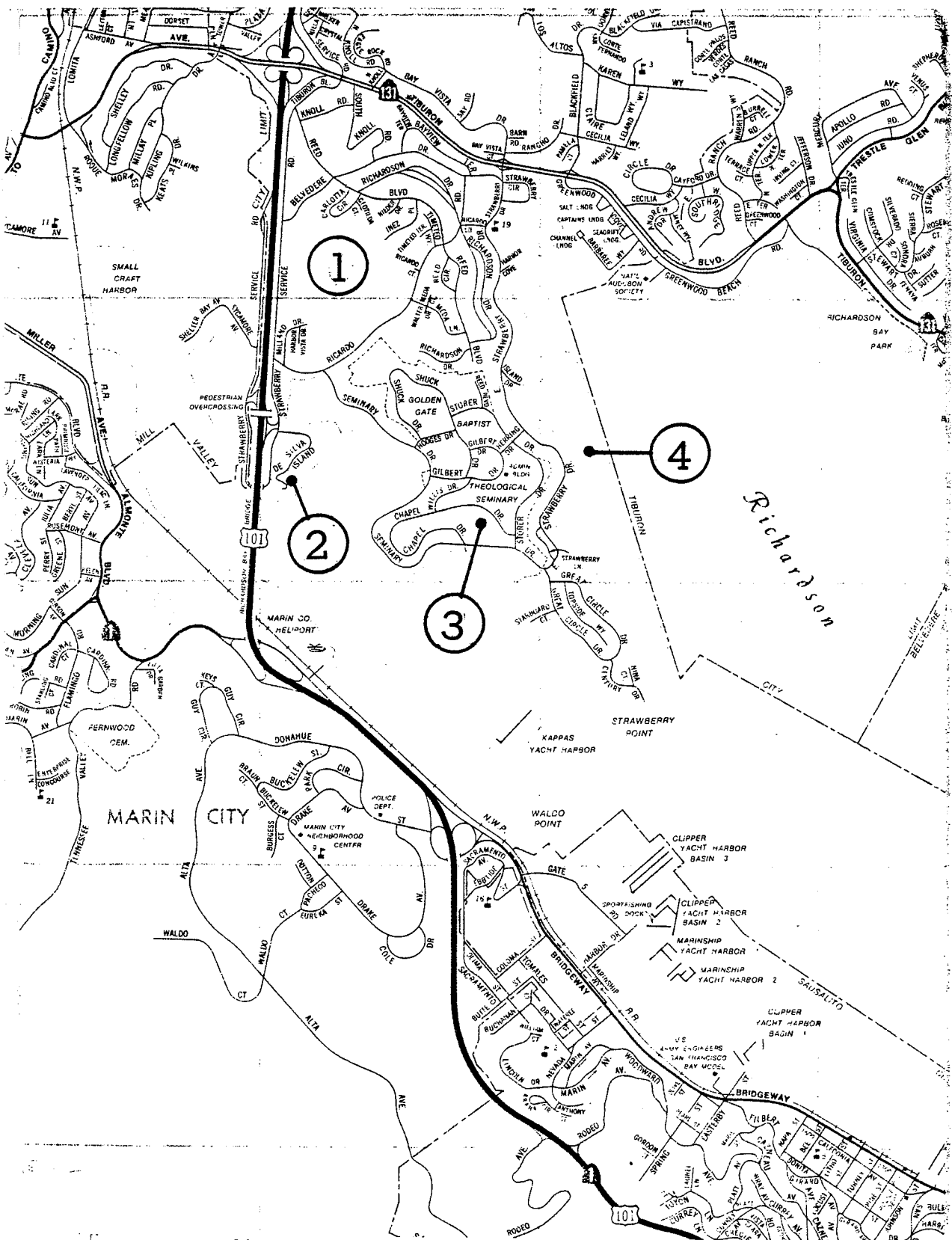
b. Safety of Crosswalk at Strawberry Point School

A point of particular safety concern is the crosswalk on East Strawberry Drive at the Strawberry Point School. The most effective safety device for this type of problem is to station crossing guards on duty whenever children are present. The existing signs warning of the crossing should be reviewed for maximum visibility and the painted stripes kept fresh by County maintenance crews. The proposed speed control method suggested above should help in reducing the speeding problems near the School.

c. Cul-de-Sac Streets

Many existing and proposed developments are or will be serviced by cul-de-sac streets. While this type of access should not be encouraged, it may be necessary to serve some properties. As mitigation to the safety problems which are inherent with a sole access route, the following design criteria should be observed:

- 1) Emergency access route other than the main drive should be developed wherever possible.
- 2) The internal street width should be a minimum of 40 feet if parking is allowed on both sides, 32 feet with parking on one side and 24 feet if parking is totally prohibited.
- 3) A turnaround shall be provided so that it meets fire code standards.

