

# Marin County

## Plan Bay Area Spring 2016 Public Workshop and Open House Summary



**Saturday,  
June 4, 2016**  
8:30 am to 1 pm

**Corte Madera Community Center**  
498 Tamalpais Drive  
Corte Madera

**Approximate Attendance**  
125



### Scenarios Station Feedback

The Scenarios Station included displays that allowed residents to review the scenarios in detail, with a focus on their county. On accompanying boards, participants were asked to post feedback. Below is a sampling of the comments submitted. Visit PlanBayArea.org to view the complete list.

**Are there aspects of each scenario that, if combined, will help to meet today's challenges while laying the groundwork for future success? If so, which ones?**



- Co-locate housing and jobs (i.e., work for co-housing near work places)
- It seems that some of the population projections are unfounded
- Maintain current open spaces
- Take into account community history – some communities already have a large number of apartments ... having done that “before it was fashionable,” there is no further developable land consistent with existing layout and traffic; give Larkspur and other similar cities credit for past efforts

**What is the toughest challenge our region will need to address for the next generation?**



- Sea level rise
- Workforce housing
- Open access fiber based broadband infrastructure to the premise

**What ideas do you have for helping to address this challenge?**

- Build non-auto infrastructure to support moving people out of cars

## How can we help prevent displacement of long-time residents and best address the lack of affordable housing in the Bay Area?



- Build senior housing in small infill developments. The community will not oppose that.
- Historic preservation; community land trust. Innovative solutions for Marin City. Preserve people and place. It is integrated already.
- Utilize existing built housing by enabling junior second units.
- Encourage senior “help” organizations for aging in place.

## Which present-day transportation investments do you see providing the most benefits for existing and future Bay Area residents?



- Why is there only one bus per hour across the Richmond-San Rafael Bridge?
- One of the fastest growing (and cheapest) transportation alternatives is the bicycle, especially e-bikes. We need to plan for them.
- Support for solar power and electric cars
- Increase public transit, including rail, bus and ferry services



## Places of the Bay Area Station

The Places of the Bay Area Station offered the opportunity to participate in a Bay Area-wide initiative to inspire residents in creating and sharing stories about the various places in our lives. Below is a sampling of photos taken at this station at the Marin County open house.





## Plan Bay Area 2040 -- Spring 2016 Public Engagement

### Marin County Public Workshop and Open House

June 4, 2016

Corte Madera Community Center, 498 Tamalpais Drive, Corte Madera  
8:30 a.m. to 1 p.m.

#### *Public Workshop Comments*

Comments after “Introduction to Plan Bay Area 2017” by ABAG Deputy Executive Director Brad Paul and MTC Deputy Executive Director Alix Bockelman:

- Repeal SB 375
- 15% reduction is unambitious, 50% by 2030 is a better goal
- Ridesharing apps have potential to dramatically reduce congestion
- Failed road systems in North Bay

Comments after “Forecasting Future Growth” presentation by Cynthia Kroll, ABAG Chief Economist:

- With employment comes housing demands, 30K new jobs seems like a lot for Marin County
- Marin County is often an outlier in projections on employment & housing
- Projections seem high for jobs in particular
- Local developers failing to answer questions about traffic & more
- Marin is beautiful & unique county worth preserving

Comments after “Scenarios/Performance Evaluation” presentation by MTC Principal Planner Matt Maloney and ABAG Deputy Executive Director Brad Paul:

- Local governments have already weighed in on development
- Housing projection should be based on permitted housing in the last 5 years
- Job/housing should be further broken down by income/price
- Transit across the Bay Area needs more \$ for operations
- Connected neighborhoods gets Marin County the housing it needs in walkable neighborhoods
- Scenarios need to provide more info on environmental impacts, especially regarding watershed
- Connect PDAs to PCAs
- Critical to match PBA to local general plans
- Doesn’t seem to be a way to ensure that people who move into transit oriented developments actually use transit
- Methodology behind projections is complicated & should include “confidence intervals”
- Frustration with lack of bus options to connect counties
- Flooding is an expensive & environmentally hazardous threat
- Job growth has been astronomical & transportation & housing has not kept up
- Marin County has traditionally been a bedroom community
- Imported services from the city
- NOAA Study on sea level rise & GHG
- Look at great examples of affordable housing such as Hong Kong

*Comments Received at Open House Scenarios Station, on the Feedback Display Boards*

After reviewing several display boards describing Plan Bay Area 2040 and the alternative scenarios for what the Bay Area could look like in 2040, as well as talking with MTC and ABAG staff stationed at the display boards, participants responded to the four questions below.

