TOWN COUNCIL OF THE TOWN OF SAN ANSELMO

RESOLUTION NO. 3074

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SAN ANSELMO ADOPTING A NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT FOR AMENDMENTS TO THE LAND USE CIRCULATION AND OPEN SPACE ELEMENTS OF THE SAN ANSELMO GENERAL PLAN, AND THE ADOPTION OF SAID GENERAL PLAN AMENDMENTS.

SECTION I: Findings. After due consideration of: the recommendations of the San Anselmo Planning Commission, the administrative record from the Planning Commission Hearings; the testimony of staff and members of the public including written correspondance, the Town Council finds and declares:

I. WHEREAS, The San Anselmo Town Council held a duly noticed public hearing on November 22, 1988 to consider a Negative Declaration; and

II. WHEREAS, the Town Council finds that, based on the Initial Study dated September 12, 1988 the proposed amendments to the Land Use, Circulation and Open Space Elements of the General Plan as modified by the Council on November 22 and December 13, 1988 will not have a significant impact on the environment and moved to approve the Negative Declaration of Environmental Impact; and

III. WHEREAS, the Town Council held a duly noticed and continued public hearing on November 1 and 22, and December 13, 1988 to consider the Planning Commission recommended amendments to the General Plan dated September 30, 1988; and

IV. WHEREAS, the Town Council held a duly noticed and continued public hearing on November 22 and December 13, 1988 to consider an Addendum which would make changes to the Elements recommended for approval by the Planning Commission; and

V. WHEREAS, the changes included in the Addendum, as modified by the Town Council, do not constitute substantial changes from the issues, objectives and policies discussed by the Planning Commission in making their recommendation to the Town Council; and

VI. WHEREAS, the Town Council finds that the content of the Land Use, Circulation and Open Space Elements as recommended by the Planning Commission and modified by the Town Council complies with Government Code Sections: 65302(a), (b) and (e); and

VII. WHEREAS, the Town Council finds that the recommended amendments to the Land Use, Circulation and Open Space Elements, as modified are internally consistent and consistent with one another;
SECTION II:

NOW THEREFORE BE IT RESOLVED, the San Anselmo Town Council hereby approves and adopts a Negative Declaration of Environmental Impact for the proposed amendments to the Land Use, Circulation and Open Space Elements of the San Anselmo General Plan, as modified. The Negative Declaration is attached as Exhibit 'A' of this resolution.

NOW THEREFORE BE IT FURTHER RESOLVED, the San Anselmo Town Council hereby approves and adopts the Planning Commissions recommended amendments to the Land Use, Circulation and Open Space Elements of the General Plan as set forth in attached Exhibit 'B', and as modified in attached Exhibit 'C'.

SECTION III:

This Resolution shall be and is hereby declared to be in full force and effect as of the date of its adoption.

PASSED AND ADOPTED at a regular meeting of the Town Council of the Town of San Anselmo, State of California, on the 13th day of December 1988 by the following vote to wit:

AYES: Chignell, Colteaux, Walsh, Zaharoff, Sharp

NOES: (None)

ABSENT: (None)

[Signature]
Mayor

[Signature]
Town Clerk
NOTICE OF NEGATIVE DECLARATION REGARDING ENVIRONMENTAL IMPACT

DESCRIPTION OF PROJECT: The project is an amendment to the Land Use, Circulation and Open Space Elements of the San Anselmo General Plan. The amendments are to be enacted as a result of the Town's recent comprehensive review of the above three elements of the general plan. Project Name: 'Proposed Revisions to the Land Use, Circulation and Open Space Elements of the San Anselmo General Plan'

The application is available for public review at the office designated above.

NAME AND ADDRESS OF APPLICANT: Town of San Anselmo, 525 San Anselmo Avenue
San Anselmo, CA

Pursuant to the provisions of the California Environmental Quality Act of 1970 (Public Resources Code Sections 21100, et seq.), the Town of San Anselmo has determined that the above project will not have a significant effect upon the environment for the following reasons:

The proposed revisions to the Town’s General Plan are an affirmation of the community development and conservation goals adopted by the Town in 1976. The Plan recognizes all existing land uses, and does not call for the expansion or construction of roadways in the Town. The proposed revisions to the Plan would establish new development criteria in the hillside and ridge area to mitigate any potential environmental effects. See attached. The environmental study was made by the Town of San Anselmo. Copies of this initial study are available at cost from the Planning Department. Written comments on this determination should be received in the Planning Department prior to October 30, 1988.

Town Council
A public hearing on this determination will be held by the San Anselmo Council Chamber on Thursday, December 13, 1988, at eight o'clock p.m. in the Town Hall Council Chamber, 525 San Anselmo Avenue, San Anselmo, California.

Any persons unable to attend the hearing and wish to express their views on this issue may do so in writing prior to the date of the hearing.

Dated: September 30, 1988

John E. Roberto
Typography
Town Planning Consultant
Position
Public Works and Planning
Department

EIR 2b
Revised 1/1/77
TOWN OF SAN ANSELMO
ENVIRONMENTAL REVIEW CHECKLIST
(To be completed by Town)

A. BACKGROUND

1. Name of Applicant: Town of San Anselmo

2. Address & Phone No. of Applicant: 5255 San Anselmo Ave, San Anselmo CA 94960 (415) 218-4616

3. Date of Checklist Submitted: September 12, 1989

4. Agency Requiring Checklist: Town of San Anselmo

5. Name of Proposal, if applicable: San Anselmo General Plan

B. ENVIRONMENTAL IMPACTS (Explanations of all "yes" and "maybe" answers are required on attached sheets.)

1. Earth. Will the proposal result in:
   a. Unstable earth conditions or in changes in geologic substructures? [X]
   b. Disruptions, displacements, compaction or overcovering of the soil? [X]
   c. Change in topography or ground surface relief features? [X]
   d. The destruction, covering or modification of any unique geologic or physical features? [X]
   e. Any increase in wind or water erosion of soils, either on or off the site? [X]
   f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake? [X]
   g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? [X]

2. Air. Will the proposal result in:
   a. Substantial air emissions or deterioration of ambient air quality? [X]
   b. The creation of objectionable odors? [X]

3. Water. Will the proposal result in:
   a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters? [X]
   b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff? [X]
   c. Alterations to the course or flow of flood waters? [X]
   d. Change in the amount of surface water in any water body? [X]
   e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? [X]
   f. Alteration of the direction or rate of flow of ground waters? [X]
   g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? [X]
   h. Substantial reduction in the amount of water otherwise available for public water supplies? [X]
1. Exposure of people or property to water related hazards such as flooding or tidal waves?
   YES  MAYBE  NO

4. Plant Life. Will the proposal result in:
   a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, microflora and aquatic plants)?
   YES  MAYBE  NO
   b. Reduction of the numbers of any unique, rare or endangered species of plants?
   YES  MAYBE  NO
   c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?
   YES  MAYBE  NO
   d. Reduction in acreage of any agricultural crop?
   YES  MAYBE  NO