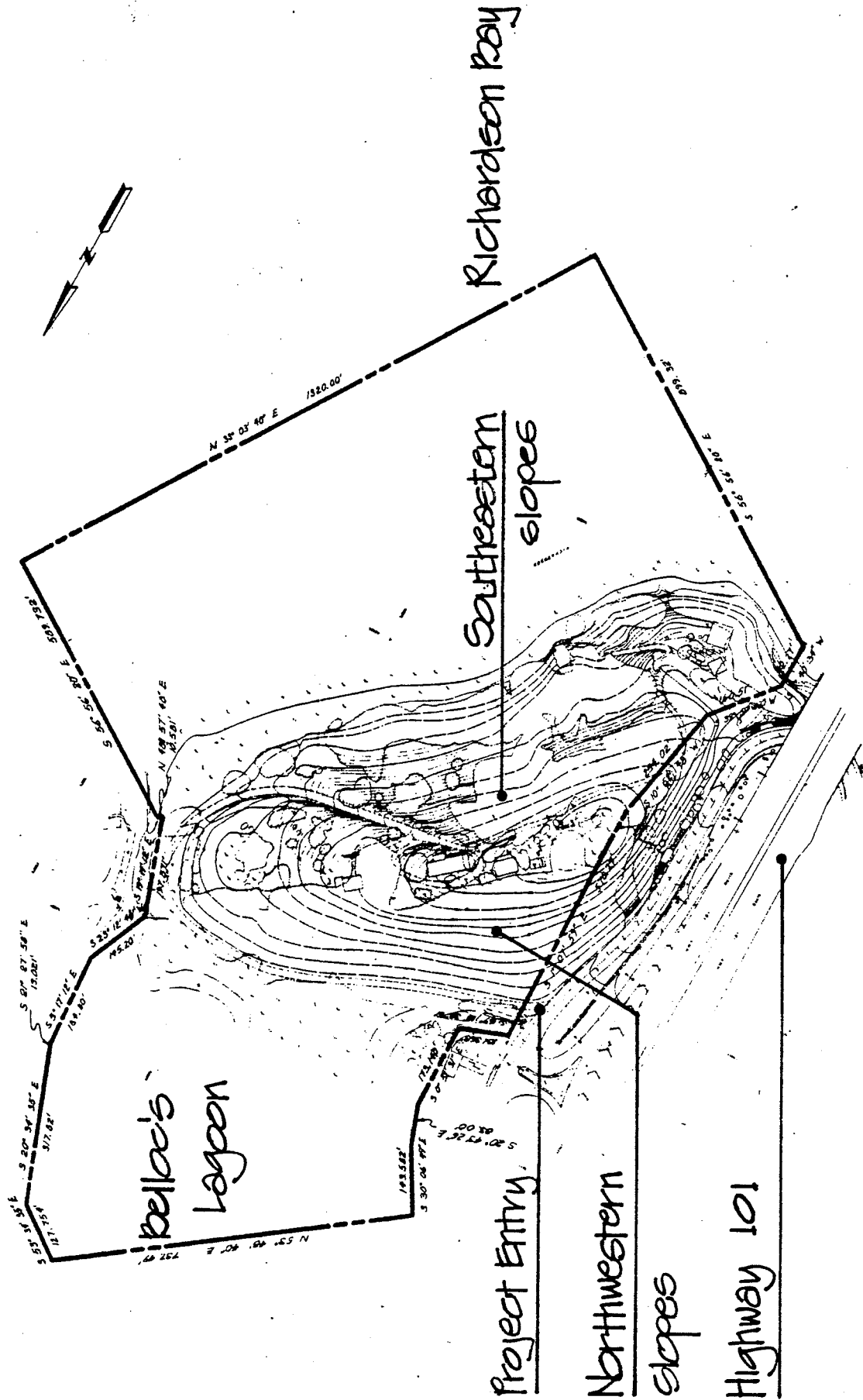


LEGEND

- 1. Watertank Hill
- 2. De Silva Island
- 3. Seminary
- 4. Strawberry Spine

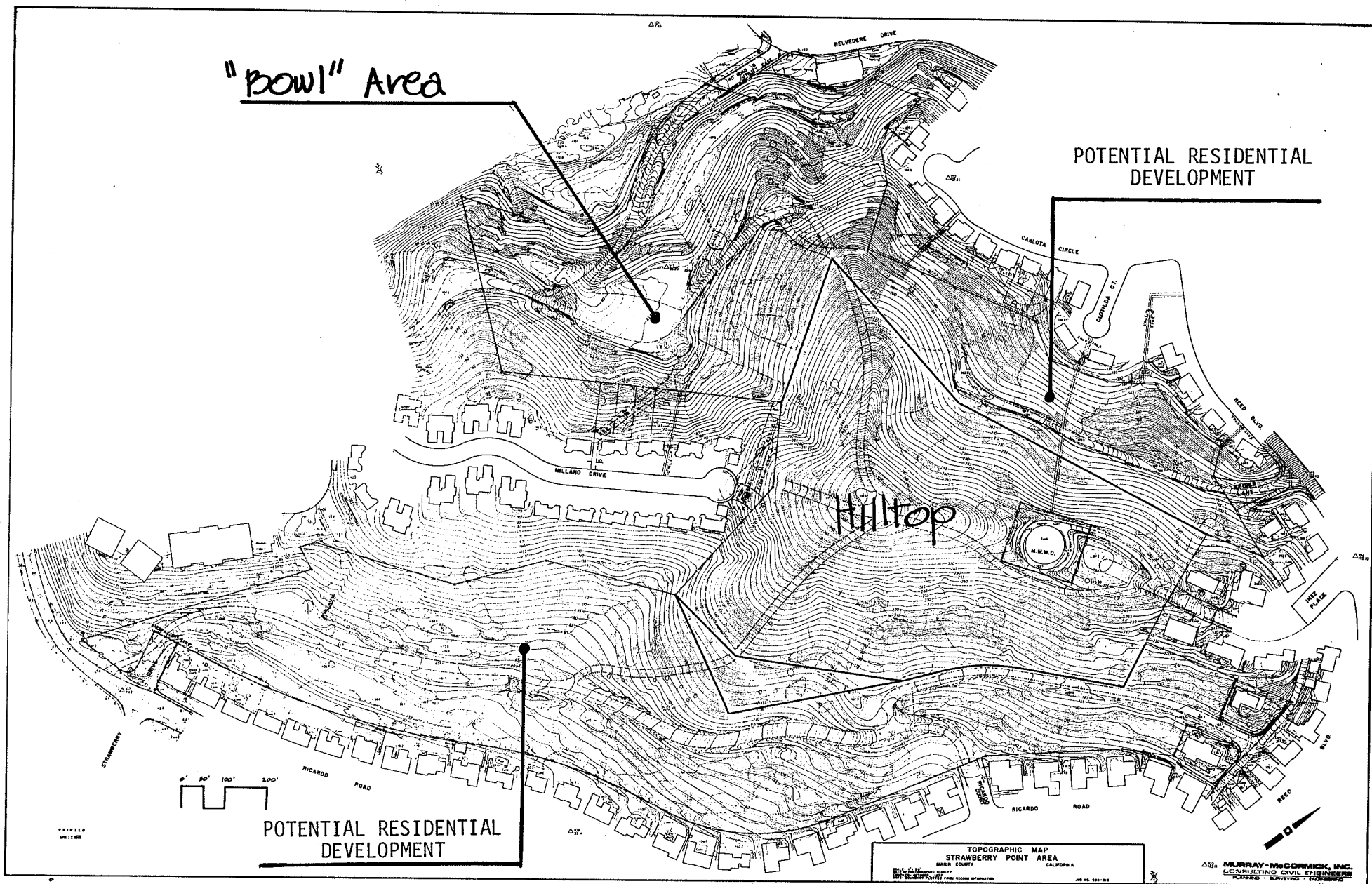
MAP 1

STRAWBERRY PLAN AMENDMENT STUDY AREA

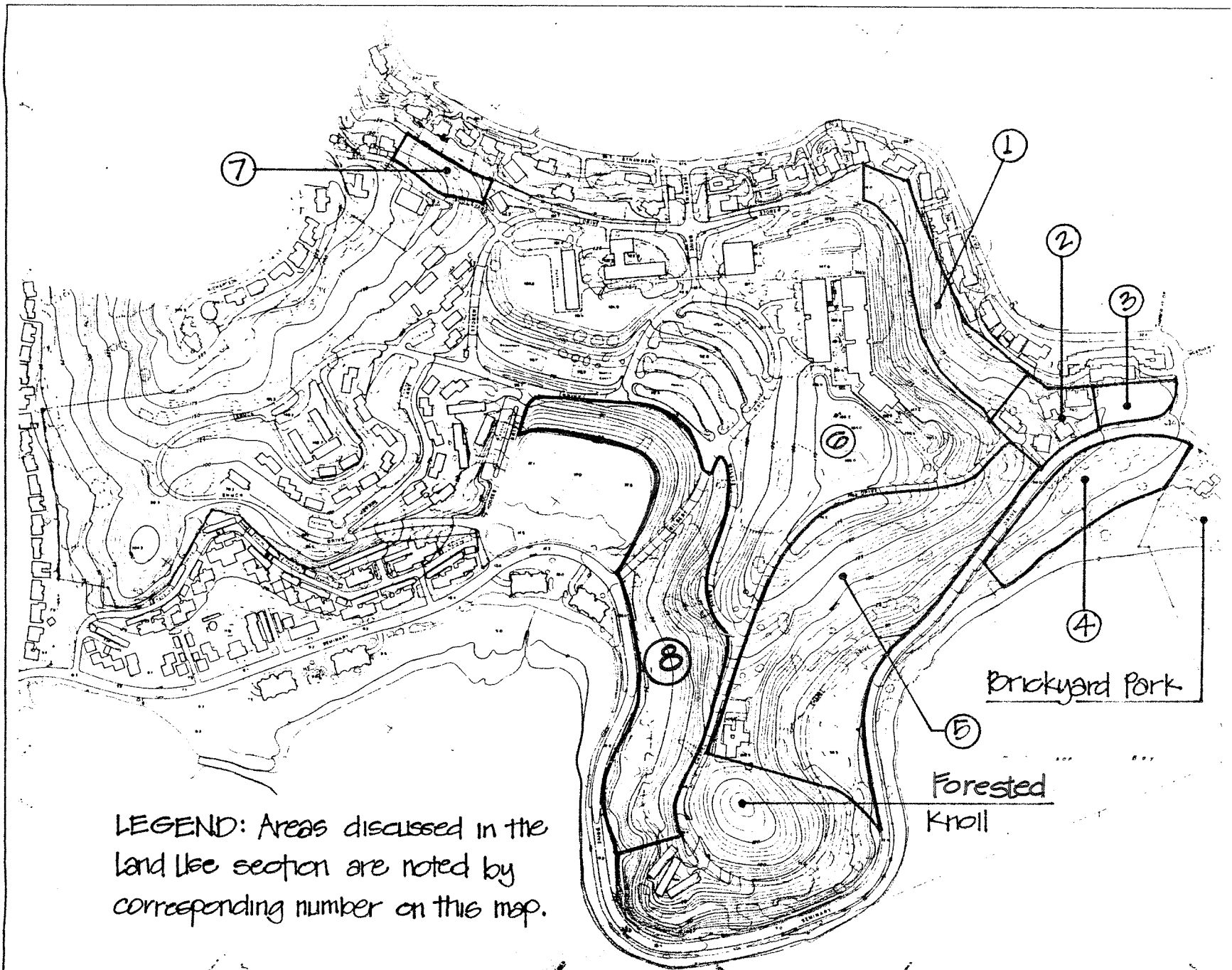


SCHWARTZ & WADE ASSOCIATES
 CIVIL ENGINEERING AND LAND SURVEYING
 DE PAUL DRIVE SAN RAFAEL, CA 94901 (415) 472-2288
 DATE: April, 2004
 PROJECT: DE SILVA ISLAND
 MARIN COUNTY, CALIFORNIA
 SHEET NO. 104
SITE MAP

MAP 2 DE SILVA ISLAND



MAP 3 WATERTANK HILL



LEGEND: Areas discussed in the
 Land Use section are noted by
 corresponding number on this map.

MAP 4 GOLDEN GATE BAPTIST THEOLOGICAL SEMINARY

DATE: 10/15/10
 DRAWN BY: [illegible]
 CHECKED BY: [illegible]
 SCALE: 1" = 100'

PREPARED BY:
 GOLDEN GATE BAPTIST THEOLOGICAL SEMINARY
 ENGINEER: [illegible]
 ARCHITECT: [illegible]
 SURVEYOR: [illegible]