<b>Are there aspects of each scenario that, if combined, you feel will help to meet today's challenges while laying the groundwork for future success? If so, which ones?</b>		<b>County/ Source of Comment</b>
1	Analyze types of jobs and housing needed for these, and co-locate these aspects (i.e., work for co-housing near work places).	Marin
2	Connected Neighborhoods!	Marin
3	It seems to me that some of the population projects are unfounded. Certainly that seems to be the case respecting Larkspur. Our population has increased from ___ to 7500 between 1880-2016. I cannot imagine another 1900 being added in 20 years.	Marin
4	Maintain current open spaces.	Marin
5	Taking into account community history, some communities, like Larkspur, already have a large number of apartments and have never done revenue planning and have sought jobs/housing/balance in larger developments. Having done that "before it was fashionable," there is no further developable land consistent with existing layout and traffic. Please give Larkspur and other similar cities credit for past efforts.	Marin
6	All of the proposed scenarios ignore the influence that the quality of schools have on a family's decision on where to live. More work on the schools-neighborhoods nexus is needed.	Marin

<b>What is the toughest challenge our region will need to address for the next generation? What ideas do you have for helping to address this challenge?</b>		<b>County/ Source of Comment</b>
1	Sea level rise may be very abrupt and more than predicted (e.g., Ross ice shelf-calving will cause immediate increase of tens of feet - up to 200). Thermal expansion <u>(not legible)</u> is the 2M, by 210K scenario.	Marin
2	Building non-auto infrastructure to support moving people out of cars.	Marin
3	Open access fiber based broadband infrastructure to the premise.	Marin
4	Workforce housing.	Marin
5	Sea level rise.	Marin

<b>How can we help prevent displacement of long-time residents and best address the lack of affordable housing in the Bay Area?</b>		<b>County/ Source of Comment</b>
1	Wordsmith affordable housing! People think only when affordable housing is stated or printed "omg" welfare people! This is incorrect and needs a new label.	Marin
2	Build senior housing in small infill developments. The community will not oppose that.	Marin
3	Historic preservation. Community Land Trust. IMI and IMCP. Federal programs. Innovative solutions for Marin City. Preserve people & place. It is integrated already.	Marin

4	Not much about families.	Marin
5	Utilizing existing built housing by enabling junior second units, etc.	Marin
6	Encourage senior "help" organizations for aging in place.	Marin

	<b>Which present-day transportation investments do you see providing the most benefits for existing and future Bay Area residents?</b>	<b>County/ Source of Comment</b>
1	Design and complete the 101/580 connector system in Marin County.	Marin
2	We have already spent too much on bicycle infrastructure without providing any traffic improvement.	Marin
3	Direct connection of 101 to 580 in San Rafael.	Marin
4	Fund the 101 narrows!	Marin
5	Build the 11-mile long regional multi-use path alongside SMART.	Marin
6	QR codes for paper products. I would like to use my phone.	Marin
7	Why is there only one bus per hour across the Richmond San Rafael Bridge?	Marin
8	One of the fastest growing (and cheapest) transportation alternatives is the bicycle, especially e-bikes. We need to specifically plan for them.	Marin
9	Increase public transit, including rail, bus and ferry services.	Marin
10	Please stop deluding yourselves that people will start walking or biking if you make it too painful to drive. We won't! I'm in my 60s and won't bike.	Marin
11	Alternative transportation can be made more functional and, importantly, faster and more cheaply (than highways) by leveraging technology (e.g., app-based rideshare or bikeshare with the technology in the bikelock).	Marin
12	Recognizing that biking and walking can play a significant role and fund them accordingly.	Marin
13	Supporting solar power and electric cars.	Marin