5. Animal Life. Will the proposal result in:
   a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?
   YES  MAYBE  NO
   b. Reduction of the numbers of any unique, rare or endangered species of animals?
   YES  MAYBE  NO
   c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?
   YES  MAYBE  NO
   d. Deterioration to existing fish or wildlife habitat?
   YES  MAYBE  NO

6. Noise. Will the proposal result in:
   a. Increases in existing noise levels?
   YES  MAYBE  NO
   b. Exposure of people to severe noise levels?
   YES  MAYBE  NO

7. Light and Glare. Will the proposal produce new light or glare?
   YES  MAYBE  NO

8. Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area?
   YES  MAYBE  NO

9. Natural Resources. Will the proposal result in:
   a. Increase in the rate of use of any natural resource?
   YES  MAYBE  NO
   b. Substantial depletion of any nonrenewable natural resource?
   YES  MAYBE  NO

10. Risk of Upset. Does the proposal involve a risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?
    YES  MAYBE  NO

11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?
    YES  MAYBE  NO

12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?
    YES  MAYBE  NO

13. Transportation/Circulation. Will the proposal result in:
    a. Generation of substantial additional vehicular movement?
    YES  MAYBE  NO
    b. Effects on existing parking facilities or demand for new parking?
    YES  MAYBE  NO
    c. Substantial impact upon existing transportation systems?
    YES  MAYBE  NO
    d. Alterations to present patterns of circulation or movement of people and/or goods?
    YES  MAYBE  NO
    e. Alterations to waterborne, rail or air traffic?
    YES  MAYBE  NO
    f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?
    YES  MAYBE  NO
14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:

<table>
<thead>
<tr>
<th>Service</th>
<th>YES</th>
<th>MAYBE</th>
<th>NO</th>
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</thead>
<tbody>
<tr>
<td>a. Fire protection?</td>
<td></td>
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<tr>
<td>b. Police protection?</td>
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<td>c. Schools?</td>
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<td>d. Parks or other recreational facilities?</td>
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<tr>
<td>e. Maintenance of public facilities, including roads?</td>
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<td>f. Other governmental services?</td>
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15. Energy. Will the proposal result in:

<table>
<thead>
<tr>
<th>Energy Source</th>
<th>YES</th>
<th>MAYBE</th>
<th>NO</th>
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<tbody>
<tr>
<td>a. Use of substantial amounts of fuel or energy?</td>
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<td>b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?</td>
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</table>

16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:

<table>
<thead>
<tr>
<th>Utility</th>
<th>YES</th>
<th>MAYBE</th>
<th>NO</th>
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<tbody>
<tr>
<td>a. Power or natural gas?</td>
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<tr>
<td>b. Communications systems?</td>
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<td>c. Water?</td>
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<tr>
<td>d. Sewer or septic tanks?</td>
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<tr>
<td>e. Storm water drainage?</td>
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<td>f. Solid waste and disposal?</td>
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</table>

17. Human Health. Will the proposal result in:

<table>
<thead>
<tr>
<th>Health Impact</th>
<th>YES</th>
<th>MAYBE</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Creation of any health hazard or potential health hazard (excluding mental health)?</td>
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<tr>
<td>b. Exposure of people to potential health hazards?</td>
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</table>

18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?

<table>
<thead>
<tr>
<th>Aesthetic Impact</th>
<th>YES</th>
<th>MAYBE</th>
<th>NO</th>
</tr>
</thead>
</table>

19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?

<table>
<thead>
<tr>
<th>Recreational Impact</th>
<th>YES</th>
<th>MAYBE</th>
<th>NO</th>
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</thead>
</table>

20. Archeological/Historical. Will the proposal result in an alteration of a significant archeological or historical site, structure, object of building?

<table>
<thead>
<tr>
<th>Historical Impact</th>
<th>YES</th>
<th>MAYBE</th>
<th>NO</th>
</tr>
</thead>
</table>

21. Mandatory Findings of Significance:

<table>
<thead>
<tr>
<th>Finding</th>
<th>YES</th>
<th>MAYBE</th>
<th>NO</th>
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<tbody>
<tr>
<td>a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</td>
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<tr>
<td>b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)</td>
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<td>c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)</td>
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<td>d. Does the project have environmental effects which will cause substantial adverse effects on human</td>
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</table>
C. ADDITIONAL REMARKS

D. DETERMINATION

On the basis of this initial evaluation:

X I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

II I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.

II I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Form Completed 9/13/89, by [Signature]
Department [Consultant to the Planning Dept.]

REVIEWED BY

Planning Department: ___________________________ on __________, 19__
Public Works Department: ___________________________ on __________, 19__
Police Department: ___________________________ on __________, 19__
Fire Department: ___________________________ on __________, 19__
Parks & Recreation: ___________________________ on __________, 19__

Returned to initiating department ___________________________ (date)

STATEMENT OF NO SIGNIFICANT ENVIRONMENTAL EFFECTS

For any points answered "yes" or "maybe", the reasons for a negative declaration are as follows:

See Attached Sheets
STATEMENT OF NO SIGNIFICANT ENVIRONMENTAL EFFECTS

1. EARTH

San Anselmo is an established residential community which is near buildout in terms of its maximum residential development. New housing development with the exception of some larger parcels of land in the hillside and ridge areas is expected to be limited to infill within existing developed areas of the Town. The hillside and ridge development policies contained in the revised Land Use element of the General Plan are designed to protect new and existing development from unstable earth conditions and exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides and ground failure. The policy limits on grading in the hillside and ridge areas will protect downslope properties and waterways from construction related erosion.

The newly recommended conservation zone will provide additional Town review of vacant parcels located in existing developed areas. All vacant properties above the 150 foot mean sea level elevation will be subject to design review. Any potential earth hazards will be mitigated through this review process.

Based on the forgoing the proposed revisions to the San Anselmo General Plan are not expected to result in any significant earth or geotechnical related environmental impacts. Accordingly, no further environmental analysis is warranted.

2. AIR

The major source of air contaminants in the upper Ross Valley in which San Anselmo is located is the emissions associated with automobile traffic. The Circulation Element of the General Plan does not propose any new arterial or collector roadways in the community. Policy guidelines in the Circulation Element prohibit any new roadway connections between San Anselmo and adjacent communities. Accordingly, there are no roadways proposed which will provide for increased automobile trips through San Anselmo.

Policies in the proposed revisions to the General Plan call for no expansion in commercial development, and industrial development is prohibited. San Anselmo expects an increase of 200 dwelling units over the next twenty (20) years. The land use policies in the revised general plan may reduce the total number of dwelling units projected. Even so, an increase of 200 dwelling units over 20 years, and improved emission controls for automobiles adds up to no significant increase in auto emissions as a result of the proposed revisions to the San Anselmo General Plan.
3. WATER

The open space and hillside and ridge protection policies contained in the proposed revisions to the General Plan will protect stream courses in the Town of San Anselmo. Design review and master planning requirements proposed in the revisions should protect existing damaged stream courses from further erosion, and could improve upon existing conditions.

