Community Development Element
Technical Report #1

Land Use Modeling and Buildout

October 2006

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Background and Summary

Understanding the effects of land development on Marin communities and complying with State of California standards for local general plans necessitates detailed land use information. Recognizing this, the Marin County Board of Supervisors directed the County Planning Department to prepare detailed records of land use and development activity by adopting the Economic Element of the Countywide Plan in 1985 and endorsing the update of the Marin Countywide Plan in 1986. In cooperation with other agencies, the Marin County Planning Department created a parcel database that serves planning purposes and provides information in support of the Marin Countywide Plan. This technical report describes the database and the processes developed for ongoing Marin County planning efforts.

The Marin County Planning Department tracks land use changes at a parcel level on a countywide basis semi-annually in cooperation with local governments. The primary data table, "Landuse" stores information about existing and potential land use and development density. Potential land use is defined as the possible build out of a parcel based on local General Plan, zoning and development policies as interpreted by planners. A second table, "Geocodes" assigns location designators to parcels to denote what kind of geographical area they are in (e.g. city, traffic zone, and water district).

Of note about the data and collection process:

◆ There is no implicit or explicit time horizon associated with this "build out" estimate. Therefore, calculated "build out" is *not* a projection. Buildout under this analysis would be if every parcel were developed to the maximum permitted, factoring in environmental and other constraints under the policies contained herein and therefore does not have a date certain attached. While particular sites may develop at their respective buildout assumptions by a certain time, the date at which there would be countywide buildout cannot be foreseen.

◆ This estimate does not involve the detailed environmental or site analysis that would accompany an actual development application submitted by a property owner. It therefore may differ from a subsequent allowable amount of development granted in an application approval.

◆ This estimate does not grant or remove a property right, nor constitutes a development entitlement of any kind, nor establishes a land use restriction on anyone's property. This estimate is used for large scale modeling purposes only (i.e. data are aggregated to larger geographic regions such as traffic zones, census tracts, communities and cities).

◆ County of Marin makes a reasonable effort to obtain current, accurate information from local governments on a semi-annual basis but has no authority to compel local governments to submit their data. The countywide data are no more or less accurate than that submitted by each city. The County of Marin assumes neither responsibility for nor liability for the accuracy, currency or completeness of data associated with parcels within city boundaries.

Aggregated parcel data are converted into household, population and employment data via factors contained in ancillary data tables and equations within a computer program. These data are primarily used as inputs for transportation modeling.

State of California General Plan Standards and County of Marin Land Use Data

The State of California general plan requirements can only be met with detailed information about demographic, land use, and transportation information. California Government Code Section 65302 (a) requires localities to describe and map standards of population density and building intensity in the land use element of their general plans. General plans must also identify certain areas including flood plains, timber production zones, solid and hazardous waste storage facilities, open space, agricultural resources, mineral resources, parks, school, public buildings, and all residential, commercial, and industrial land. In order to meet these State requirements, the State Office of Planning and Research recommends that local governments produce a parcel by parcel catalogue of land uses (Office of Planning and Research "General Plan Guidelines", 1987). The Marin County Planning Department has created the technical infrastructure to support these requirements.

A parcel-based method of estimating population, households and employment for the Countywide Plan

The Marin County Planning Department's parcel database and computer programs offer the opportunity to estimate "build out", an estimate of the scale and intensity of development of parcels under current zoning and development policies as various levels of geography. By varying the amount of residential and commercial development on parcels, planners can create alternate scenarios of future states as manifested in volume of development. Scenarios generated from these modeling exercises can be analyzed for their impact on the environment, public services and infrastructure (such as the transportation system).

Parcel-based data describing land use conditions allow County planners to provide input to the projections produced by the Association of Bay Area Governments (ABAG). ABAG is the regional planning agency that has responsibility for producing projections for the nine-county Bay Area Region. ABAG projections are generally accepted by State and local governments as valid for modeling and environmental impact analysis purposes. The ABAG projections are time-related based on ABAG's estimation of how quickly various land uses will economically be able to develop and be absorbed into the Bay Area economy. The Federal Highway Administration (FHWA) requires any federal grants for highway and interchange projects to provide capacity for growth projected in ABAG's projections. The County of Marin submits its parcel-based data to ABAG for ABAG's use in creating the regional projection series. The benefit to Marin County is that ABAG takes into consideration available land and local policies as reflected in the land use data when creating their projections. All local governments use ABAG projections in support of planning, especially transportation infrastructure planning (State law requires that local government projections be congruent with ABAG projections in order to receive transportation funds).

The Marin Transportation Model (MTM) uses data input from land use and demographic characteristics to model transportation impacts of land development on highways and major streets. The model contains information about the existing transportation system (as well as possible future systems) and simulates how people make decisions about transportation and how traffic "behaves" on major roads under various land use scenarios. The model relies on information summarized by Marin traffic zones, a unit of analysis for which no published data sources exist. Accurate information at the parcel level that can be easily aggregated by traffic zone is essential for the operation of the model.

The Land Use Database

The Marin County parcel database has several tables that contribute the transportation model data input table. The land use table shows existing and "build out" land use for the 96,000 plus parcels in Marin County cities, towns, and unincorporated areas. Table 5 lists the field names of the land use table. The "Geocodes" table has numeric codes representing various geographical designations for parcels. Field names are shown in Table 6. The land use codes common to the database are shown in Table 7. Table 8 contains data from ABAG (as distributed by the Metropolitan Transportation Commission for local government transportation modeling) that are used in conjunction with local land use data. Some factors that assist in converting land use data into households, population, employment and employed residents are shown in Table 9.

The Modeling Process

A computer query aggregates either existing or "build out" land use information (number of housing units and commercial square feet) by land use code and a given level of geography: Countywide Plan planning area, community, city, census tract, or traffic zone. A second computer program provides estimates of households, population, employment by general category (e.g. retail) and employed residents by geographic area. The model uses vacancy rates to calculate occupied commercial space and households, which are then multiplied by factors to determine employment and household size.

Here is an example of an employment calculation. Say a census tract has 300,000 square feet of commercial office space that is 90% occupied. Space utilization is one employee for every 300 square feet of occupied office space. Say for this particular tract, ABAG projections show that 60% of the employees work in service industries and 40% work in finance, insurance, and real estate industries. Multiply 300,000 commercial square feet by the 90% occupancy rate to yield 270,000 occupied commercial square feet. Divide the 270,000 square feet of occupied space by 300 square feet per employee to yield 900 employees (jobs) in the census tract. Multiply the 900 jobs by 60% to produce 540 service industry jobs and by 40% to produce 360 finance, insurance, and real estate industry jobs.