### *Comment Forms Submitted at the Public Workshop and Open House*

	<b>Comments –Marin County</b>	<b>County/ Source of Comment</b>
1	I would like to see a list of assumptions in each topic/scenario to achieve the results. These assumptions should be further discussed with jurisdictions to see if there is support, and then after the preferred scenario is established, the Plan should be required to streamline the implementation of the assumptions. Examples of assumptions I can see: inclusionary housing, commercial Impact fee, business subsidies, transit subsidies, second units, programs to stop displacement, green infrastructure, open space preservation and funding. Also, model assumptions - there was some talk that DOF vs. ABAG/MTC housing assumptions makes an assumption of "getting rid of restrictions to allow housing." Well, then let's further that conversation and make it happen. Similarly, for other policies, MTC/ABAG could streamline implementation by providing funding assistance, such as nexus studies or model ordinances, best practices, to implement assumptions, such as inclusionary housing or establishing a range for fees.	Marin

2	Technologies, such as information system integration between all Bay Area planning entities - local, county, Bay Area - seems a good function for ABAG. Info such as "Vital Signs" could let everyone have the same info on #5. Adding unit counts on road, transit passenger volumes and wait times would start discussions of priorities with less time spent on the # difference. Long-term support of "smart meter" type tech should have a place in discussions over resource (i.e., the \$300) distribution.	Marin
3	When looking at new housing, we have many soon-to-be seniors in single-family residences (SFRs) who will want to move soon to housing requiring less maintenance. If senior housing (in any of its many forms) were emphasized, this would free up SFRs for younger families. So what does MTC/ABAG know about the best kind of housing for seniors to foster long healthy lives? I submit that housing seniors where they can safely <u>walk</u> to necessary services (grocery, pharmacy, library, transit) is far preferable to remote standalone senior facilities. Please allocate some resources to understanding what the <u>best form</u> of senior housing would be, to encourage that. Some options: -- Senior co-housing -- Infill development near services (multi-generational) built with ADA features in some apartments (wheelchair-friendly) -- Particular attention/resources applied to wide, smooth, well-connected sidewalk network with curb cuts and countdown signals -- Is there a survey of seniors that would help define types of housing that fosters physical and mental health in seniors? -- More car-free, multi-use paths	Marin
4	Excellent projections by Cynthia show we have already had <u>50%</u> of the job growth in the last 5 years that are projected for 2010-2040. This implies there will be a five-fold <u>slowdown</u> in job growth to achieve the level of projected future growth. The present boost in home prices in Marin shows that the <u>demand</u> is much greater than the supply of housing. -- Pursue the Connected Neighborhoods option as the preferred option and render more details of how transit, bike and walkability standards can be realized within that option. -- Downtown, mixed-use, more dense homes over retail, business, and other services is a great form that has worked in Marin since the time of our electric trains. -- Finally, increase the....(sic)	Marin
5	Questions: - What do we know about the relative contribution of different factors to the north-bound congestion on Highway 101 in southern Marin? - How much is it people with jobs in SF going north and over San Rafael Bridge to East Bay vs. local-generated traffic?	Marin
6	I came late. Will read handouts. More publicity earlier about this event would have been helpful. I just learned about the CM event last night.	Marin
7	Please apply all resources useful to complete 101/580 connectors in Marin. - Begin local (not legible) on gathering comments - Open a design competition - Poll property owners to see if they are willing to sell/give up "air rights" for connector. - Create a long-term schedule to achieve the design, construction for this necessary connector.	Marin
8	Several years ago a "no clue" proposal was presented to solve the gridlock after Eliseo Drive in Greenbrae getting onto 101 South. And the same overall area, from	Marin