The flood zone and flood hazard reduction policies contained in the Land Use Element will protect Town residents and properties from any increase in flood-related hazards. New developments in these flood prone areas will be required to make improvements to the existing storm drain system thereby reducing existing flood hazards.

The proposed revisions to the General Plan will not result in any significant flood, water quality or stream course impacts.

4. PLANT LIFE

The proposed General Plan revisions will have no direct impact on plant life. The revisions do not change the development intensity of lands currently vacant. The proposed open space program contained in the General Plan may provide additional protection to local plant communities with open space values. There are no rare or endangered plant communities in San Anselmo which would be threatened by proposed conservation and development policies.

Buildout of vacant lands in the hillside and ridge areas may introduce non-native plants into the area. However, the loss of limited amounts of grassland and some trees will not constitute a significant environmental effect. Introduced plant species are subject to review and approval under the Town's hillside and ridge protection policies.

The proposed revisions to the General Plan will not have a significant impact on plant life in the Town or surrounding area.

5. ANIMAL LIFE

The proposed revisions to the Open Space and Land Use elements will provide additional measures to protect wildlife habitat in the grassland, woodland and riparian areas of the community. New development anticipated in the proposed revisions is the same as that planned for in 1976. Accordingly, there will be no additional impacts on wildlife habitat beyond that described in the environmental assessment of the 1976 General Plan.

Domestic animals (dogs and cats) can be expected in any new residential development, and these animals will have some unmeasurable impact on local deer, bird and rodent population. However, the impact is not anticipated to be significant and no rare or endangered animal species would be impacted by the plans proposed conservation and development policies.
6. NOISE

The limited amount of residential expansion provided for in the proposed revisions to the General Plan will not change the existing levels of noise in San Anselmo, nor will such development expose people to serve noise levels.

The plan revisions do not call for the construction of any new arterial or inter-community connector roads, or major expansion of the Town's commercial base. Therefore, no increase in noise levels is anticipated from roads and commercial development. The small increase in automobile traffic associated with new development in San Anselmo is not large enough to cause a significant increase in noise levels on existing arterial and connector streets. In fact increased congestion on local roads will incrementally decrease automobile noise since auto noise is related to the sound associated with a speeding engine and tires on a roadway.

New development could change the noise environment on some local residential streets. These impacts are expected to be of concern to residents on these local streets, and the Town has procedures for reducing this potential source of noise. However, these impacts are not expected to be large enough to be deemed significant from an overall environmental standpoint.

No significant noise impacts will result from the proposed General Plan revisions.

7. LIGHT AND GLARE

The areas most impacted by new development under the proposed plan revisions are the hillside and ridge areas of the community and most of the vacant parcels above the 150 foot mean sea level elevation. Construction in these areas could result in light and glare impacts because many of the sites are highly visible. The proposed revisions to the General Plan would establish policies and procedures for review of new development in these areas to insure that any potential light and glare impacts are mitigated. The proposed hillside and ridge development policies and the new conservation zone design review procedures will mitigate any potential light and glare impacts.

8. LAND USE

The proposed residential densities in the revised plan are the same as in the 1976 General Plan as amended. Commercial development will not be allowed to expand beyond the limits of the 1976 Plan, and said expansion can not occur until local parking problems are resolved. The only area where there will be a change in the use of land is the hillside and ridge areas which are currently vacant. Although the planned land use is the same, development of these areas constitutes a change under CEQA.

The proposed policies to regulate hillside and ridge area development are designed to protect the existing open space image of these properties.
Densities allowed will be no greater than one unit per gross acre, and many cases will be less. Furthermore, the open space policies of the revised plan sets in action a program to preserve through purchase many of the ridge and hillside parcels. If the open space effort is successful there will be no change in land use from the present. Even if open space efforts are not successful the limited amount of development allowed in these areas will not constitute a major change in the use or visual appearance of these lands.

The proposed revisions recognize existing land use within the community and policies are recommended to maintain the existing established pattern of land use. The housing opportunity areas are the only situations where there could be a change in the density of land use. However, no locations for housing opportunity sites are proposed in the revised plan. The environmental effects of this concept will have to be addressed at the time housing opportunity sites are identified.

The proposed revisions to the General Plan will not have a significant effect on exiting or previously planned land use in the community.

9. NATURAL RESOURCES

There are no natural resources as defined by CEQA within the area covered by the San Anselmo General Plan. The local natural resource is vacant open space land which is to be protected by the Town's open space and hillside and ridge protection policies.

10. RISK OF UPSET

The proposed revisions to the General Plan will not result in any potential for explosion or release of a hazardous substance. Accordingly, there are no significant environmental impacts in this area of concern.

11. POPULATION

The proposed revisions to the general plan do not significantly alter the amount of residential and commercial development associated with the 1976 Plan. Accordingly, the new revisions would not alter the location of the existing population, or that of the previously planned population.

12. HOUSING

The proposed revisions to the plan protect existing housing in terms of location and density. The limited commercial expansion associated with the Plan revisions will create any significant demand for new housing in San Anselmo or nearby communities. There is not significant impact in the area of housing.
13. TRANSPORTATION/CIRCULATION

The transportation and circulation policies contained in the circulation element of the General Plan call for maintenance of the Town's current roadway infrastructure, with no major additions to the roadway system or expansion of lanes on existing roadways. Some increase in the number and length of local residential streets is anticipated if development occurs as planned and regulated in the current undeveloped portions of the Town.

The limited amount of residential expansion associated with the proposed plan (200 dwelling units or less) is not expected to have a major impact on some of the Town's more congested arterials (i.e., Sir Francis Drake Boulevard, Center Boulevard and Red Hill Road).

The proposed plan calls for a policy of maintaining a LOS 'D' at the major intersections in the Town. Limited improvements can be made at intersections to allow for improved LOS. However, in some instances the intensity of future development may be affected by this limitation. However, the Town does not intend this policy as a hidden growth control measure, and has provided additional policies in the plan to allow the LOS to drop below 'D' to accommodate proposals which further the other objectives of the General Plan.

The proposed transportation and circulation policies could have an effect on the development potential of lands both within and outside the Town of San Anselmo. These impacts are primarily economic and social in nature and Section 15064(f) of the CEQA guidelines reads "Economic or social changes resulting from a project shall not be treated as significant effects on the environment". However, if these economic or social changes result in a physical change the impact may be regarded as significant. The limits on development which result from a LOS limitation at intersections cannot result in a physical change because taken to an extreme they would limit the development potential of land or in other words no physical change.

The parking policies of the plan would improve parking conditions both in the residential and commercial areas of the Town.

Based on the foregoing the proposed revisions to the Circulation Element of the plan will not result in any significant impacts on the environment.