An example of population and household calculations in a census tract with 1,000 housing units as follows. ABAG projections show 2.4 persons per household. Multiply the 1,000 homes in the census tract by 95% to calculate occupied housing units to yield 950 occupied units (a 5% vacancy rate). Multiply 950 occupied units by 2.4 to yield 2,280 persons per tract. Add any population described as "institutionalized" or living in group quarters as published by the Census Bureau.

These examples illustrate the importance of the survey data and assumptions used to generate employment and population from housing units and commercial space. A computer model can use any set of assumptions provided by planners so that factors can be modified and improved as often as necessary.

Creating Visions for the Future

The primary purpose of any planning effort is to create a vision of the future that most stakeholders can reasonably agree upon. Usually the process begins by analyzing existing conditions and projecting those conditions into the future. Various stakeholders have different preferences as to what the future should be. They discover these preferences and compile them into a coherent vision that can be modeled, planners conduct public workshops with stakeholders to help them articulate the vision in terms of land use and public policies. Stakeholders tend to group themselves with like-mind individuals in order to advance their preferences in the political arena. In Marin County, these groups are well organized and articulate as to their preferences.

Recognizing key areas of interest in the county, each of which have several local organizations to advocate for those interests, the Countywide Plan visioning process employed four themes to encourage brainstorming and policy discussion among stakeholder groups. The four themes are Economic Vitality, Environmental Preservation, Housing, and Transportation. For each of the four themes, separate workshops were held with associated constituency groups and interested members of the public at which they were asked, if they were king or queen for a day and regardless of any real or perceived constraints, what would their vision for the county be and what specific desired outcomes would they like to see. The concepts for each of the groups were converted to policy statements which were then computer modeled as a scenario to compare the outputs to existing conditions, current policy direction of the Countywide Plan, and the other three scenarios. Many of the recommendations from this process were included in a Preferred scenario which took many ideas from each group and incorporated common interests. The policy statements in the Preferred scenario were ultimately factored into what is being modeled as the Project. Tables 1 and 2, following the Project discussion, compare the outcomes of each of the scenarios and the Project by housing units and commercial floor area, respectively.

Countywide Plan Scenario: "Economic Vitality"

The Vision:

The Economic Vitality scenario will maintain a healthy and vibrant economy while maintaining the quality of life that attracts businesses and residents to Marin.

Spiraling housing costs and the attendant transportation problems created because of increased commuting distances have been contained. Well-suited businesses are encouraged to locate in Marin and expand here. Continued progress has been made to improve challenging permit processes, limited space availability, and difficulty in recruiting and retaining workers. Key to ensuring a vibrant economy is that there are sufficient housing units affordable to the workforce of Marin.

What are the desired outcomes?

- All commercial areas, excluding industrial areas have been rezoned to mixed-use to allow maximum flexibility in use/reuse of the site.
- Allowable floor area ratios and building heights have been increased in central business districts and for targeted transit sites to result in an effective FAR of .35 instead of .3.
- New housing construction has been focused on higher-density, infill areas rather than single-family to make the most efficient use of land and maximize the potential for affordability. Allowable density has not been decreased on any single-family parcel but infill densities are assumed at one unit per 1,000 square feet of lot area above and beyond any commercial FAR allowance.
- Publicly-owned land (aside from parks and open space lands) has been used to provide additional housing.
- Retail centers have had housing added when being modernized or reconstructed at a rate of one unit per 1,000 square feet of building area.
- All new non-residential developments have been required to provide housing at a rate of one unit per 1,000 square feet of building area.
- Housing need for agricultural workers has been provided (520 units)
- Tax measures have been passed to fund transportation and housing as well as leverage outside funding.
- Public transportation has been improved to reduce single-occupant vehicle trips.
- Parking requirements have been reduced for non-residential projects to encourage the marketplace to determine appropriate amounts of parking.
- Airspace above parking lots has been used for additional housing.
- Second units are assumed to be on one of every ten single-family lots.
- The following specific sites have development as follows:
  1 St. Vincent's/Silveira – 1,500 clustered moderate- to high-density housing units, 246,000 square feet of resident-supporting retail space, exclusive of the St. Vincent's School and existing on-site facilities.
  2. San Rafael Rock Quarry – 350 residential units

Countywide Plan Scenario: "Environmental Preservation"

The Vision:

The environmental preservation scenario will maximize protection of environmentally sensitive lands. Using concepts from Community Marin, a consortium of interest groups focused on environmental issues, this scenario creates a Bayfront Protection Corridor. Countywide, it removes, through public and/or private acquisition, development potential in areas with environmental significance including wetlands, associated upland areas, sub-tidal areas, undeveloped 100-year flood plains and other areas subject to inundation, steep slopes, riparian corridors, and other geologically sensitive areas. Commercial development potential has been reduced. Existing policy related to ridgelines has been retained, including restrictions on ridgeline development, reduced densities on hillside areas, and clustering of development that is permitted to lower portions of the site. Planning decisions and land use designations are based on sound ecological principles and direct development away from sensitive habitats. Expansion of existing development and uses into sensitive habitats is not permitted. New development uses green-building techniques and is concentrated in already-developed areas proximate to transit service while home sizes have been capped to minimize resource consumption. Parking lots have been targeted for infill development instead of new development in "greenfields" such as undeveloped lands without urban services available or on the periphery of urbanized areas.

In West Marin, Coastal Corridor and Local Coastal Plan policies continue to direct development into existing villages rather than onto surrounding undeveloped lands. Environmentally sound agricultural operations have been encouraged along with allowances for agricultural-worker housing. Streamside and wetland policies protect creek habitat from development as well as agricultural runoff while hillside guidelines preclude inappropriate development along Bolinas Ridge. New development potential along the shore of Tomales Bay has been eliminated.

What are the desired outcomes?

◆ Additional development potential has been reduced to existing levels for parcels meeting any of the following criteria:
   1. Within a ridge and upland greenbelt
   2. Within a 100-year floodplain
   3. Contain diked baylands and associated uplands
   4. Below sea level
   5. Containing wetland habitat
   6. Within 100 feet of a perennial, intermittent, or ephemeral stream, or man-made channel
◆ For the Inland Rural and Coastal Corridor, overall additional development potential has been halved.
◆ Second units are assumed to be on one of every ten lots with an existing single-family home.
◆ Existing policies in the Coastal Corridor continue as they exist today and have also been applied to parcels within the Inland Rural Corridor.
◆ The following specific sites have development potential designated as follows:
   1. St. Vincent's/Silveira – 63 units
   2. Gnoss Field area – one unit per parcel
   3. Tomales Bay Shoreline (inboard of Highway 1 and Sir Francis Drake – No development

4. San Quentin Prison property – 506 residential units (based on current land use designations)
5. Novato Narrows – no additional development above what is currently permitted (agriculture).
6. Tiburon Peninsula – existing development levels but not less than one unit per parcel.
7. Strawberry and Marin City Shopping Centers – one residential unit per 1,000 square feet of nonresidential floor area in addition to current development.