	<p>the south in the evening, getting off 101, then east past Larkspur Landing to Richmond Bridge - the same is true in San Rafael at Bellam Blvd. It is <u>less</u> the bridge going east and <u>more</u> these two intersections. What plans are there, say next 5 years, to fix this? P.S.: Just because fly-overs were shot down by local governments, it is <u>not</u> a reason to give up!</p>	
9	<p>I would like ABAG to look more closely at their projections and not rely solely (or so heavily) on models. Cynthia joked about the projections not being able to be accurate, but we in Corte Madera aren't laughing. It's because of ABAG's <u>inaccurate</u> projection of our population growth and needing to add more housing that we allowed (felt forced) the Win-Cup complex to be constructed. We now are stuck with this urban style (close to the street) complex that is totally out of character with Corte Madera's mostly low-profile and long setbacks from our streets and designed to preserve our views of Mt. Tam and the Bay.</p>	Marin
10	<p>There was no discussion as to the increasing impact of tourist traffic to both the State and National parklands, or the increase of this visitation as a consequence of the planned for increase in the Bay Area's population. We are disproportionately impacted and IMO should receive both consideration and compensation for it.</p>	Marin
11	<p>More housing encourages more people to move here. Marin was not designed for so many more people! Think of Blithdale, Sir Francis Drake in Ross, Tam Valley and parts of Tiburon Blvd. These roads are one lane each way and can only be converted into two lanes each way by utilizing Eminent Domain. Everyone I know does not want all of this growth! The roads in Marin are going to be more like parking lots if your projections become reality.</p>	Marin
12	<p>I've worked for County of Marin Supervisors for 10 years and following AB 32, SB 375 and PBA for years. Reducing GHG emissions as a means to slow the devastating effects of climate change is the focus of my work.</p> <ol style="list-style-type: none"> <li>1. I'm stunned that you project a mere 15% reduction in CO2e. I would suggest that PBA aim to exceed state requirements, and that MTC put a great deal of funding towards electric vehicle infrastructure.</li> <li>2. ABAG should step up collaborative relationships and efforts with county and local jurisdictions to shift the imbalance of types of jobs and types of housing, i.e., service jobs and stratospheric housing costs, which will make transportation alignment. (sic)</li> <li>3. Take into account sea level rise!</li> </ol>	Marin
13	<p>If the Bay Area wants to be serious with Bay Area planning and transportation:</p> <ol style="list-style-type: none"> <li>1. take down St. Quentin and make it a transportation and housing hub (sic). Imagine solar/green ferries going all over the Bay Area. The housing could be in the S.Q. hills.</li> <li>2. Bring BART to Marin with a new bridge going to Black Point. Genius!</li> </ol>	Marin
14	<p>Projections show an aging society which creates minimum wage jobs in Marin County. This creates a growing service industry, who cannot afford to live in Marin. This creates additional traffic. Many people can't use public transportation because of service industry restrictions (routes, lines). How can we overcome this divide with traffic projections, push more people out of the area? (sic)</p>	Marin
15	<p>European cities also have many, many <u>large</u> public squares and big green spaces where people can go, even in very dense cities. We see the opposite here, where large spaces for public are considered uneconomical <u>or</u> never part of the planning <u>when high density projects are proposed</u>. The numbers proposed seem very high, despite the economist's assurances. I don't think the numbers are actually sustainable locally. Our parks are getting loved to death.</p>	Marin