14. PUBLIC SERVICES

The proposed revisions to the General Plan will not have a significant impact on police, fire, water, sewer and school services. The limited amount of developable land remaining in San Anselmo is no large enough to overburden these systems. Furthermore, the plan recommends policies that development in the hillside and ridge areas not be approved until adequate water and sewer service is demonstrated.

The school districts have been experiencing declining enrollment, and any addition students associated with planned residential development can be easily accommodated.

Based on the foregoing there are no significant public service impacts associated with the proposed plan revisions.
15. ENERGY

The small amount of residential growth associated with the General Plan (approximately 200 dwelling units) will not require substantial amounts of energy. No significant impacts are anticipated.

16. UTILITIES

See discussion under number 14. No significant impacts on public utilities including water, sewer, power, natural gas or solid waste disposal.

17. HUMAN HEALTH

The proposed revisions to the General Plan do not allow for uses in the Town which create a potential health hazard or expose people to a potential health hazard. No significant impacts expected.

18. AESTHETICS

The proposed plan as with the current 1976 General Plan will allow for development within the Town's highly visible hillside and ridge areas. It is possible that development in these areas could have a significant aesthetic impact on the Town if it were not appropriately regulated.

The hillside and ridge development policies recommended in the proposed plan, and the design review required of all development proposed above the 150 foot mean sea level elevation will provide adequate regulations to insure that new or expanded development in these areas does not result in a significant aesthetic impact. The implementation of these policies is adequate mitigation for this potential impact.

19. RECREATION

The limited amount of new development anticipated over the next 20 years (200 dwelling units) is not expected to increase the population to a level which would require any new major park facilities. Additional recreation programs may be needed, but the impact is not significant.

20. ARCHEOLOGICAL/HISTORICAL

There are no known archaeological or historical sites which would be impacted by the proposed General Plan revisions. The proposed plan contains policies which encourage a historical inventory of places and buildings in San Anselmo, and the development of an ordinance to protect these local historic resources. There are no significant impact anticipated.
DATE: September 30, 1988
TO: John Kottage, Planning Director
FROM: John Roberto, Planning Consultant
RE: Revised draft of the San Anselmo General Plan

Submitted herewith is the revised draft of the San Anselmo General Plan which incorporates all the changes directed by the Planning Commission. I have annotated the right margin of the text as to the type of change which was made to the June 6, 1988 preliminary draft.

The letter R in the right margin notes that the text was revised. In most instances the new wording is underlined in the new text. The letter D in the right margin notes that wording has been deleted from this portion of the text. The letter A in the right margin notes that new sections have been added to the draft plan by the Planning Commission.

I am preparing a new land use map which will show the Planning Commission recommendation for the distribution of land use in the Town. The new map should be ready by Wednesday October 5, 1988.

Johnathon Braun is preparing a new original of the revised Open Space Map which the Planning Commission has incorporated into the revisions. Johnathon is also supplying me with the additional open space appendix sheets. I told Johnathon to have the documents ready by October 5, 1988 so they can be distributed to the Town Council.

The Town Council will have to refer to Preliminary Draft dated June 6, 1988 if they want to understand the exact changes in text and land use map recommended by the Planning Commission.
DRAFT OF

AMENDED GENERAL PLAN ELEMENTS
(LAND USE, CIRCULATION, AND OPEN SPACE)

San Anselmo, California

Submitted on
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prepared by

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3. Open Space Plan
4. Downtown Residential Land Use Detail Map (not available at this time)
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PRELIMINARY DRAFT OF
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LAND USE ELEMENT

A. INTRODUCTION

The land use section is the broadest in scope and most comprehensive element of the General Plan. The objectives and policies contained herein were the last to be formulated, and reflect the general policy direction contained in all the other sections of the plan. As a result the Land Use Element by design brings the array of thought and direction contained throughout the plan together to create a consistent and harmonious statement.

The intent of the land use section is to match the plan's policies related to natural resource, environmental constraint, recreation, open space, and community design policies with the urban land needs derived from the population, housing, circulation, and economic objectives of the plan.

The Land Use Element defines and shows graphically the general spatial distribution of all uses of land within the Town of San Anselmo. Furthermore, the land use section stipulates the density and intensity of development for all the land area covered by the plan.

B. EXISTING LAND USE

The Town of San Anselmo is situated in a series of small valleys created by streams which are bordered by moderate to steep hillside slopes and ridge tops. The vegetation in the area is a mixture of grass and woodland. Due to their orientation, the north-facing slopes are more heavily wooded than the south-facing slopes. The sunnier south-facing slopes do, however, have stands and pockets of woodland. The stream courses along the valley floor are bordered by residential and commercial structures and remnants of riparian woodland.

San Anselmo is an established residential community which is near buildout in terms of its maximum residential development. New housing construction can be expected to be limited to infill on existing vacant single-family lots. Many of
these undeveloped lots are small and located on steep sites. However, there are some larger parcels of land situated on the higher, and more visible, slopes and ridge tops in the area which are designated for residential development in the current general plan.

There are an estimated 1,720 acres of land within the corporate limits of the Town of San Anselmo. The Available Lands Survey which was conducted in 1984 as a part of the Housing Element update found that there was approximately 288 acres of land available for potential development. While the undeveloped land represents 17 percent of the total acreage in the Town, this undeveloped land is most often found in remote and hillsides areas of the Town which are difficult to develop. Accordingly, while the Town can be described as being more than 80 percent built out from an acreage standpoint, it is 95 percent built out from a housing standpoint.

The Available Lands Survey also did not consider the development potential of surplus public lands and buildings. Red Hill School is an example of a site which has been deemed surplus by the School District, and alternative land uses may be of consideration to the agency in ownership.

1. Residential Character

San Anselmo can be characterized as a small residential community of primarily older neighborhoods and subdivisions that were established prior to 1945. Since 1945, residential development has been comprised of single-family home construction within established neighborhoods, and smaller new residential subdivisions. San Anselmo has not experienced the post-World-War-II construction of large tracts of single-family detached homes. Although San Anselmo is still a predominantly single-family home community, there was a shift in the last decade to the construction of more multi-family structures. The increase in the number of multi-family units was a result of the construction of new multi-family structures on some vacant lots, the conversion of large single-family homes to multi-unit structures, and the demolition of older single-family homes to construct multi-family units. As of 1983 the ratio of single-family units to multi-family units townwide was 77% to 23%.

Additionally, San Anselmo has experienced a large increase in the number of second units which have been added to existing single-family homes in established
single-family neighborhoods. The Town has adopted a second unit ordinance designed to regulate the number of second units in any given neighborhood in the community. However, there is no current accounting of the number of second units which have been constructed without benefit of the entitlements required by the Town’s zoning code. Second units do comprise a significant use of residential land in the community, and are directed by policy in the General Plan.