◆ For nonresidential parcels not affected by any of the above criteria, remove half the potential additional development and convert to residential at the rate of one unit per every 1,000 square feet of nonresidential development removed.

Countywide Plan Scenario: "Housing"

The Vision:

The Housing scenario will provide sufficient housing for Marin residents with a special emphasis towards providing units affordable to lower-income members of the workforce, large families, the elderly, and the disabled.

Primary actions include development of policy actions and funding mechanisms to construct affordable ownership and rental housing including establishment of minimum densities, maximum home sizes, encouraging mixed-use developments, reducing parking requirements, establishing a countywide housing trust fund, and forming public-private partnerships to acquire land and leverage funding opportunities.

What are the desired outcomes?

◆ New housing construction has been focused on higher-density, infill areas rather than single-family to make the most efficient use of land and maximize the potential for affordability. Allowable density has not been decreased on any single-family parcel but infill densities are assumed at one unit per 1,000 square feet of lot area above and beyond any commercial FAR allowance.
◆ Targeted lots in single-family neighborhoods, such as corner lots, provide opportunities for duplex and other medium-density multifamily housing.
◆ Inclusionary programs have been applied to all development proposals.
◆ An affordable housing overlay zone has been established in transit-rich areas to facilitate financing and construction of affordable units.
◆ Retail centers have had housing added when being modernized or reconstructed at a rate of one unit per 1,000 square feet of building area.
◆ All new non-residential developments have been required to provide housing at a rate of one unit per 1,000 square feet of building area.
◆ Housing need for agricultural workers has been provided (520 units)
◆ 50% of new multifamily units are deed-restricted to be affordable to extremely low, very low and low-income households.
◆ Public transportation has been improved to reduce single-occupant vehicle trips.
◆ Airspace above parking lots has been used for additional housing.
◆ Second units are assumed to be on one of every ten single-family lots.
◆ Minimum densities have been established and single-family homes prohibited on multifamily-zoned properties.
◆ The following specific sites have development as follows:
   1. St. Vincent's/Silveira – 1,200 clustered moderate- to high-density housing units, 50,000 square feet of resident-supporting retail space, exclusive of the St. Vincent's School and existing on-site facilities.
   2. San Quentin – 3,585 residential units clustered in a European village-like community with 500,000 square feet of nonresidential space (inclusive of existing structures that would be preserved and/or reused).
   3. San Rafael Rock Quarry – 400 residential units

Countywide Plan Scenario: "Transportation"

The Vision:

The Transportation scenario will provide for land use patterns that support multi-modal, connected, and seamless mobility choices for Marin's residents.

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

What are the desired outcomes?

◆ Programs identified in the Transportation Vision Plan have been implemented.
◆ Motorized transportation is primarily alternative-fuel based.
◆ All commercial areas, excluding industrial areas, have been rezoned to mixed-use to allow maximum flexibility in use/reuse of the site.
◆ Targeted transit areas have been defined as land within ¾ mile of a train station or ferry terminal, ½ mile of a bus terminal and the 101 bus pads, and ¼ mile of selected bus routes.
◆ Allowable floor area ratios and building heights have been increased in central business districts and for targeted transit sites to result in an effective FAR of .35 instead of .3.
◆ New housing construction has been focused on higher-density, infill areas rather than single-family to make the most efficient use of land and maximize the potential for affordability. Half of the remaining development potential in the Inland Rural and Coastal corridors has been allocated to a transfer of development rights "pool" which may be used in targeted communities to provide additional affordable units above what is permitted by current policy.
◆ Retail centers have had housing added when being modernized or reconstructed at a rate of one unit per 1,000 square feet of building area.
◆ All new non-residential developments have been required to provide housing at a rate of one unit per 1,000 square feet of building area.
◆ Tax measures have been passed to fund transportation as well as leverage outside funding.
◆ The Transportation Authority of Marin has been established to oversee transportation improvements and manage transportation programs.
◆ A network of bicycle and pedestrian pathways has been constructed, and bike routes added to roadways as designated on the bicycle master plan.
◆ Barriers to pedestrian and bicycle access have been removed and sufficient parking areas for bicycles have been provided at activity nodes.
◆ Parking maximums have been established for areas served by transit.
◆ Airspace above parking lots in targeted transit areas has been used for additional housing.
◆ Second units are assumed to be on one of every ten single-family lots.
◆ The following specific sites have development as follows:

1. St. Vincent's/Silveira – Assumes no large-scale development
2. San Quentin – 2,100 residential units clustered in a European village-like community with 285,000 square feet of nonresidential space (inclusive of existing structures that would be preserved and/or reused).
3. Strawberry Shopping Center – 169 units
4. Marin City Shopping Center – 170 units

The Marin Countywide Plan: "Project"

In response to the guiding principles of the Countywide Plan update, it was recognized that currently-assumed potential levels of development could result in substantial, potentially negative impacts to areas of the county identified as environmentally sensitive or otherwise inappropriate for the levels of potential development assumed. At the same time, areas that have been identified as suitable locations for additional housing because of their proximity to transit, services, and infrastructure do not necessarily have sufficient potential densities assigned to make such projects viable. Given the significant concerns about a lack of affordable housing in Marin, the key policy objective was to have no net loss in potential housing units countywide.

Therefore, in order to protect agriculture and reduce the environmental impacts of residential development in sensitive locations, residential development potential has been reduced in those locations and transferred to potential suitable locations almost entirely in the City-Centered Corridor. A "Housing Bank" has been created to retain and reallocate units transferred off of sensitive sites. The Countywide Plan establishes a "Housing Overlay" designation to identify specific sites where units from the Housing Bank can be reallocated and establishes criteria under which those units can be constructed within the overlay area. The Housing Overlay is discussed in greater detail later in this document.

There are three Options which assume varying degrees of development on St. Vincent's Silveira and the Rock Quarry. For each of the Options, to the extent that development assumptions deviate from Current Policy on those sites, net changes in units affect the total number of units to be allocated through the Housing Overlay Zone program. As a result, even though the countywide figures do not vary between the three options, figures for planning areas do vary because of the degree of shift of units from one area to another depending on the criteria of the Option.

Basic assumptions were made for the Project that are reflected in all three options. As noted above, the three options reflect varying degrees of development for specific sites. For all of the specifications listed below, if there is a conflict, the more site-specific specification takes precedence over the more global.