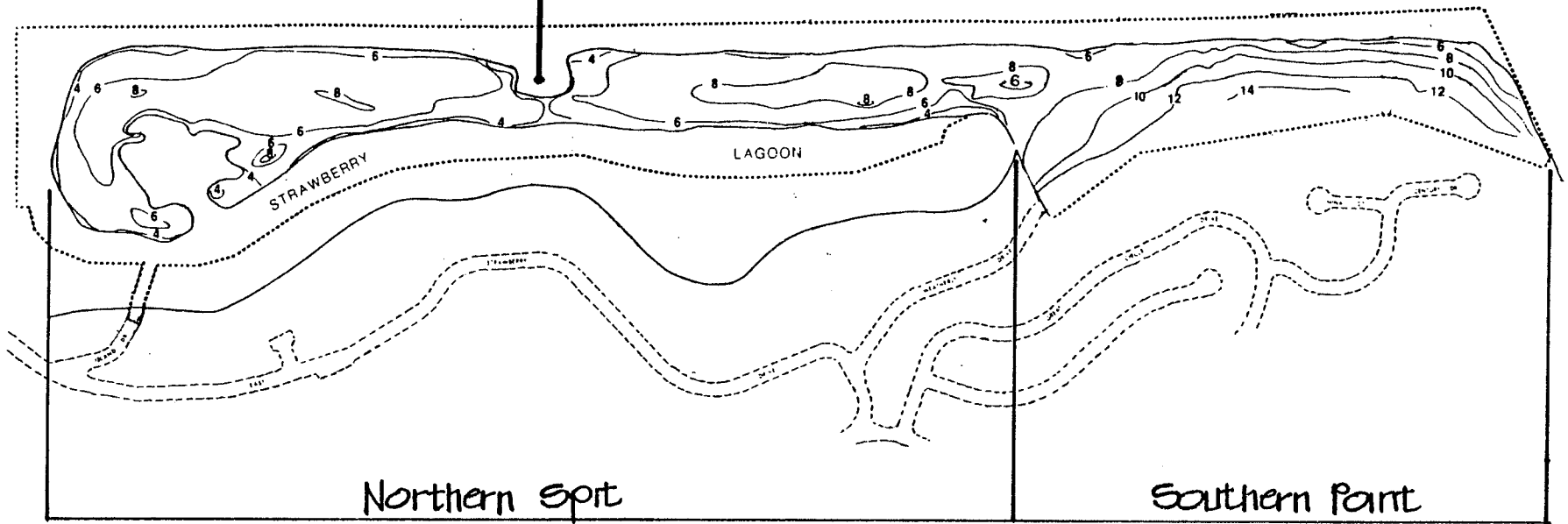
RICHARDSON BAY

Haul out Area

SALT

WORKS

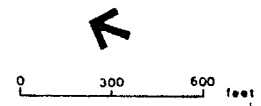
CANAL



Northern Spit

Southern Part

MAP 5 STRAWBERRY SPIT



APPENDIX A

STRAWBERRY PLAN REVIEW COMMITTEE

Notes of Meeting of 23 February 1981

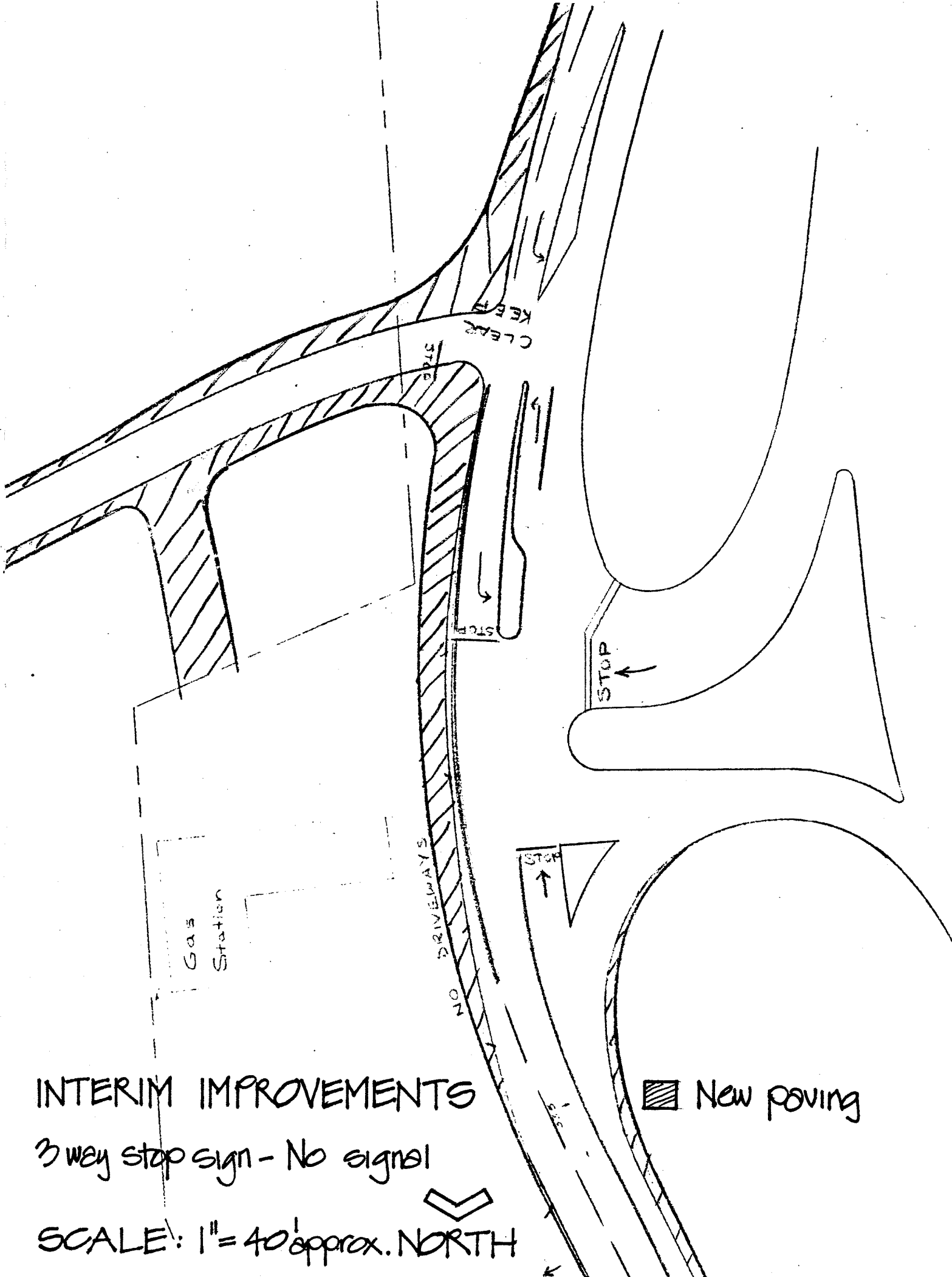
Present: Corcoran, Doss, May, Michaud, Oettinger, Rosse

As a tentative summary of data gathered and discussed, the following items were agreed on as recommended changes to the Strawberry Plan:

1. The goal of a balance between single family and multiple units has not been met since the adoption of the Strawberry Plan and actually has been about one single family unit to six multiple units. A strong effort must be initiated to restore that balance in future projects - preferably by establishing a ratio of 75% detached single family units to 25% multiple units for new construction. Single family units bring in more young families - we need more children in the area.
2. Sidewalks are desirable on all new streets and on some of the existing streets, particularly East Strawberry Drive, Belvedere Drive, Ricardo Road and Seminary Drive (south).
3. The Strawberry Plan Open Space goals are reaffirmed, particularly, that the Strawberry Spit become a wildlife refuge with no public access.
4. Strawberry Point development be restricted to unit balance as indicated in Item 1, above, and that developers be requested to produce an alternate plan for comparison in the E I R process, with only detached single family units on lots commensurate in area to size of houses.
5. There is concern that all projects currently proposed in the Strawberry area depend on very long cul de sac streets as the sole means of access or emergency evacuation. A thorough study should be made to determine limitations of this type of street.
6. Seminary Drive - 101 Offramp traffic will be intensified progressively with each new project in Strawberry, as well as by projects in East Mill Valley and in Tiburon. A solution to this colossal problem might require that all new development be scaled down until the ramp is redesigned, reconstructed or traffic diverted elsewhere. The problem is immediate and already intolerable without more new development.
7. The problem of speeding on East Strawberry Drive should be solved, particularly as to safety of pedestrians. Frequent "Rumble Strips" are suggested as a possibility.
8. Evidently we must anticipate a future closing of Strawberry Point School and therefore should develop policy for future use of the site. It is suggested that it remain a school use, perhaps as a private school.