16	Please contact Royce McLemore, current president of GGVRC, to get the info of an innovative "interconnectivity project" for GGV Marin City - "SGC." I am a member of Friends of GGV and Marin City. We would appreciate a chance to present this project to Plan Bay Area 2040.	Marin
17	Thank you for providing this lengthy discussion of PBA for Marin. I was pleased at the lack of negative comments from the audience. Today's format will weaken the opponents' arguments against PBA not giving them the opportunity to learn about PBA or the opportunity to ask questions.	Marin
18	Continue efforts to incentivize infill development.	Marin
19	Improve the CEQA SB 375 exemption to apply to more projects, including definition of what constitutes compliance with SCS.	Marin
20	Address the disconnect in air quality regulations restricting new housing near transit routes and freeways.	Marin
21	Thanks for your work on these important topics. Please consider other measures that reflect the hardships inflicted by our housing crisis, such as: 1. Increases in median rents 2. Number of evictions 3. Percentage of Section 8 vouchers lost due to inability of the participant to lease up. Thanks again!	Marin
22	MTC need not eliminate ABAG and needs to reinstate minority and elderly and disabled advisory councils now, June 4, 2016.	Marin
23	Wincup Development horrible construction and development by CA law. Held accountable for all physical conditions 100% and most by law. Tell persons who will live these and disclose this too!	Marin
24	EIR value infill housing Quality plus for overall Reasonable priced housing	Marin
25	There is so much back story to every issue on today's agenda. I am not up to speed. What I do know is in my small town of Mill Valley, the traffic ALL DAY has become unbearable. Between the Feds encouraging tourism to Muir Woods and the Coast, parents driving kids, contractors in and out, the personality of MV is unrecognizable to what it was even five years ago.  If I get a vote, I vote for Big Cities scenario.	Marin
26	Hello. I am a former urban planner. I used ABAG, MTC, BAAQMD forecasts and plans in my work. I am not nearly as concerned with the accuracy of forecasts as with the <u>process</u> going on to produce them.  These public meetings are <u>really</u> important, and new since my planning days (1963-98). Don't be discouraged by naysayers and blowhards. The fact that you are <u>listening</u> is important.	Marin
27	This was a much better workshop/open house than the workshops of four years ago. Fortunately there were no clickers! The staff was better prepared and more respectful. Cynthia Kroll was wonderful! So was Brad Paul. Matt Maloney's presentation strayed into background, and Vital Signs then rushed the scenarios so it was not possible to pick up much.	Marin
28	1. I recommend adoption of the "Connected Neighborhoods" model. 2. I question the feasibility of the Performance Target #5, regarding decreasing	Marin

	household income on transportation and housing. It's a great idea, but is there any reasonable way to accomplish this goal?	
29	Marin County and Sonoma County happen to enclose scene beauties important to worldwide visitors. So these resources should be preserved for all people notwithstanding any resentment of "NYMBY" motives of local Marin-Sonoma residents.	Marin
30	Should have a sea level rise map to show cost of development compact of shoreline conservation.	Marin
31	Program did not begin until 10 AM, yet meeting was promoted as starting at 8:30 AM. This is inadequate public notice!	Marin
32	Thank you for putting this together. - Marin needs more housing. Hopefully we can develop our downtown areas. - Need more transit options and better connections. - Keep putting pressure on Marin; we need to do our part.	Marin
33	Need to include bicycle/pedestrian pathway network within each county as another mode of transport that both reduces adverse health impacts, reduces greenhouse gases, etc.	Marin
34	What about water? What about the expense of expanded sewage lines and treatment?	Marin
35	Prefer Big City Scenario. Cities have actively sought to add jobs; they should provide the housing to go with the jobs.	Marin
36	My preferred scenario is "Big Cities" because it seems to be the only one which protects Marin. My priority is the preservation of Marin as a great place to live, work, raise kids, and play. Our watershed cannot support us 100% now and cannot sustain higher population. Similarly without transportation/highway infrastructure, our sewage infrastructure, and our over-crowded schools.	Marin
37	Appreciate the large space and open interactive format. Continue to be very concerned about <u>unchallengeable</u> growth assumptions driving this; that economies can grow and grow without ever going bust and without considering horrible consequences such as water impacts, food and goods needing to be transported from further away, etc. And very concerned how state's "one size fits all" mandated numbers are often completely unrealistic locally. So appreciated Brad Paul's comments on every topic. The environment cannot be an afterthought. It's a bit disingenuous to say all planning is still done locally if local planners are given <u>mandated numbers</u> without really considering local conditions.	Marin
38	Live long, live well. Senior housing needed.	Marin
39	Traffic is our major problem – not discussed fully. Major issue.	Marin
40	MTA <u>must</u> fund EV charging infrastructure and the focus on GHG emission reduction should drive policy more <u>obviously</u> . A 15% reduction in GHGE is ridiculously low.	Marin
41	To improve traffic flow, install roundabouts in strategic intersections. Traffic lights cause back up at busy times.	Marin
42	Big Cities plan makes the most sense for all involved communities.	Marin
43	Since you invited us here to help select the scenario, my choice would be the Big Cities scenario.	Marin

## *Places of the Bay Area Station*

Places of the Bay Area is a Bay Area-wide initiative to inspire residents in creating and sharing stories about various places in our lives. Public Workshop/Open House participants were asked to complete two statements about their community: "In my community I love \_\_\_\_\_ because \_\_\_\_\_" and "In my community I want to see \_\_\_\_\_ because \_\_\_\_\_."