2. Commercial and Industrial Character

San Anselmo does not have a strong commercial or industrial base which would classify the community as a major employment area in Marin County. Most of the jobs available in San Anselmo are in the retail and residential services sector of the economy. There is no detailed commercial land use study available in the Town, but the employment data available from the 1980 census and the Association of Bay Area Governments pretty much describes commercial land use in the community. The Town’s commercial enterprises are normally classified as "residential support" commercial by planners. These types of uses include food and drug stores; restaurants; automobile service shops and stations; personal service stores including barber shops, beauty shops, and dry cleaners; and retail outlets which depend on local residents as their primary clientele.

The antique and other furniture stores are an example of local retail outlets which are more of a "base industry" drawing dollars from outside the community into the town, and are not dependent on local residents as their primary clientele.

The total square footage associated with the "residential support commercial" activity is totally dependent on the population of the residential community to be served. In other words, the smaller the local population, the less land which needs to be set aside for local residential support commercial uses.

Base commercial industries are not dependent on the size of the local population for their success, but are more affected by competition outside the community, and the ability of similar use to conglomerate in the community in which they are located. The amount of traffic through an area and the functionality of the roadway network are prime factors in the location of base retail commercial activities.

Industrial and manufacturing uses are almost nonexistent in San Anselmo, and the community does not offer the types or size of land parcels which would attract these types of industry in the future.

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The Town does offer some potential for small business and professional offices. These offices would be occupied by professionals serving the community or local professionals who desire office space close to home.

C. LAND USE GOALS

The primary land use goal for San Anselmo is the conservation of the small town character of the community and its close relationships with the natural beauty of its setting. The desire to retain and enhance these qualities was voiced over and over in the workshops and community meetings on the 1976 General Plan as well as at the meeting on the 1987-88 General Plan review.

The objectives and policies set forth in Section D were formulated to achieve the following goals:

1. The small town character, scale, and pace of life in San Anselmo shall be preserved, as shall the Town's close connection with the natural beauty of its setting.

2. Maintain the economic viability of the Town's commercial core.

3. New developments shall be integrated harmoniously into San Anselmo's existing neighborhoods and commercial areas.

4. New developments in the Town's open hillside and ridge areas will be regulated to protect the natural beauty of these areas.

The Land Use Map was developed on the following four principles:

1. Current land use in San Anselmo is to be the basis for determining the distribution of future land use in the community.

2. In situations where current zoning of a parcel or parcels of land is inconsistent with the existing land use of the greater surrounding area, and development has already occurred, said existing development will be grandfathered into the predominant land use planned for the area.

3. The current mixture of residential densities immediately west of the Town's downtown area is to be maintained.
4. All lands located above the 150 foot mean sea level elevation warrant special protection because of their high visibility potential, natural resource setting, and physical development constraints. Therefore, these lands are to be placed in a special conservation zone. (See page 15 and 16.)

D. ISSUES, OBJECTIVES, AND POLICIES

The following is a listing of major community conservation and development issues facing San Anselmo, and the Town's objectives and policies related to these issues. The issues have not been prioritized in this plan. However, the issues will be prioritized when the Town Council adopts its planning work program and budget during the upcoming and each subsequent fiscal year.

ISSUE: Growth Management

Objective 1:

To manage future growth to ensure the orderly development of the community, the logical extension of urban services, preservation of the area's natural and cultural resources, and protection of the area's environmental setting.

Policies:

1.1 Future growth through the year 2000 will be limited to the Town's present adopted urban service limit line. (See Map 2.)

1.2 Future growth will be managed based on the ability to provide needed public services, the constraints associated with development of the site, the costs and revenues associated with new development, and the effects of growth on local traffic conditions.

1.3 Ensure that new growth does not create intolerable traffic conditions.

ISSUE: Preservation of Community Character and Image

Objective 2:

To preserve and enhance the unique natural and urban characteristics of the community while accommodating suitable new growth.

Policies:

2.1 All land use decisions within the Town and the planning area will take into consideration the protection and preservation of the area's surrounding hillsides, ridges, water courses, and any unique natural habitats.

2.2 New development will be required to preserve some of the natural and cultural characteristics of their respective development sites.
2.3 Undeveloped and agricultural lands outside the urban service area boundary should be protected from urban expansion.

ISSUE: Residential Densities

Objective 3:

To establish residential densities which are compatible with the environmental constraints of the area, and sensitive to adjacent land uses.

Policies:

3.1 Very low density (hillside and ridge) residential development should be located in areas of (1) relatively high visibility, (2) environmental hazards, (3) sensitive environmental resources, or (4) areas which are established as high priority open space lands.

3.2 Single-family residential development is most appropriate within and adjacent to existing single-family areas, and in areas easily served with water and sewer lines. Such areas should also serve as transition zones between mixed density and very low density areas.

3.3 Mixed residential and housing opportunity development is most appropriate where sites have few environmental constraints, and have adequate facilities, such as water, sewer, transit, and access to commercial services.

3.4 Mixed residential and housing opportunity development is also appropriate along major traffic arterials and adjacent to commercial and office areas.

ISSUE: Maintain a Sound Commercial Base

Objective 4:

Maintain the existing size and intensity of commercial businesses in the Town.

Policies:

4.1 Commercial land uses in the Town shall be divided into four categories: central commercial, general commercial, low intensity commercial, and neighborhood commercial.

4.2 Retail commercial is best suited for the central area.

4.3 General commercial is best suited for both retail and service commercial.

4.4 Neighborhood commercial should be located on collector streets within a short distance of residential areas.

4.5 Low intensity commercial uses shall be located along Sir Francis Drake Boulevard west of the Hub. Low intensity uses are low traffic generators.
4.6 Before the Town will consider a proposal for commercial expansion or intensification, the Town first needs to resolve current parking problems in the commercial areas of the community. Any commercial proposals which would compound the parking problem will not be approved.

4.7 The commercial character of the Central Commercial area shall be maintained, and the ground floor of commercial buildings shall be limited to commercial use.

Objective 5:

To establish parking standards and a parking program for the central commercial area. (Also see Circulation Element Policies 8.1–8.4 and 9.1.)

Policies:

5.1 To revise the parking standards in the Town's Zoning Ordinance recognizing that most businesses in the central area cannot provide parking onsite.

5.2 To establish a parking district or other mechanism in the central commercial area to generate the monies needed to develop sufficient parking in the area to support the Central Commercial District.

ISSUE: The Preservation and Restoration of Local Historic Buildings, Features, and Sites

Objective 6:

To identify, protect, preserve, and restore buildings, features, and sites of local historic value in San Anselmo.

Policies:

6.1 The Town of San Anselmo shall undertake a historic survey and maintain an inventory of buildings, features, and sites of local historic significance.

6.2 The Town will endeavor to protect from demolition or destruction or major alteration any building, feature, or site of local historic value.