Global Changes that Reduced Assumed Development Potential:

1. For **Gnoss Field area** – Using the Airport Master Plan, Stage 3 (1998-2007), apply 200,000 square feet for new hangars or industrial land uses to four parcels, based on prevalence of wetlands and remaining suitable buildable area.

Parcel	Square Footage
125-190-74	100,000
125-190-41	60,000
125-190-29	20,000
125-190-56	20,000

All publicly owned parcels reduce density to existing or zero.

2. **Inland Rural or Coastal Corridor parcels (except for parcels zoned C-RA-B2 of less than 5,000 square feet in Bolinas):** For conforming lots assume the lower end of the density range due to environmental constraints and a lack of urban servies. For non-conforming lots (substandard) and all parcels along Tomales Bay, assume a maximum of one unit or existing (i.e. no further land divisions).
3. **Bolinas:** Only for Bolinas, C-RA-B2 zoned parcels less than 5,000 square feet (substandard lots with no septic system): no units
4. Countywide, in areas lacking public **sewer or water** calculate build-out at the low end of the density range.
5. In the **Ridge & Upland Greenbelt** areas and parcels immediately adjacent to the Greenbelt ignore zoning and calculate build-out at the lower end of the General Plan density range (one unit per 1-10 acres).
6. Parcels that are **below sea level:** remove development potential.
7. Apply the low-end of the general plan density range to the properties located in the Sphere of Influence but outside city boundaries.

Global Changes that Increased Assumed Development Potential:

1. **Marin City** (Gateway Shopping Center) 186 additional residential units (one unit per 1,000 s.f. of allowable commercial floor area) from Housing Bank.
2. **West Fairfax:** at Oak Manor increase to 21 units on the following parcels: 174-011-32 – 7 units, 174-011-33 – 14 units, from Housing Bank.
3. **Strawberry Shopping Center:** 169 additional residential units (one unit per 1,000 s.f. of allowable commercial floor area) from Housing Bank.
4. **Marinwood Shopping Center:** 90 additional residential units from Housing Bank
5. **San Quentin Prison:** For impact analysis, assume continuation of the prison with the Condemned Inmate Complex or a redevelopment of the site occurs with development intensity and impacts equivalent to a correctional facility with inmate population of 7,380 (using site employment data and calculated increase) .

Changes that Did Not Factor Into Model Calculations:

1. **Second Units:** In response to State legislation encouraging second unit construction and assuming a significant number of potential units as a result, apply one second dwelling unit for every 10 single family dwellings for build-out. This figure was also added to the existing buildout assumptions (Current Policy) so it does not result in a net unit change.
2. **Ag Worker Units:** Up to 520 agricultural worker units are assumed countywide. This figure was also added to the existing buildout assumptions (Current Policy) so it does not result in a net unit change.

Changes Reflected in the Three Options

1. **San Rafael Rock Quarry:** Option 1 – continued use as a quarry, modeled using existing traffic volumes and truck trips. Options 2 and 3 – 350 residential units, no change to non-residential floor area.

2. **St. Vincent's/Silveria:** Option 1 – Base density of one unit per 10 acres, plus up to 100 affordable units (yield at 1,210 acres is 121+100 affordable is 221). Option 2 – 350 residential units. Option 3 – 500 residential units.

Tables 1 and 2, on the following pages, show the residential unit and commercial floor area modeled outcomes, respectively. Modeled figures are provided for what currently exists, what is assumed based on the currently-adopted policies and programs in the 1994 Countywide Plan, the three Project options for the current Countywide Plan update, and the four thematic scenarios.

Defining the Housing Overlay

The draft Countywide Plan establishes the Housing Overlay designation and includes programs to implement a Housing Overlay Designation (HOD) through the Development Code. In determining the boundaries of the Housing Overlay, parcels must meet all of the following criteria:

◆ Located within the unincorporated portion of the City-Centered Corridor
◆ Has a Countywide Plan land use designation of PD (Planned Designation), MF (Multifamily), GC (General Commercial), NC (Neighborhood Commercial), OC (Office Commercial), RC (Recreation Commercial), or PF (Public Facility)
◆ Located within one-half mile of a transit node or route with daily, regularly scheduled service
◆ Located within one mile of a medical facility, library, post office, or commercial center
◆ Site does not exceed an average 20% slope and is not within the Ridge and Upland Greenbelt
◆ Portions of parcels within a Wetlands Conservation Area or Streamside Conservation Area are not eligible for Housing Overlay units.

The objective of having a defined Housing Overlay designation is to provide viable locations in which to locate units transferred from environmentally sensitive areas, provide for these units in locations where they can be best provided services with reduced impacts, and define a large enough area with enough flexibility that speculative price increases on designated lands can be avoided. Using the criteria above, the defined Housing Overlay includes parcels in a variety of areas and is not a contiguous units. Rather, it is clustered around existing activity areas and includes a variety of parcel sizes. The Housing Bank is a repository for these units and would be drawn down as projects including qualifying HOD units are constructed. From a mathematical standpoint, there are far more sites and potential for additional housing units within the Housing Overlay than there are units in the Housing Bank. This is in recognition that to avoid land speculation, provide flexibility, and account for not all sites within the overlay ultimately being suitable for additional housing, that sufficient area needs to be designated above a one-to-one correlation.

The Housing Bank includes 1,694 "basic" units which have been transferred from various environmentally sensitive areas countywide. The three options include varying degrees of additional units depending on the assumptions for St. Vincent's-Silveira and the San Rafael Rock Quarry. The resulting Housing Bank totals range from a high of 1,974 units under Option 1 to 1,694 units under Option 3. Of these figures, 466 units have been assumed at specific sites under Option 1 (Rock Quarry remains in operation) and 816 units for Options 2 and 3 (Rock Quarry redeveloped with 350 housing units) for modeling purposes. While there may be more or fewer units at these sites than the number assumed, policy language in the Plan encourages and/or requires residential units to be provided at

commercial sites upon development or redevelopment. The units assigned to these sites are not included in the unit assignments by community through the "Residual Assigned to Housing Overlay" unit allocation. Excluding the quarry, the specific-site assumptions are existing shopping centers or other retail areas and all are part of the Housing Overlay.

Assignment of the residual Housing Overlay units was based on the criteria defining the boundaries of the Housing Overlay, the amount of land area designated for the Housing Overlay within a given community, and, to a lesser degree, its current and projected population. The result is a percentage assignment for each community area affected by the Overlay to fully assign the residual HO units. For modeling purposes, the community unit assignments were further broken down into weighted figures for traffic zones (TAZ) within each of the community areas based on the area of the Overlay in that community in relation to the area of the traffic zone.

