



# Marin County

**Spring 2017 Public Engagement: Comments from Marin County**  
**Marin County Public Workshop & Open House -- Saturday, May 20, 2017**  
Mill Valley Community Center, 180 Camino Alto, Mill Valley  
8:30 a.m. to 1 p.m.

## ACTION PLAN STATION FEEDBACK

*The **Action Plan Station** described proposed actions outlined in Draft Plan Bay Area 2040 to specifically address housing, economic development and resiliency. On three accompanying boards, participants were asked their ideas and encouraged to post their feedback. Below are the comments submitted at the boards for Housing, Economic Development and Resiliency.*

### Housing

- 1 Use inclusionary housing rewards. Do not isolate affordable communities or high rises with no amenities (elderly and youngsters) and nearby care-afterschool programs.
- 2 Reduce local UGBs by 75% and develop.
- 3 Help municipalities and the County to do what it takes (zoning, regulations, incentives) to put housing at our 6 shopping centers (Strawberry, Village, Town Center, Northgate, Rowland, Bon Air).
- 4 Outside the box - unconventional - revolutionary housing solutions. Some ideas at International Living Future Inst., Living Communities Challenge, Living Building Challenge.

### Economic Development

- 5 Replace the lingo, refer to Entrepreneurship (#1), Living Wage Jobs (#2) --not just "jobs".
- 6 See Ernesto Siroli and his book "Ripples from the Zambezi" and a very popular Ted talk by Ernesto. Re: Supporting micro enterprise, new entrepreneurs.
- 7 I didn't get the emphasis on "goods movement". Freight trains? Oakland port development? More semis on the highway? This will take expensive research and recruiting.
- 8 Provide guidance, manpower and funding. Assist counties in attracting "clusters" of employers -- healthcare, biotech, software, renewable energy, etc.
- 9 Organizer core community/neighborhood "tech centers" for advocated work at home businesses (independent and branch corporate part-time home + "office complex" structures to relieve commute and foster independent creativity.
- 10 Is Plan Bay Area 2040 really designed to accommodate growth that is forecasted to occur, or to also promote the same growth that is trying to direct (into PDAs)? How much is the Plan self-promoting? i.e. promoting growth and thereby making it more difficult to provide housing and transportation?

## Resiliency

- 11 Regional Governance: Leading from the Emerging Future: From Ego to Eco System Economies (book)  
Theory U group
- 12 Windtunneling.com. Jane Lorrard (former Green MBA co-founder), Bruce McKensie (Consultants)
- 13 Disallow any further building in projected (->50 years) flood zones. (Duh)
- 14 Orderly Retreat: gather data on homes/buildings destined to be flooded; municipalities/county purchase these in priority order; lease back to tenants until it becomes untenable; move or tear down.
- 15 Re: Resilience Housing Projects: Do not encourage or permit affordable housing on already identified flood plains (future potential inundated new developed parcels).
- 16 Possible future plan: risk avoidance, skew future development uphill and inland
- 17 Drawdown: educating women/girls; empowering women/girls; family planning.

## ACTIVITY STATION FEEDBACK

The **Activity Station** offered participants seven prompts to share additional ideas for how to address housing, economic development and resiliency. Below are the comments received at the Marin County public workshop and open house.

### *The best way to create more housing in the Bay Area is...*

- 1 International Living Future Inst., their Living Communities and Living Buildings challenge.
- 2 Eliminate building code restrictions, i.e. "x" number of parking places for Jr. 2nd units.
- 3 Build more transit-oriented development!

### *To keep the region's economy growing, we should...*

- 4 Set up lots of sustainable business free-to-the-public support centers i.e. Ernesto Sirolli-style (see his TED talk/book).
- 5 Stop trying to manage it - central planning does not work. Learn from Venezuela and other centrally planned economies.
- 6 Leave it alone.

### *To prevent displacement, I recommend...*

- 7 Allow communities to do planning, not central planning that rewards political insiders.
- 8 Housing options at all income levels.