6.3 To encourage the marking of historic buildings, features, and sites to publicize their significance.

ISSUE: Preservation of Open Space within the San Anselmo Planning Area

Objective 7:

To protect and preserve those areas of unique natural and visual resources within the planning area (see Map 3). (Also see Open Space Element Policies 2.1–2.8.)
Policies:

7.1 To limit or prohibit development in hazardous areas or areas of high resource value.

7.2 To prohibit or severely limit development along the Town's major and minor ridges and hilltops.

7.3 To preserve as open space land of aesthetic or recreational value.

7.4 Encourage open space corridors along easements and streams and provide public access where appropriate for bicycling, walking, and equestrians. (See Objective 4 of Open Space Element.)

7.5 Regulate construction on visible slopes to preserve the visual value of the hillside.

7.6 Continue to preserve open space and provide for the conservation of resources through innovative implementation including zoning, development controls (including grading, public and private acquisition, and incentives for private improvements which enhance the environment).

ISSUE: Annexation of Developed and Undeveloped Lands

Objective 8:

To limit future annexations to lands within the urban service area.

Policies:

8.1 To determine which properties within the Town's Urban Service Area should be zoned.

8.2 To prezone lands in conformance with all the policies of the San Anselmo General Plan.

8.3 To review and comment on all development proposals within the Town's adopted Urban Service Area Boundary.

8.4 Developments proposed on properties contiguous to the Town Limits and prezoned by the Town shall be annexed into the Town prior to any decisions on the development proposal.

8.5 All lands annexed into the Town will be zoned no less restrictive than the current County of Marin zoning. The Town will not consider annexation for purposes of increasing the density over that allowed by the County of Marin.

ISSUE: Protection of Hillside and Ridge Properties

Objective 9:

To regulate future development on hillside and ridge parcels so as to protect, maintain, and enhance the natural characteristics of the land which contribute

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to the open space qualities of the parcel. (Also see Open Space Element Policies 2.1–2.3.)

Policies:

9.1 The density on ridge and hillside properties shall be no greater than the number of dwelling units specified in the "Table of Hillside and Ridge Density Parcels."

9.2 No development including structures, roads, and public facilities shall be allowed on visible ridges and hillsides unless it has been demonstrated that development outside of these areas is not feasible for geologic, soils, or hydrologic reasons, or development would impact a unique natural habitat.

9.3 Should there be no other option but to allow development on a visible hillside or ridge, the Town may limit the intensity of development (i.e., square footage allowed within any structure), if such a limitation would reduce the visual impact of a development.

9.4 Development on hillside and ridge parcels shall be located so as to be screened by existing woodlands or portions of the site where existing topography provides screening. Development within existing woodland may be allowed if tree removal is minimal.

9.5 New roads or extensions of existing roads which provide access to hillside and ridge parcels shall be limited in paved width to the minimum necessary to provide for adequate public safety.

9.6 New or existing roads serving hillside and ridge parcels shall remain rural in character and appearance.

9.7 Development on hillside and ridge parcels shall be so designed as to minimize grading and disruption of natural contours.

9.8 Lands above the 150 foot mean sea level elevation warrant special design review considerations; accordingly, the Town will review the building location, building design, and access of development in these areas.

Objective 10:

To regulate the design of residential units, roads, and public facilities in hillside and ridge areas in order to protect and maintain the existing visual image and character of these lands. (Also see Circulation Element Policies 10.1–10.6.)

Policies:

10.1 The Town will not allow the attached cluster form of condominium development on lands designated as ridge and hillside properties (Very Low Density) in the General Plan.

10.2 Within a subdivision, single-family detached homes may be located on lots smaller than one acre, provided that said location of single-family detached homes attains a desired open space objective or reduces the visual impact of the proposed development, and provided the density does not exceed the maximum gross density allowed by the designated land use.

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10.3 Residential units shall be designed and located so as to minimize
their visual mass. The Town will require exterior materials and
colors which soften the appearance of the building and allow it to
blend with the natural landscape.

10.4 Materials used for road construction shall be selected which meet
the requirements of the Town Engineer, and soften their visual
appearance and impact.

10.5 Street lighting on hillside and ridge parcels shall be kept to the
minimum necessary for safety. Light standards which minimize
the dispersal of light shall be used in these areas.

ISSUE: Preservation of Neighborhood Character, Image, and Quality of Life

Objective 11:

To preserve, maintain, and enhance the existing character, scale, and quality
of life in San Anselmo's residential neighborhoods.

Policies:

11.1 New development, including rehabilitation and expansion projects,
shall be of a scale, intensity, and design that integrates with the
existing neighborhood.

11.2 Medium- and large-scale development projects in both single-
family and mixed residential areas shall provide for a variation in
building heights and exterior wall and roof articulation to avoid
monotonous structures with a large blank visual bulk and mass.

11.3 New developments of five or more units which overcrowd the
local residential street network, and cannot make the necessary
roadway improvements to mitigate the impact, will be required to
be phased over a period of time or possibly reduced in density.
All roadway improvements will be paid for by the development
creating the need for the improvements.

ISSUE: Future Development and Public Utilities and Services

Objective 12:

To maintain the current level of public services to the citizens of the Town
and to continue to support improvements to public utilities as needed.

Policies:

12.1 To work with the special district that provide water, sewer, and
fire protection services in order to maintain and improve the
present level of service.

12.2 To require all new development within the Town to be served by
public water and fire protection agencies and, where feasible, the
public sewer system.

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ISSUE: Maintenance of Adequate Water Service and Fireflows in Hillside and Ridge Areas

Objective 13:

To ensure that existing and future development in hillside and ridge areas has a continuous supply of domestic water, adequate water to protect structures from domestic and wild fires.

Policies:

13.1 To encourage the Fire District to require sprinkler systems in new residential buildings which the Water District cannot supply with the ISO recommended fireflow.

13.2 New homes shall hook into MMWD's system.

Objective 14:

To require homes and other improvements constructed in hillside and ridge or other high fire hazard areas to be designed to reduce the potential for a disastrous fire.

Policies:

14.1 To prohibit onstreet parking on public and private roadways which, due to their width or circuitous routing, create problems for fire equipment access.

14.2 To prohibit the use of combustible roofing materials in residential areas that have a high wildfire potential (i.e., hillside and ridge areas).

14.3 To require brush clearance around structures which encroach on wild vegetative groundcover.

ISSUE: Sewage Treatment in Hillside and Ridge Areas

Objective 15:

To ensure that onsite sewage treatment systems do not create a potential health problem or contribute to a potential unstable slope condition.

Policies:

15.1 The Town will require all new development, where feasible, to be served by the Public Sanitation District.

15.2 Where it is not feasible to hook into the Sanitation District collection system, the builder must supply a copy of a sanitation engineer's report to the Town stating that disposal is feasible on the site from a health standpoint. Further, a professional geotechnical report must be supplied to the Town stating that the

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wastewater disposal field will not result in any landslide or other adverse geologic condition.

**ISSUE: Reduction of Potential Flooding Hazards**

**Objective 16:**

To protect the community from danger to life and property caused by flooding.