26 February 1981

APPENDIX B

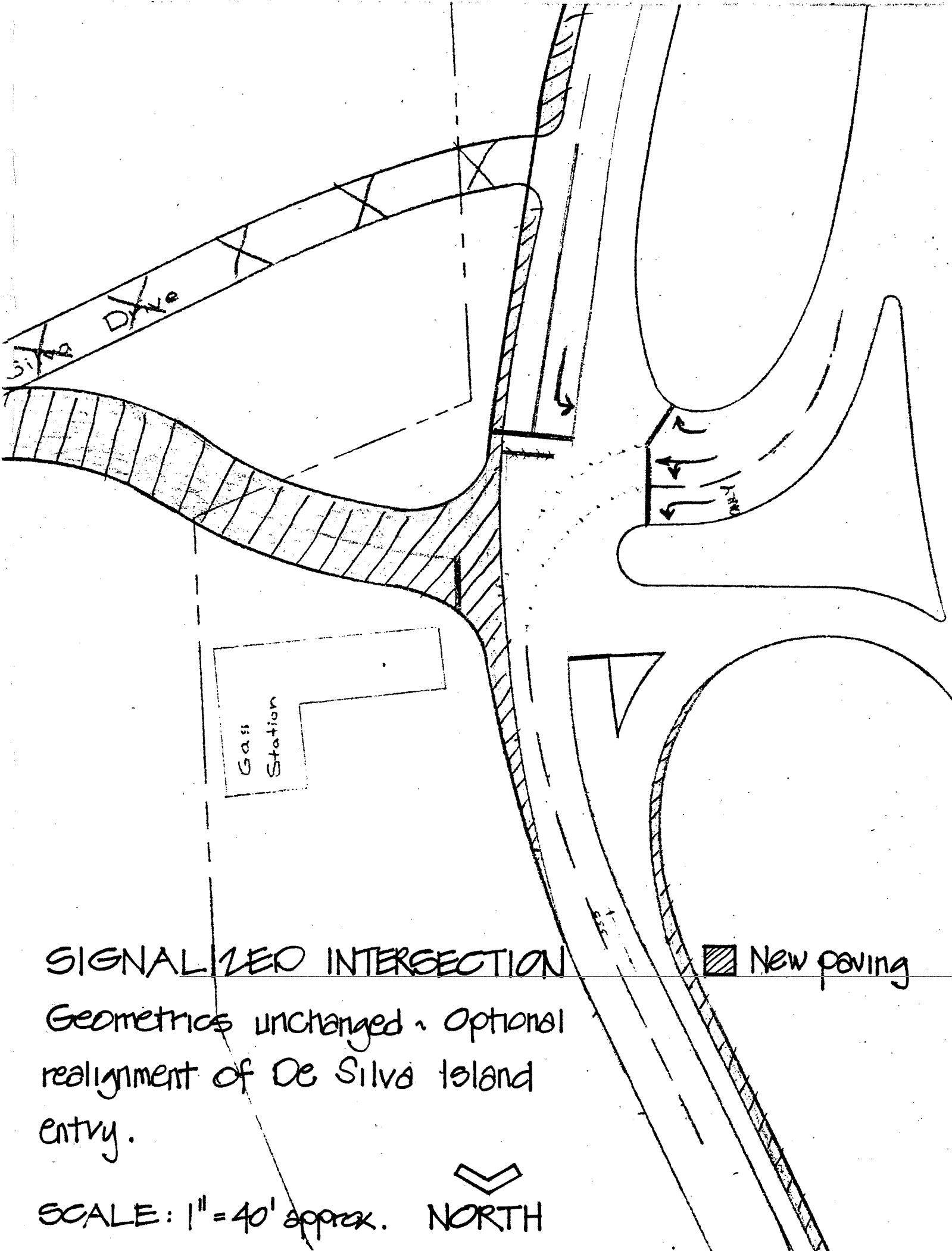


INTERIM IMPROVEMENTS

3 way stop sign - No signal

SCALE: 1" = 40' approx. NORTH

▨ New paving



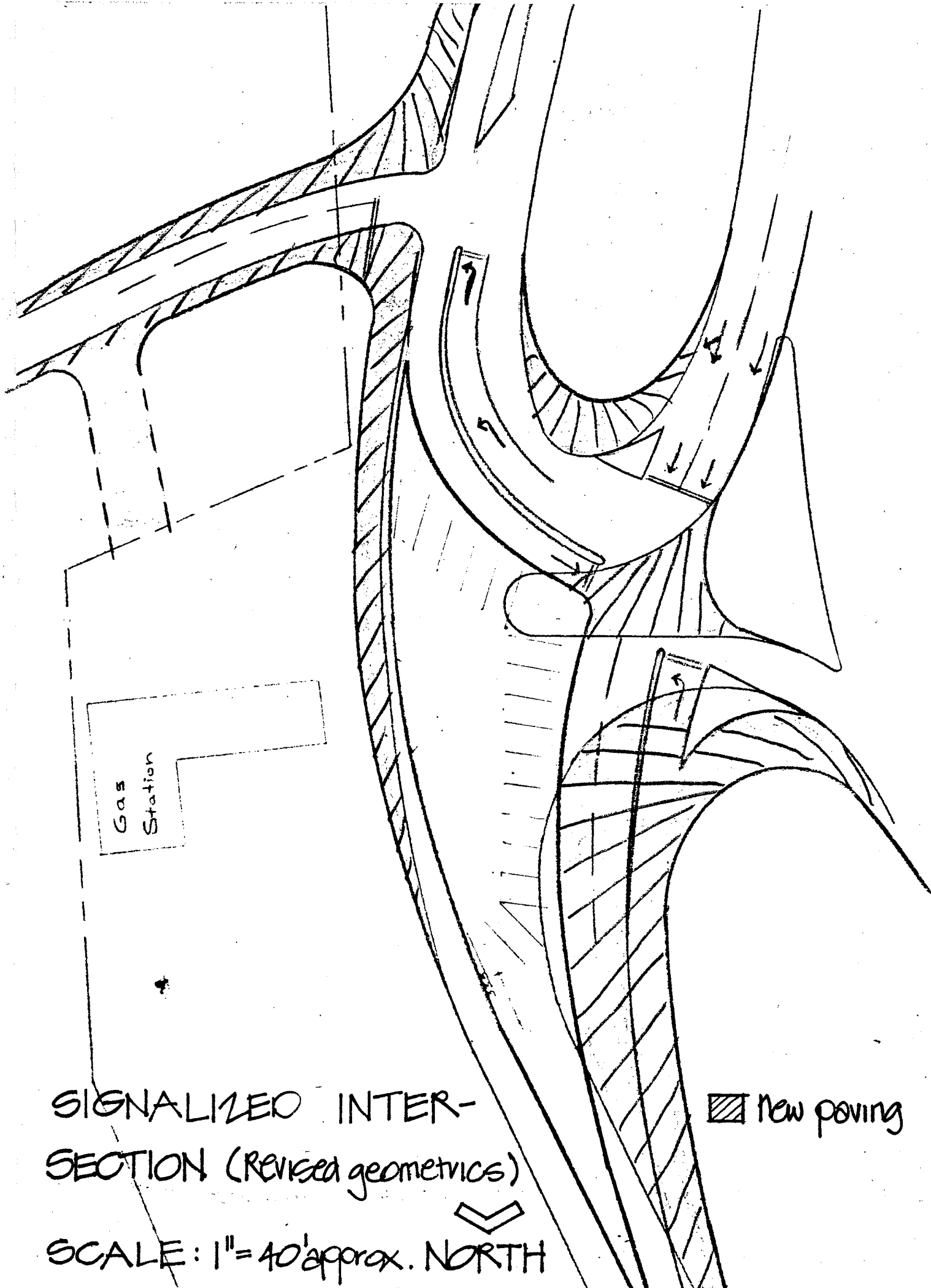
SIGNALIZED INTERSECTION

Geometrics unchanged - optional realignment of De Silva Island entry.

 New paving

SCALE: 1" = 40' approx.


NORTH



Gas
Station

SIGNALIZED INTER-
SECTION (REVISED GEOMETRICS)

SCALE: 1" = 40' approx. NORTH

▨ New paving

APPENDIX C

STRAWBERRY STUDY AREA -- DEVELOPMENT ANALYSIS

prepared by Matt Guthrie

This analysis summarizes the current development status of DeSilva Island, Watertank Hill, Golden Gate Theological Baptist Seminary and Strawberry Spit. It has been prepared to indicate development parameters established by the Strawberry Community Plan and to compare those parameters with proposed development plans for each parcel. The analysis is preliminary and will be updated as further information regarding those development plans is provided.

1. PROJECT NAME: DeSilva Island
A. P. #43-241-10 and 43-251-03
Existing zoning/density: RMP 1.7
Existing Development: 5 dwelling units
Area: 41.5 acres

COMMUNITY PLAN ANTICIPATED DEVELOPMENT: 60-70 dwelling units
(Strawberry Plan, page 33-59)

COMMUNITY PLAN DEVELOPMENT CONSTRAINTS

Increased development of De Silva Island should only be allowed as clustered residential on the southeastern slopes. The remainder of this densely wooded hill should be left open as a significant visual element along U.S. 101 and to retain as much as possible, the wildlife habitats of the shoreline. Only 4-5 acres of the 15+ acres available should be devoted to clustered units. Depending on the unit types, the community and staff see a range of 60 to 70 dwelling units total possible for the site. Water and tidal areas under the same ownership should remain open as a condition of development.

Excerpt-Strawberry Plan, page 33

Any acceptable master plan for this property would limit development to the southeastern slopes of the island and provide public access to all water frontage. No construction would be permitted over water or on additional fill. A.P. 43-251-03 (approximately 20 acres) is almost entirely under water or subject to tidal action and should be kept as open space in any development plan. The area known as Belloc's Lagoon is an important salt marsh habitat. It is surrounded by commercial and residential development and steep hillside lands and represents an important visual relief in the area. No development should be in the lagoon or on the remaining undeveloped shoreline.

Excerpt Strawberry Plan, page 59

DEVELOPMENT PROPOSAL: A sketch plan for approximately 70 units has been prepared.