### *To solve the Bay Area housing crisis, I recommend that we...*

- 9 Allow the people to build housing of their own choice and free will.

### *We can create a more resilient Bay Area by...*

- 10 1. Listening to the people 2. Listen to the markets. 3. Respect independence and freedom.
- 11 Implementing region-wide systems thinking models. (See Presencing.org, the M.I.T. Theory U group.)

### *We need a transportation system that...*

- 12 Reliable, frequent and cheap.
- 13 Prioritizes bus rapid transit on highways with bike lanes connecting neighborhoods.
- 14 Takes BART from Richmond to San Rafael.
- 15 Gives people a viable alternative to driving.
- 16 Acknowledges the needs of workers that serve local clients - not just commuters.
- 17 Doesn't penalize mobility costs for small business and labor.
- 18 Does not kill wildlife.

## FEEDBACK VIA WRITTEN COMMENT FORMS

*Some participants submitted additional comments via a comment form available at the open houses. Below are comments received at the Marin County Open House.*

- 1 Please stop trying to tell us how to live. We want to decide for ourselves. Accept the fact that your idea for "transit housing" will cause a health epidemic. Stop your mission creep, and do your job. Fix the roads.
- 2 If you do not build, they won't come. Our infrastructure is overtaxed. Population growth is ill-advised until the "hugely transformative" transportation changes are accomplished. We have one of the 4 worst traffic situations in the country in our MSA. Shame on you! I do not trust MTC or ABAG.
- 3 Get rid of the state's mandates. They are way beyond their useful life! Archaic.
- 4 Matt said that PBA will not fund transportation improvements...that's disappointing if true. I hope that regional and local development plans should be coordinated with transportation funding, which is the prime \$ source available for influencing the form of our future. After the Q&A, I understand it better. Thank you.
- 5 Thank you for an informative and successful workshop. Public displays were helpful, speakers knowledgeable and responsive to questions! This is a great model!
- 6 We need raw numbers used in the (not legible) approximations. Give us the raw #s, don't interpret them for us.
- 7 I would like to know to what extent the projections account for projected sea level rise and increased adoption of low emission electric vehicles. It would be unfortunate to try to develop less dense areas to reduce GHG only to discover that the development doesn't achieve that end. Once green space is ceded to development, it never goes back and that is the unique value of Marin. Let's not lose our unique value in a misguided attempt to lower GHG.
- 8 It is patently absurd that you represent that additional HOUSING will make Marin more walkable, environmentally friendly. New housing will be occupied by people who work outside of Marin - as there are very few employers in Marin which provide employment suitable for our demographic. If you were doing comprehensive planning, we would be adding new employers, not more housing!
- 9 Need a US flag and start with Pledge. Marin has always been a bedroom community with most commuting to SF. Quality of life (i.e. open space) has come at expense of homeowners. Local control. This is all a bunch of BS.
- 10 Increase the GG bus service and get out of this regional nonsense and support residents by reducing taxes.
- 11 1. If MTC were to move aggressively on fixing the Richmond/San Rafael bridge lane addition, it would: (1) solve the 101/580 congestion; (2) reduce the idling car pollution (GHG). This will impact future plans greatly. Stop the foot dragging.
- 12 Bicycles are a very minor part of transportation. Why all the money going to bike lanes, etc. as a transportation solution? It doesn't make sense!
- 13 Excessive regulation and permitting drives up the cost of housing. Why is this regulatory fetish encouraged?
- 14 Bay Area youth commissions should be more involved in long-term transportation planning.
- 15 If housing production (and affordability) can't keep up, how can we slow the economy?
- 16 Need to make clear the impact of SB1 and RM3 revenues.
- 17 *Marin workshop format is MUCH better than open houses in other counties.*
- 18 If funding should be proportionate by mode, shouldn't investment in bicycles be very low?
- 19 The proposed PDA-brand approach needs to be supplemented by incentives and emphasis for CBDs (central business districts) and traditional town centers. There are the historic transit-oriented developments in Marin, walkable and service-rich. This approach would complement the emphasis on the region's traditional big cities. It would also decrease the tendency for local jurisdictions to avoid more housing by not adopting PDAs.
- 20 I oppose creating a fast, for fee lane on our highways. These faster lanes will only be used by the well-to-do. Their wealth (our wealth) has been created on the backs of the poor, who will not have the benefits of the transport expansion. Fee lanes are unfair! Creates burdens on the people and families of those who have been the basis a wealth - those who have + do support the livelihood and conveniences we enjoy. We must not create more difficulty for them. Funds must go to supporting public transit, buses.
- 21 I prefer the EEJ alternative.