**Policies:**

16.1 All new developments in the Town should be designed to minimize vegetation removal, soils compaction, and site coverage.

16.2 To only allow development within the 100-year floodplain which is consistent with the Town's adopted Protection of Flood Hazard Areas and Water Course Ordinance.

16.3 To inform the citizens of the community of existing and potential flooding problems on an ongoing basis.

16.4 To repair and improve the Town's storm drainage system to handle existing and projected runoff.

16.5 To prepare evacuation plans for flood-prone areas and distribute information to affected residents, businesses, and property owners.

**ISSUE: Development in the Flood Zone**

**Objective 17:**

To ensure that facilities needed to function in a natural disaster are not located in the floodplain or, if there is no other choice, that they are designed to function adequately under emergency conditions.

**Policies:**

17.1 Facilities designated as "critical" in the emergency preparedness plan should not be located in the 100-year floodplain, or if no other choice shall be designed to function adequately under emergency conditions.

**ISSUE: Reuse of Surplus School District Lands**

**Objective 18:**

To keep surplus School District lands in public ownership, while allowing some interim use of the property to allow the School District some financial return on its land holdings.

**Policies:**

18.1 To require School Districts to meet with the Town to determine the appropriate future use of surplus school sites and lands, whenever Districts contemplate reuse of these lands.
18.2 To encourage the School District to retain public ownership of surplus school site because of the recreation and other physical assets that provide for the greater community.

18.3 Should the School District decide to sell a surplus school site, the Town will pursue means to ensure that the property is kept in some form of public ownership.

18.4 To adopt an ordinance which would allow the School District to lease surplus school sites for possible educational, light commercial, office, or other use which can be found compatible with the existing use of land around the surplus school site, and the community as a whole.

18.5 To encourage the involvement of all San Anselmo citizens on the issue of reuse or new use of surplus school sites.

ISSUE: Reuse of Private School and Church Sites

Objective 19:

To develop special zoning districts and design guidelines to regulate the reuse of private school and church sites identified on the General Plan Land Use Map.

Policies:

19.1 To ensure that reuse of existing private school and church sites is compatible with adjacent land uses and intensity of development in the immediate area.

19.2 To protect the unique natural and architectural features which make these sites a visual resource within the Town of San Anselmo.

19.3 To consider land use options for these properties which would preserve their unique visual or community resources.

E. PROPOSED LAND USE CATEGORIES

Listed below are the basic land uses provided for in the General Plan. Each land use category includes a description of the type, density, and intensity of land use expected therein. The category descriptions also contain some of the criteria used in assigning their relative location within the planning area, and the objectives which each category is expected to achieve. The Land Use Map shows the planned distribution of general land uses within the planning area.

Each residential land use category includes a population density range expressed in dwelling units per gross acre. The actual number of dwelling units permitted for
any given residential parcel will be dependent on the environmental constraints of
the site, and traffic safety characteristics of the roadways which provide access to
the site, community design issues, and the housing objectives to be achieved.

The term 'gross acre' as used in the General Plan refers to all the land within the
property lines of a given parcel or all the land within the boundary line of a given
development proposed. The only land to be excluded in the calculation of gross
acreage is any land within an established public right-of-way or adopted plan line.

The ultimate structural form and physical character of San Anselmo will be deter-
determined by the density and intensity of development allowed on existing undeveloped
lands within the Town limits. The Town has decided that its visual image and
character will be that of a small-town detached single-family residential commu-
nity which provides for a more dense and intense form of development on lands
adjacent to its central commercial core. The flatter lands of the valley floor, and
lower hill slopes, will be predominantly detached single-family neighborhoods. The
density, and the intensity of residential development, will decrease rapidly to a
very low level on the upper slopes and ridges of the hills and mountains which
bound the community.

1. Residential

The categories of residential land use provided for in the San Anselmo General Plan
are formulated so as to protect the visual character and quality of life in most of
the Town's existing residential neighborhoods. However, the general plan does
provide for some transition in residential character and form in and around the
Town's central commercial area. Vacant lands within other established residential
neighborhoods will be regulated so as to maintain and continue the existing charac-
ter of development in the immediate area.

The density and intensity of residential development on existing vacant parcels of
land on the upper slopes and ridges of hills in the planning area will be severely
limited so as to protect the open space character and visual image of these areas.
The following sets forth the permitted land uses, building types, and concentration
of use in each residential category contained in the General Plan.

a. Very Low Density—Hillside and Ridge (1 Unit/Gross Acre or Less)

The very low density residential category is applied to those lands which constitute
the Town's hillside and ridge areas. This land use category is intended to provide a
density and intensity of residential development which will maintain the natural features of the land and associated landscape, and protect the visible ridges in the community from development.

The lands designated on the Land Use Map as very low density are to be improved with single-family detached homes on various lot sizes. Many of the parcels within this category are large, and it is therefore possible to cluster detached dwelling units on individual lots to avoid environmental constraints and to further open space objectives. The number of units to be allowed on each parcel of land within this category will be based on the environmental constraints (e.g., slope, unstable soils, stream courses, etc.) and open space objectives associated therewith. The Town of San Anselmo has reviewed the development potential of each parcel in the hillside and ridge area. From this review emerged the maximum number of dwelling units to be allowed on each parcel. The maximum number of dwelling units to be allowed is designated in the official "Table of Hillside and Ridge Density Parcels" adopted by the Town Council. The Town Council may review and amend this table from time to time if such amendment would further the objectives of the General Plan.

The population density in the hillside and ridge areas associated with this land use category will not exceed a maximum of four (4) persons per gross acre. The only land uses to be allowed within this category include single-family detached dwellings, roadways, driveways, parks, trail access easements, utility installations, and home occupations which are incidental and accessory to the allowed residential use.

b. Single-Family Residential-Conservation (1 Unit/Gross Acre or Less)

The single-family residential-conservation designation is assigned to those residential properties that are located above the 150 foot mean sea level elevation in the Town of San Anselmo. Much of the land above the 150 foot mean sea level elevation is visible from the Town's major roadways and established residential neighborhoods, and as such forms the major visual backdrop to the Town. In order to preserve the unique visual qualities of these lands, development is to be limited to a density of one unit per acre or less. However, all existing lots which are smaller than one acre are to be incorporated into the conservation area as legal non-conforming parcels.
In order to maintain the visual quality of the lands above the 150 foot mean sea level elevation, the Town intends to review the building location, access, and exterior design of structures proposed for vacant lots in this area. The Town may also consider the effects of new development in this area on the public health and safety issues related to site improvements.

Design review may also apply to existing developed properties within the conservation area, if said review is necessary to protect the visual character of the hillside and the size of the proposed addition is large enough to warrant said review.