Participant's Statement	
1	<b>In my community, I want to see</b> motor vehicle drivers slow down because it will make our streets and sidewalks safer for all.
2	<b>In my community, I want to see</b> Golden Gate Village & Marin City – Historic Preservation - ! People and Place! Vera Schultz, Aaron Green & Frank Lloyd Wright. Marin City is already less than 40% African American. Tear down false borders to Civic Center to be integrated in all ways & is also "An Architecture for Democracy".
3	<b>In my community, I want to see</b> streetcars & neighborhood controlled, on-demand feeder shuttles, so we have an alternative mode of travel & can provide more housing near jobs without more cars.
4	<b>In my community, I want to see</b> incentives for employers to move jobs to the outlying areas where people live because this may reduce the number of people who have to commute from the East Bay, through Marin, to jobs in SF and beyond.
5	<b>In my community, I want to see</b> No more \$ for SMART until the 3 <sup>rd</sup> lane on the freeway is finished and fully operational!
6	<b>In my community, I want to see</b> a Hwy 101-Hwy 580 connector (!) because there is so much traffic flowing through Marin, exiting at SFD Blvd., and clogging our community. A freeway speed connector is needed!
7	<b>In my community, I want to see</b> vibrant coastal communities because people are buying housing to use as 2 <sup>nd</sup> & 3 <sup>rd</sup> homes which is decimating the small towns.
8	<b>In my community, I want to see</b> green hills & streets restored creeks w/fish (!) because I love nature...it restores me...and because nature & the environment supports all life.
9	<b>In my community, I want to see</b> a traffic circle/roundabout @ the junction of 3 roads into town because traffic spends a long time crawling to a wider 2-lane section. Remove traffic lights and traffic would FLOW!
10	<b>In my community, I want to see</b> affordable housing because everyone with a Section 8 voucher should be able to find a place to live.
11	<b>In my community, I want to see</b> better bike facilities because we need to make cycling a "normal" everyday way to get around. FUND THE SMART PATHWAY.
12	<b>In my community, I want to see</b> more \$ for SMART train & pathway. CLOVERDALE to LARKSPUR.
13	<b>In my community, I want to see</b> an answer to the congestion on 101 in South Marin because it is important to understand current conditions, and the individual constituents and contributors to the problem if we are to have a chance of success in identifying options and plans. How much is the Northbound congestions due to 1) bypass traffic from jobs in SF to the North East Bay 2) school traffic 3) backup on SR bridge 4) other
14	<b>In my community, I want to see</b> affordable workforce & senior housing along 101 Corridor, e.g. St. Vincent's/Silvera (lots of developable acreage)
15	<b>In my community, I love</b> Corte Madera because of its open views of Mt. Tam & the bay...our DEPT OF PUBLIC WORKS plants and maintains our median strips whose beauty enhances our

	town...we have a Beautification Committee that provides many enhancements to C.M. We generally are considerate of each other and the town.
16	<b>In my community, I love</b> Marin City – 66V (?) has proved 3 out of 4 H.P. criteria to be on National & State Registry because it is the most integrated community in the SF Bay Area. Designed to be 1/3 <sup>rd</sup> market rate H. 1/3 <sup>rd</sup> market force H. 1/3 <sup>rd</sup> low-income housing.
17	<b>In my community, I love</b> Marin because it is a great place to “age in place”.
18	<b>In my community, I love</b> freedom, open space because of good schools, backyards, treehouses, barbecues, friendly neighbors, places to play, home studio, organic garden, fresh air, night sky, low crime, open space, and much more that doesn’t exist in urban cities.
19	<b>In my community, I love</b> Corte Madera because I can bike and walk to all my routine needs. Plus, the views are spectacular.
20	<b>In my community, I love</b> the ocean view because it is <u>so</u> beautiful!!
21	<b>In my community, I love--</b> I insist there is No More Development until the lane on the Richmond Bridge is Open!