Tables 3 and 4 below show the allocation of the residual units. The residual unit figure is derived from the variable Banked Units figure (which is affected by unit allocations St. Vincent's/Silveira), less the 466 to 816 units assigned to specific sites (affected by reuse of the quarry). The Residual Unit Distribution outlines the percentages by which the residual units were allocated to each community while the Unit Allocation by Community/TAZ shows how units were further allocated by traffic zone for each of the community areas. For communities with only one traffic zone, the figures between the first and second sections is identical. For communities with multiple traffic zones, the units for that community were further broken out using the multipliers indicated. The general basis of the multipliers is the amount of land area within each of the traffic zones that is also in the Overlay. Table 4 illustrates the same information but is instead aggregated by Option and indicates the number of units in each community assigned to specific sites or to the broader Housing Overlay.

Marin Countywide Plan Update
Land Use Alternatives by Planning Area
-- Nonresidential Floor Area --

Planning Area	Location	Acres	Existing SQ FT	Current Policy SQ FT	PROJECT All Options	SCENARIOS Economic Vitality	Environmental Preservation	Housing	Transportation
1	Novato Environs	36,271	306,575	1,177,526	507,189	511,729	308,719	1,177,526	1,177,526
2	Las Gallinas	20,492	253,644	862,233	862,233	1,108,233	717,007	885,507	878,735
3	Central San Rafael	2,808	25,481	25,481	25,481	25,481	25,481	10,977	83,427
4	Upper Ross Valley	5,150	41,364	46,817	46,817	46,817	44,091	46,817	54,608
5	Lower Ross Valley	3,424	236,429	457,094	449,980	457,094	385,744	457,094	479,729
6	Southern Marin	5,856	1,095,980	1,296,421	1,234,987	1,324,050	1,171,693	1,273,692	1,466,450
7	West Marin	249,128	1,245,076	1,406,616	1,314,643	1,396,092	1,294,404	1,406,616	1,367,407
Unincorporated Area Total		**323,131**	**3,204,549**	**5,272,188**	**4,441,330**	**4,869,496**	**3,947,139**	**5,258,229**	**5,507,882**
Incorporated Cities and Towns		47,381	36,005,945	45,431,753	45,431,753	45,431,753	45,431,753	45,431,753	45,431,753
Countywide Total		**370,512**	**39,210,494**	**50,703,941**	**49,873,083**	**50,301,249**	**49,378,892**	**50,689,982**	**50,939,635**
Change from Existing (Unincorporated Only)					**2,067,639**	**1,236,781**	**1,664,947**	**742,590**	**2,053,680**	**2,303,333**
Change from Current Policy (Unincorporated Only)						**-830,858**	**-402,692**	**-1,325,049**	**-13,959**	**235,694**

Note: 'SQFT' refers to the floor area of any nonresidential use including retail, office, warehouses, hotels, and group quarters.

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Marin Countywide Plan Update
Land Use Alternatives by Planning Area
-- Housing Units --

Planning Area	Location	Acres	Existing Units	Current Policy	Current Policy "Alt."	PROJECT			SCENARIOS			
						Option 1	Option 2	Option 3	Economic Vitality	Environmental Preservation	Housing	Transportation
1	Novato Environs	36,271	2,854	3,587	3,587	3,413	3,413	3,413	3,413	3,386	4,711	3,591
2	Las Gallinas	20,492	4,234	5,656	5,166	5,863	5,850	5,956	6,686	5,115	7,029	5,487
3	Central San Rafael	2,808	645	825	825	823	1,171	1,171	1,171	801	1,471	1,071
4	Upper Ross Valley	5,150	1,358	1,617	1,617	1,606	1,606	1,606	1,606	1,570	1,709	1,675
5	Lower Ross Valley	3,424	2,828	3,255	3,255	3,507	3,420	3,393	3,237	3,267	4,042	3,692
6	Southern Marin	5,856	9,565	11,495	11,495	12,387	12,139	12,060	11,602	11,625	13,003	12,407
7	West Marin	249,128	5,839	9,579	9,579	8,416	8,416	8,416	8,416	9,222	10,771	8,310
Unincorporated Area Total		**323,131**	**27,323**	**36,014**	**35,524**	**36,015**	**36,015**	**36,015**	**36,131**	**34,986**	**42,736**	**36,233**
Incorporated Cities and Towns		47,381	80,670	89,132	84,023	89,132	89,132	89,132	89,132	89,132	89,132	89,132
Countywide Total		**370,512**	**107,993**	**121,846**	**119,547**	**125,147**	**125,147**	**125,147**	**125,263**	**124,118**	**131,868**	**125,365**
Change from Existing (Unincorporated Only)				**8,691**	**8,201**	**8,692**	**8,692**	**8,692**	**8,808**	**7,663**	**15,413**	**8,910**
Change from Current Policy (Unincorporated Only)						**1**	**1**	**1**	**117**	**-1,028**	**6,722**	**219**

Note: A 'Unit' is any self-contained dwelling units such as a house, townhome, or apartment but excluding group quarters.
v9.0 12/26/06KD

Option 1 assumes 221 units at St. Vincent's/Silveira and no change at the quarry
Option 2 assumes 350 units at St. Vincent's/Silveira and 350 units at the quarry
Option 3 assumes 500 units at St. Vincent's/Silveira and 350 units at the quarry

Table 3. Allocation of Housing Units in the Housing Overlay

		Project Options		
		Option 1	Option 2	Option3
Units Transferred From Sites Countywide		1,694	1,694	1,694
Units Transferred from St. Vincent's/Silveira		280	151	0
Total Units to Housing Overlay		1,974	1,845	1,694
Less Allocation Assumptions to Specific Sites		466	816	816
Residual Assigned to Housing Overlay		1,508	1,029	878

Residual Unit Distribution

Community	Share			
Marin City	17.0%	256	175	149
Tam Valley/Almonte	20.2%	305	208	177
Strawberry	14.9%	225	153	131
Kentfield	17.9%	270	184	157
Santa Venetia	12.1%	182	125	106
Marinwood	17.9%	270	184	157
Total *(may not add due to rounding)*		1,508	1,029	878

Residual Unit Allocation by Community/TAZ (Traffic Zone)

Community	TAZ			
Marin City	86	256	175	149
Tam Valley (.6)	87	183	125	106
Almonte (.3)	88	91	62	53
Almonte (.1)	98	30	21	18
Strawberry	99	225	153	131
Kentfield (1/3)	126	90	61	52
Kentfield (1/3)	127	90	61	52
Kentfield (1/3)	128	90	61	52
Santa Venetia	154	182	125	106
Marinwood (.25)	170	67	46	39
Marinwood (.5)	171	135	92	79
Marinwood (.25)	173	67	46	39
Total *(may not add due to rounding)*		1,508	1,029	878