2. PROJECT NAME: Watertank Hill
A. P. #43-151-13, 19, 21, 22, 23 and 24
EXISTING ZONING/DENSITY: RMP 2.0 and RMP 12.0
EXISTING DEVELOPMENT: The property is vacant.
AREA: 42.06 acres (to be confirmed)

COMMUNITY PLAN ANTICIPATED DEVELOPMENT: 80-90 dwelling units
(Strawberry Plan - page 29)

COMMUNITY PLAN DEVELOPMENT CONSTRAINTS:

If the seaport project is developed as approved on the upper hillsides and ridgeland then further developments of Watertank Hill could be acceptable at these same elevations though much reduced in overall density. The problem with development on the lower hillsides in this area is privacy for existing homes. If the pattern set by Seaport is acceptable then extension of it would also be acceptable and the open hillside area would be maintained as a buffer. Total yield on these parcels should not exceed 80-90 dwellings.

It is further noted that landslide history around much of this hillside area requires that any development proposal be subjected to the most thorough engineering inspection. Geological studies by the county should examine the extent of the safety hazard in this area.

Excerpt - Strawberry Plan, page 56

DEVELOPMENT PROPOSAL: A study of the property has been prepared. That study presents three alternative development options and concludes that the developers preferred alternative is a plan that provides 150 townhouse, condominium and commercial units and 100,000 square feet of office space.

3. PROJECT NAME: Golden Gate Theological Baptist Seminary
A.P. #43-261-03, 05, 20 & 22
EXISTING ZONING/DENSITY: RMP 2.1
EXISTING DEVELOPMENT: 199 residential dwelling units for students
and faculty
12 dwelling units converted for faculty
AREA: 125.19 acres of land
22.5 acres of water

COMMUNITY PLAN ANTICIPATED DEVELOPMENT: 90-100 additional residential
(Strawberry Plan, pages 32&58) dwelling units

COMMUNITY PLAN DEVELOPMENT CONSTRAINTS:

"Community response to this recommendation indicates concern that the RMP district for the Seminary could lead to disagreements on future development. With the cooperation of the Seminary an updated master plan combined with the RMP zoning would be the best solution. If the Seminary does not update the existing plan, then the current R-1 zone requiring use permits for all new facilities and design review for all multi-family units should be maintained with no more than 90-100 new dwelling units possible."

Excerpt - Strawberry Plan page 58

DEVELOPMENT PROPOSAL: Sketch plans have been prepared indicating development of a combination of student/faculty housing, single family detached homes and condominiums. A recent plan shows 153 new units composed of 93 student/faculty units, 24 single family detached and 36 condominiums.

4. PROJECT NAME: Strawberry Spit
A. P. #43-281-54, 56, 59 and 60 and others
EXISTING ZONING/DENSITY: RMP 0.2 and RMP 4.0
EXISTING DEVELOPMENT: The property is vacant.
AREA: 69 acres

COMMUNITY PLAN ANTICIPATED DEVELOPMENT: 80-90 dwelling units
(Strawberry Plan page 57)

COMMUNITY PLAN DEVELOPMENT CONSTRAINTS:

"No residential construction over water or additional fill to be permitted.

"The new zone is intended to allow limited three story development (approximately 80 units could be built) as the final step in the development of this area. Any development should include pedestrian and bicycle easements and small public use areas along the water's edge. These easements should be continuations of other public access in the area. No residential construction over water or additional fill to be permitted."

Excerpt - Strawberry Plan page 57

"It would be desirable to transfer the density of the northern "spit" area to the southern "point" in any development proposal that included both."

Excerpt - Strawberry Plan, Page 58

DEVELOPMENT PROPOSAL: A master plan for the property has been submitted and an Environmental Impact Report on the proposal is being prepared. The master plan indicates 96 multiple residential units on the south "point" of the property and 9 single family units on the north "spit" of the property.

APPENDIX D

WORKSHEET

STRAWBERRY COMMUNITY PLAN STUDY
HOUSING UNIT CHANGE AND BALANCE BY YEAR
SOURCE: COUNTY BUILDING PERMIT RECORDS

<u>Year</u> (as of Jan.1)	<u>Single Family</u>		<u>Duplex</u>		<u>Multiple</u>		<u>TOTAL UNITS</u>
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	
1973	578	49			598	51	1178
1974	601	44			759	56	1360
1975	607	42			840	58	1449
1976	618	39			960	61	1580
1977	623	39			960	61	1585
1978	649	40	2	-	960	60	1611
1979	649	39	52	3	960	58	1611
1980	661	40	52	3	960	57	1673
1981	674	40	52	3	960	57	1686

NOTE: Single family owned condominiums are noted in the Multiple Column.

Projects By Year

1973 121, 125, 127 Seminary Drive (AP#43-261-07)
105 Seminary (Partial List)

1974 495 Strawberry Drive (Harbor Pt. ?) (AP#43-301-07,08)
63 Units
110 Seminary Drive (AP#43-251-14) 18 Units
(Sanderling)

1975 110 Seminary Drive (Sanderling AP#43-251-14) 54 Units
495 Strawberry Drive (Harbor Pt.?) 66 Units

1977 Strawberry Point - Single Family Homes 28 Units

1978 Milland Drive Duplexes - 52 Units