## FEEDBACK VIA WRITTEN COMMENT FORMS

- 
- 22 Marin City is most diverse community and is built out - it always is the "last resort" for Marin AFFH report.
- 
- 23 Silos are well and alive, as relates to info flow from professional teams and most vulnerable families not spoken about. even at UCB in our Comm. Economic Discussion MTC/ABAG -- how to solve the lack of information getting to the regular folks of Marin Co.?
- 
- 24 Marin City has 3 PDAs and needs a voice in this process that sets policies up high that affect people in Marin City. Please reach out to Marin City! Please come to Marin City! - How to have equity in community engagement.
- 
- 25 This forum is better than the previous attempt to explain the 2013 version; however, smoke and mirrors still appear to exist. The most reasonable ideas came from Brad Paul who appears to be the only employee of either agency who actually has some understanding of issues in Marin and how the residents wish to move forward. By the way, Marin City, a PDA, is not part of or near a big city. So why is it a PDA area?
- 
- 26 There is a major unaddressed need in Marin, namely transit access to open space. It is not only one of traffic and GHG reduction, but one of equity, since transit would allow accessibility of open space to communities that are currently excluded. Transit agencies in Marin (not just Marin - there is very poor connection between the Marin transit opportunities and SF Muni - this needs to be fixed) need to coordinate their services with the land managers such as the NPA-GGNRA, Marin Open Space, and (best opportunity) One Tam. The last organization was set up to provide the coordinated management needed. This is an important opportunity and needs more attention.
- 
- 27 **Climate Protection:** the Plan's "target" is "reduce per capita CO2 emissions". This is a soft target not commensurate with the scale of the problem. The target should be "decarbonize the Area's energy economy". Nothing less is adequate. PDAs?
- 
- 28 **Sea level rise:** the geomorphology of the area will be drastically changed by 2040 - by anthropogenic sea level rise. The Plan omits this factor.
- 
- 29 **Transportation:** Regional transportation system improvements. Where is Rte. 37? Underwater? Bridge? RR?
- 
- 30 **Water supply:** Climate change will bring more extreme weather events and prolonged droughts. Population growth is consuming ground water and aquifers. Where is this feature of the future in The Plan? Mitigation? Conservation? Efficiency?
- 
- 31 **Housing Affordability:** if housing is to be focused and sprawl contained, focused housing in population centers must be affordable. The Plan's formula for making this added housing (a huge swath of occupancy) affordable is implausible, vague and insufficient. This is the central issue - how to house the growing workforce decently and affordably. The more workforce is concentrated near employment, the less capital investment in already strained transportation modes will be required.
- 
- 32 **Making the case:** there is a small, vocal, highly energized minority of residents (at least in Marin) locked in ideological opposition to "planning" - viewing ABAG as a sinister plot by developmental forces to impose, from above, unwanted density and controls on an innocent "local" populace. The Plan needs arguments to counter this pseudo-populist minority ostensibly giving voice to alleged "localism". Explicitly. (The "anti-growth" faction relies on misinformation.)
- 
- 33 I suggest a platform such as [windtunneling.org](http://windtunneling.org) to do two helpful things: 1) collect a lot of input from a diverse constituency; 2) take the temperature of workshop/meeting attendees prior to the event to empower speakers to address top-line concerns off the bat.
-