Table 4. Allocation of Housing Bank Units by Option, Type, and Location

Option 1

Area	Specific Site Units	Housing Overlay Units	Total Units
Marin City	186	256	442
Tam Valley	0	305	305
Strawberry	169	225	394
Kentfield	0	270	270
Santa Venetia	0	182	182
San Rafael Rock Quarry	0	0	0
Fairfax/Oak Manor	21	0	21
Marinwood	90	270	360
Totals *(may not add due to rounding)*	**466**	**1,508**	**1,974**

Option 2

Area	Specific Site Units	Housing Overlay Units	Total Units
Marin City	186	175	361
Tam Valley	0	208	208
Strawberry	169	153	322
Kentfield	0	184	184
Santa Venetia	0	125	125
San Rafael Rock Quarry	350	0	350
Fairfax/Oak Manor	21	0	21
Marinwood	90	184	274
Totals *(may not add due to rounding)*	**816**	**1,029**	**1,845**

Option 3

Area	Specific Site Units	Housing Overlay Units	Total Units
Marin City	186	149	335
Tam Valley	0	177	177
Strawberry	169	131	300
Kentfield	0	157	157
Santa Venetia	0	106	106
San Rafael Rock Quarry	350	0	350
Fairfax/Oak Manor	21	0	21
Marinwood	90	157	247
Totals *(may not add due to rounding)*	**816**	**878**	**1,694**

Table 5.
Land Use Table Data Dictionary

PROPERTY_ID	10-character parcel number (dashes included: xxx-xxx-xx)
ZONING	Official zoning designation as assigned by local government Planning Department
ORDINANCE	Ordinance number which specified the zoning for the parcel
GENERAL_PLAN	Official local General Plan designation as assigned by local government Planning Department
EXISTING_LAND_USE_CODE	A numeric code assigned to indicate an existing general land use type such as "single family house".
EXISTING_UNITS	Number of existing housing units on the parcel.
EXISTING_COMM_SQFT	Number (volume) of existing commercial square footage on the parcel (i.e. the size of all commercial buildings on the parcel).
BUILDOUT_LAND_USE_CODE	A numeric code assigned to indicate a general land use type such as "single family house" that could be built under local government General Plan and zoning ordinance.
BUILDOUT_UNITS	Number of housing units that could be built under local government General Plan and zoning ordinance.
BUILDOUT_COMM_SQFT	Number (volume) of commercial square footage that could be built under local government General Plan and zoning ordinance.
PARCEL_SQFT	Parcel size in square feet as calculated by County Assessor's Office.
AGRICULTURAL_USE_FL	A "Y" or "N" indicating whether a parcel is used for agricultural purposes.
PARCEL	8-character parcel number (no dashes within the number)
CITY_NAME	Name of local government (without official prefix "Town of" or "City of").
UPDATE_DATE	Date of most recent update
UPDATE_USER_NAME	Name of person who most recently updated this parcel information.

Table 6
Geocodes Table Data Dictionary

PROPERTY_ID	10-character parcel number (dashes included: xxx-xxx-xx)
COMMUNITY_PLAN	The name of an unincorporated community that has a County-approved Community Plan (a local, more specific version of a General Plan).
COMMUNITY	The name of an unincorporated community.
CLUBLIST	The names of a mailing list to which this parcel belongs. Used to notify residents of an area about proposed land use changes within the area.
CENSUS_TRACT	US Census Bureau tract number (a geographic subdivision of a county).
CENSUS_BLOCK	US Census Bureau block number (a geographic subdivision of a tract).
TRAFFIC_ZONE	A number used by Countywide Planning Agency and Transportation Authority of Marin to denote a contiguous geographic area for which land use an transportation impacts are modeled.
CWP_AREA	A contiguous subdivision of Marin County used by the Countywide Plan for purposes of land use analysis. Each are is approximately an aggregation of Census Tracts.
CWP_CORRIDOR	A contiguous subdivision of Marin County used by the Countywide Plan for purposes of broad land use policy application.
CWP_MAP_NUMBER	The number of the land use map in the Countywide Plan in which this parcel resides.
URBAN_SERVICE_AREA	The name of the City or Town that provides or may provide services to this parcel.
SPHERE_OF_INFLUENCE	The name of the City or Town that asserts some authority to review land use changes on this parcel.
PARK	An alphanumeric code denoting what Federal, State or local park or Open Space Preserve this parcel belongs to.
LOCAL_COASTAL_PLAN	An alphanumeric code denoting that land use changes on this parcel are subject to discretionary review by the State of California Coastal Commission.
SUPERVISOR_DISTRICT	An alphanumeric code denoting the Marin County board of Supervisor District, a contiguous geographic area with political representation by one elected official.
BFC_ZONE	An alphanumeric code denoting that land use changes on this parcel are subject to land use regulation specific to property near the bay.
DAM_FAILURE_AREA	An alphanumeric code denoting that parcel within this area are possibly subject to flooding if the upstream dam

	breaks.
ALQUIST_PRIOLO_ZONE	An alphanumeric code denoting that this parcel is within 1000 feet of an earthquake fault. Prospective owners are required to be notified that they are within this hazard zone.
VOTER_PRECINCT	The County Elections Office voting precinct number in which this parcel resides.
ANADROMOUS	A "Y" or "N" flag to denote that this parcel is within or touches a buffer boundary around streams that have fish species deemed worthy of protection. Additional land use regulations apply.
STREAM_CONSERVATION_AREA	A "Y" or "N" flag to denote that this parcel is within or touches a buffer boundary around streams that are subject to an ordinance protecting stream habitats. Additional land use regulations apply.

Table 7.
Land Use Codes

11	Single Family Residential
21	Multifamily Residential
31	Agriculture
32	Open Space
41	Industrial
51	General Commercial
52	Office
53	Retail
54	Mixed Use
55	Commercial Recreation
81	Privately Owned Non-taxable
82	Publicly Owned Non-taxable
91	Vacant

Table 8 Metropolitan Transportation Commission Data for Marin County, Year 2020

MTC ZONE	Total Households	Household Population	Total Pop.	Employed Residents	Average Household Income	Total Employment	Retail Employment	Service Employment	Other Employment
1404	1129	2948	2948	1826	109916	1698	209	844	393
1405	1224	3187	3187	2018	68741	3370	728	1284	1223
1406	1077	2418	2423	1061	102341	3422	712	1309	826
1407	3097	7571	7696	4757	63972	9298	1120	5576	1640
1408	2874	6894	6918	4633	83542	3384	506	2227	445
1409	3144	8000	8034	4971	73652	3501	504	1986	403
1410	2487	5805	5829	4083	53310	1641	144	1199	28
1411	2943	7057	7754	4504	68671	2601	103	1287	1176
1412	4801	12251	12382	7715	65585	6764	1155	2867	2540
1413	1209	3129	3131	2056	92310	6708	500	4635	1057
1414	3190	8941	9004	5177	97220	833	82	527	207
1415	1540	3704	3794	1808	78632	2883	458	1785	508
1416	1007	2253	2503	1178	55624	1573	297	353	476
1417	144	330	330	223	78912	144	49	62	27
1418	1600	4000	4132	2063	68952	1082	306	333	426
1419	1450	3220	3220	2158	72038	567	108	319	118
1420	2915	7364	7437	4631	105427	2336	335	709	1233
1421	3109	6745	7204	3755	75756	6221	1303	2246	2488
1422	2908	7092	7188	4199	86207	4192	432	1812	1786
1423	2695	7099	7215	4017	97921	1219	95	914	162
1424	2459	4533	4903	3269	64673	7585	1343	3147	1824
1425	2542	6181	6750	4015	85225	5596	590	3015	1821
1426	2395	6009	6009	3344	154177	1236	183	505	414
1427	2692	6007	6465	4228	114405	3977	735	1859	1177
1428	3504	13254	13401	6488	51837	13046	1609	4587	4060
1429	2204	4801	4810	3524	73652	4116	769	1739	1162
1430	2895	6035	6345	4935	68321	8607	1703	4568	1755
1431	4059	8669	8737	6309	79263	2640	604	1309	518
1432	2137	4676	4883	3515	87680	3115	1387	1051	593
1433	1340	3141	3161	2482	87751	665	123	165	335
1434	2400	5355	5355	4021	73652	1612	577	705	285
1435	820	2450	2550	1210	158666	960	63	859	38
1436	2079	5133	5164	3461	186584	2880	617	1895	322
1437	3639	7135	7290	5214	106549	4743	524	3416	686
1438	3425	7953	7953	5732	97080	10872	2714	3364	3441
1439	172	372	6768	355	68110	1036	126	395	405
1440	3496	7183	7202	6391	111529	3114	1139	1204	695
1441	2500	5524	5524	3846	96028	4358	2088	1272	724
1442	2573	5985	6015	3977	138535	2726	696	1183	595
1443	2242	4536	4606	2788	109355	3827	1078	1892	734
1444	1972	4024	4255	2680	99114	1671	484	665	428
1445	2359	5448	5459	3470	170170	1320	363	494	402
1446	2575	5488	5677	3545	165330	2654	830	1049	682
1447	1009	2231	2231	1093	223901	1150	18	536	596
1448	4546	7799	7799	7467	120157	7831	2346	2779	1631
1449	1151	2664	2664	1662	51486	1175	192	537	358

MTC ZONE	Total Households	Household Population	Total Pop.	Employed Residents	Average Household Income	Total Employment	Retail Employment	Service Employment	Other Employment
1450	2865	6647	6660	4586	140289	1640	470	663	366
1451	2018	4739	4778	3597	124717	1319	399	548	244
1452	2237	4967	4967	3483	138886	2784	861	996	750
1453	272	604	684	354	112441	677	43	308	134
1454	1080	2446	2606	1226	84103	1212	435	590	177

Table 9 Factors used in Transportation Model (year 2030)

Area	Building Occupancy in 2030	Housing Occupancy in 2030	Households in 2000	Work at home 2000	Work at home percentage	Persons per household 2030	Group quarters population
Traffic Zone 84	1.00	0.95	1280	195	0.11	1.72	0
Traffic Zone 85	1.00	0.95	3235	320	0.11	1.72	12
Traffic Zone 86	1.00	0.95	1090	42	0.11	2.29	0
Traffic Zone 87	1.00	0.98	2663	485	0.11	2.32	14
Traffic Zone 88	1.00	0.96	777	96	0.11	2.36	41
Traffic Zone 89	1.00	0.96	1120	172	0.11	2.36	0
Traffic Zone 90	1.00	0.98	1024	199	0.11	2.34	27
Traffic Zone 91	1.00	0.97	216	95	0.11	2.22	0
Traffic Zone 92	1.00	0.98	1316	223	0.11	2.34	0
Traffic Zone 93	1.00	0.97	880	164	0.11	2.22	0
Traffic Zone 94	1.00	0.97	891	249	0.11	2.22	0
Traffic Zone 95	1.00	0.73	245	48	0.11	2.24	84
Traffic Zone 96	1.00	0.67	992	126	0.11	2.21	168
Traffic Zone 97	1.00	0.97	753	129	0.11	2.03	0
Traffic Zone 98	1.00	0.97	1358	140	0.11	2.03	64
Traffic Zone 99	1.00	0.96	1816	146	0.11	2.03	243
Traffic Zone 100	1.00	0.96	2283	253	0.11	2.36	6
Traffic Zone 101	1.00	0.97	558	126	0.11	2.16	20
Traffic Zone 102	1.00	0.97	1909	284	0.11	2.16	86
Traffic Zone 103	1.00	0.90	945	124	0.11	2.23	0
Traffic Zone 104	1.00	0.96	1392	138	0.11	2.33	0
Traffic Zone 105	1.00	0.96	121	13	0.11	2.33	0
Traffic Zone 106	1.00	0.96	0	0	0.11	2.33	0
Traffic Zone 107	1.00	0.97	1029	172	0.11	2.24	0
Traffic Zone 108	1.00	0.97	343	63	0.11	2.24	0
Traffic Zone 109	1.00	0.97	297	22	0.11	2.24	0
Traffic Zone 110	1.00	0.97	504	97	0.11	2.24	0
Traffic Zone 111	1.00	0.96	164	16	0.11	2.33	0
Traffic Zone 112	1.00	0.97	238	31	0.11	2.16	0
Traffic Zone 113	1.00	0.97	352	106	0.11	2.16	0
Traffic Zone 114	1.00	0.97	1292	198	0.11	2.16	18
Traffic Zone 115	1.00	0.97	359	46	0.11	2.16	0
Traffic Zone 116	1.00	0.98	1966	95	0.11	1.98	142
Traffic Zone 117	1.00	0.96	708	68	0.11	2.33	6212
Traffic Zone 118	1.00	0.95	2	0	0.11	3.9	0
Traffic Zone 119	1.00	0.95	1	0	0.11	3.9	0

Area	Building Occupancy in 2030	Housing Occupancy in 2030	Households in 2000	Work at home 2000	Work at home percentage	Persons per household 2030	Group quarters population
Traffic Zone 120	1.00	0.95	2391	66	0.11	3.9	31
Traffic Zone 121	1.00	0.95	603	11	0.11	3.9	106
Traffic Zone 122	1.00	0.98	837	62	0.11	2.19	0
Traffic Zone 123	1.00	0.98	1262	36	0.11	1.98	0
Traffic Zone 124	1.00	0.97	758	61	0.11	2.16	0
Traffic Zone 125	1.00	0.94	751	88	0.11	2.49	0
Traffic Zone 126	1.00	0.97	99	10	0.11	2.49	5
Traffic Zone 127	1.00	0.97	232	24	0.11	2.49	13
Traffic Zone 128	1.00	0.97	675	57	0.11	2.49	12
Traffic Zone 129	1.00	0.98	994	65	0.11	2.19	9
Traffic Zone 130	1.00	0.97	2163	310	0.11	2.53	0
Traffic Zone 131	1.00	0.97	2337	250	0.11	2.24	428
Traffic Zone 132	1.00	0.96	312	18	0.11	2.08	86
Traffic Zone 133	1.00	0.96	41	2	0.11	2.08	10
Traffic Zone 134	1.00	0.96	321	17	0.11	2.08	100
Traffic Zone 135	1.00	0.96	1637	190	0.11	2.08	59
Traffic Zone 136	1.00	0.98	3620	263	0.11	2.15	63
Traffic Zone 137	1.00	0.96	183	13	0.11	2.08	28
Traffic Zone 138	1.00	0.95	755	109	0.11	2.94	94
Traffic Zone 139	1.00	0.96	298	49	0.11	2.2	0
Traffic Zone 140	1.00	0.96	1182	155	0.11	2.2	178
Traffic Zone 141	1.00	0.96	563	96	0.11	2.2	4
Traffic Zone 142	1.00	0.98	1554	229	0.11	2.53	39
Traffic Zone 143	1.00	0.95	690	110	0.11	2.36	0
Traffic Zone 144	1.00	0.95	595	93	0.11	2.36	18
Traffic Zone 145	1.00	0.95	890	91	0.11	2.25	11
Traffic Zone 146	1.00	0.95	1515	156	0.11	2.25	0
Traffic Zone 147	1.00	0.98	1377	145	0.11	2.23	19
Traffic Zone 148	1.00	0.98	680	117	0.11	2.53	19
Traffic Zone 149	1.00	0.98	522	95	0.11	2.53	6
Traffic Zone 150	1.00	0.96	1480	207	0.11	2.5	139
Traffic Zone 151	1.00	0.73	938	145	0.11	2.24	262
Traffic Zone 152	1.00	0.76	1299	191	0.11	2.44	94
Traffic Zone 153	1.00	0.97	240	25	0.11	2.46	62
Traffic Zone 154	1.00	0.97	1631	234	0.11	2.46	349
Traffic Zone 155	1.00	0.97	219	43	0.11	1.82	109
Traffic Zone 156	1.00	0.99	866	0	0.11	2.18	19
Traffic Zone 157	1.00	0.99	872	123	0.11	2.18	195
Traffic Zone 158	1.00	0.99	1067	92	0.11	2.18	218
Traffic Zone 159	1.00	0.99	33	0	0.11	2.18	0
Traffic Zone 160	1.00	0.97	91	5	0.11	1.82	0
Traffic Zone 161	1.00	0.97	0	0	0.11	1.82	0
Traffic Zone 162	1.00	0.97	537	29	0.11	1.82	111
Traffic Zone 163	1.00	0.98	299	39	0.11	2.47	22
Traffic Zone 164	1.00	0.98	1782	220	0.11	2.47	43
Traffic Zone 165	1.00	0.98	523	70	0.11	2.47	24
Traffic Zone 166	1.00	0.98	0	0	0.11	2.47	0
Traffic Zone 167	1.00	0.97	447	17	0.11	1.82	38

Area	Building Occupancy in 2030	Housing Occupancy in 2030	Households in 2000	Work at home 2000	Work at home percentage	Persons per household 2030	Group quarters population
Traffic Zone 168	1.00	0.97	873	48	0.11	1.82	180
Traffic Zone 169	1.00	0.97	2	0	0.11	1.82	0
Traffic Zone 170	1.00	0.98	339	42	0.11	2.65	13
Traffic Zone 171	1.00	0.98	601	54	0.11	2.65	47
Traffic Zone 172	1.00	0.98	804	140	0.11	2.65	25
Traffic Zone 173	1.00	0.98	641	80	0.11	2.65	24
Traffic Zone 174	1.00	0.97	0	0	0.11	1.82	0
Traffic Zone 175	1.00	0.98	641	81	0.11	2.47	6
Traffic Zone 176	1.00	0.98	879	33	0.11	2.37	64
Traffic Zone 177	1.00	0.98	663	25	0.11	2.37	48
Traffic Zone 178	1.00	0.98	1732	218	0.11	2.47	16
Traffic Zone 179	1.00	0.98	165	17	0.11	2.45	1
Traffic Zone 180	1.00	0.98	522	54	0.11	2.45	4
Traffic Zone 181	1.00	0.98	124	10	0.11	2.47	0
Traffic Zone 182	1.00	0.98	760	68	0.11	2.47	3
Traffic Zone 183	1.00	0.95	255	34	0.11	2.6	0
Traffic Zone 184	1.00	0.96	1640	99	0.11	2.36	17
Traffic Zone 185	1.00	0.96	498	43	0.11	2.58	2
Traffic Zone 186	1.00	0.96	1200	86	0.11	2.58	25
Traffic Zone 187	1.00	0.96	463	28	0.11	2.36	5
Traffic Zone 188	1.00	0.96	287	17	0.11	2.57	11
Traffic Zone 189	1.00	0.96	100	7	0.11	2.61	0
Traffic Zone 190	1.00	0.96	896	67	0.11	2.61	0
Traffic Zone 191	1.00	0.95	726	95	0.11	2.6	0
Traffic Zone 192	1.00	0.96	287	0	0.11	2.57	11
Traffic Zone 193	1.00	0.96	1304	120	0.11	2.57	54
Traffic Zone 194	1.00	0.98	2474	245	0.11	2.42	623
Traffic Zone 195	1.00	0.98	2699	168	0.11	2.84	56
Traffic Zone 196	1.00	0.96	1726	107	0.11	2.57	24
Traffic Zone 197	1.00	0.97	890	86	0.11	2.62	2
Traffic Zone 198	1.00	0.96	0	0	0.11	2.61	0
Traffic Zone 199	1.00	0.96	0	0	0.11	2.61	0
Traffic Zone 200	1.00	0.96	0	0	0.11	2.61	0