The population density in the single-family residential-conservation area will not exceed 18 persons per gross acre. The only land uses to be allowed within this category include: single-family detached dwellings, roadways, driveways, parks, trail access easements, utility installations, and home occupations. Other uses which may be permitted, although the Town will have discretionary authority, include: churches, rooming houses, and a limited number of second units.

c. Single-Family Residential (1–6 Units/Gross Acre)

The single-family residential category is assigned to those residential areas with established neighborhoods which are characterized by single-family detached homes on a typical suburban residential lot. The majority of the parcels (lots) in this category would have a lot size of 7,500 square feet or less. However, some lots larger than 7,500 square feet may be found in this area due to environmental conditions or topography.

The majority of the land within this residential category has already been subdivided and improved with single-family homes. However, there are existing vacant parcels of land dispersed throughout these low-density residential areas. Future subdivision of vacant land within this category shall conform to the existing pattern of lot sizes within the neighborhood in which the land is located. New lots created through the subdivision of land shall be the same size as, or in some situations larger than, the existing lots in the immediate neighborhood.

The population density in the single-family residential category shall not exceed a maximum of eighteen (18) persons per gross acre. Land uses to be permitted include single-family detached dwellings; licensed family care, foster, group, and daycare homes; home occupations; parks, schools, playgrounds, and other public buildings; and public uses. Other uses which may be permitted, although the Town
will have discretionary authority, include: churches, rooming houses, and a limited number of second residential units.

d. **Medium Density Residential (6–12 Units/Gross Acre)**

The Medium Density Residential category is assigned to residential lots adjacent to Sir Francis Drake Boulevard and residential lots which abut or face commercial land uses. These properties will be developed with duplex-type residential units, but some triplex units may be allowed provided the form of the triplex unit is compatible in design with the surrounding single-family-duplex neighborhood.

The population density in the Medium Density Residential category shall not exceed a maximum of twenty-eight (28) persons per gross acre. Land uses to be permitted in this area include single-family detached homes; duplex and triplex residential units; licensed family care, foster, group, and daycare homes; home occupations; parks, schools, playgrounds, and other public buildings; and public uses. Other uses which may be permitted, but over which the Town will have discretionary authority, include: churches, rooming houses, and a limited number of second residential units.

Higher densities may be considered within these areas if such developments implement to a significant degree the social housing objectives of the General Plan. The Housing Opportunity Section describes how this can be done.

e. **High Density Residential (6–20 Units/Gross Acre)**

The High Density Residential category is primarily assigned to residential lands near commercial areas outside the Town's Central Commercial Core. The predominant form of residential development is expected to be attached multifamily apartment and condominium dwelling units. Multi-family housing is to be located within walking distance of commercial and employment areas in order to reduce the need for, and dependence on, the automobile for daily shopping trips.

Multiple family units are to reflect in design the single-family character of the Town and will therefore be limited in height to two stories, but not to exceed thirty-five (35) feet in height.

The population density in the High Density Residential category is not to exceed a maximum of forty-two (42) persons per gross acre. Land uses to be permitted in this area include: single-family detached homes; duplexes; triplexes; group dwell-
ings; apartments; condominiums; licensed family care, foster, group, and daycare homes; parks, playgrounds, schools, public buildings; and other public uses. Other uses which may be permitted, but the Town will have discretionary authority, include: churches, rooming houses, and a limited number of second residential units.

Higher residential densities may be considered within these areas if such developments implement to a significant degree the social housing objectives of the General Plan. The Housing Opportunity Section describes how this can be done.

f. Downtown Mixed Residential (6–20 Units/Gross Acre)

The Downtown Mixed Residential category is assigned to the residential lands west of the Town's Central Commercial area. These properties are planned to be improved with a mixture of single-family, duplex, triplex, and multi-family apartments and condominiums. The intent is to have a mixture of residential densities on every street and block in the area so designated. Furthermore, there will be design review of all multi-family buildings to ensure visual compatibility with existing development in the area. The planned mixture of residential densities by block is shown on Map 4.

The population density in the Downtown Mixed Residential category shall not exceed a maximum of forty-two (42) persons per gross acre. Land uses to be permitted in this area include: single-family detached homes; duplexes; triplexes; group dwellings, apartments, and condominiums; licensed family care, foster, group, and daycare homes; and parks, playgrounds, schools, public buildings, and other public uses. Other uses which may be permitted, but the Town will have discretionary authority, include: churches, rooming houses, and a limited number of second residential units.

Higher residential densities may be considered within these areas if such developments implement to a significant degree the social housing objectives of the General Plan. The Housing Opportunity section describes how this can be done.

g. Housing Opportunity Areas/Apartments (14–28 Units/Gross Acre)

The Housing Element of the General Plan found that within the Town of San Anselmo and the unincorporated portion of the Town's sphere of influence there is adequate land available to meet the total new construction housing need estab-
lished by ABAG. However, it will be much more difficult to meet the housing needs of low and moderate income families.

The Town has found over the years that zoning land to allow for higher densities of development has not resulted in rental or sales prices that meet the needs of the community's low and moderate income households. The only result has been a change in the physical appearance and character of the community, and increased traffic. Accordingly, the Town has decided to reduce the density of future development in the community.

However, the Town recognizes the needs of its low and moderate income families, and will provide within the Land Use Element an incentive to provide housing for these income groups. The Town will consider higher density apartment or rental projects which provide at least forty (40) percent of the dwelling units within the development for low or moderate income families. Rental projects which meet the objective will be considered in specified areas within the Mixed Housing areas of the General Plan. The areas which will be considered for higher densities will be designated in the future by the Town Council. The population density of these parcels will not exceed a maximum of fifty (50) persons per gross acre, and the form of housing will be limited to multiple-dwelling apartment or rental complexes.

2. Commercial

San Anselmo does not have the type of a strong commercial or industrial base which would classify the community as a major employment area in Marin County. Most of the jobs available in San Anselmo are in the retail and residential services sector of the economy.

A report prepared by the Association of Bay Area Governments entitled "ABAG Projections---87" projected a decreasing population in San Anselmo, combined with a relatively small increase in the number of jobs available in the community, and the number of households in the community. Slight job increases are projected in the retail and service sector over the next 20 years.

The jobs projections for San Anselmo do not indicate a need to plan for a large amount of commercial expansion in the community. Growth in jobs, though small, will be in service and office type uses, with some limited retail expansion.
The San Anselmo Chamber of Commerce supports policies which will encourage the expansion and attraction of nonresident-supported business enterprises. It appears that the primary businesses which can be encouraged to expand to implement this objective are restaurants, antique and other furniture stores, and specialty retail item stores. These enterprises would have to operate in conjunction with one another to first attract visitors to the area and to encourage visitors to have an extended stay (two or more hours) of browsing, shopping, and eating.

The Town appears to have adequate existing and planned commercial floor space to achieve this objective. Furthermore, the historic commercial core and commercial development along Sir Francis Drake Boulevard and Red Hill Boulevard are within reasonable walking distance from one another. A factor which hinders the expansion of nonresident-supported business enterprises is the size of streets, and high volume of automobile traffic thereon, which tends to serve as a strong barrier to easy pedestrian circulation. Steps the Town could take to improve upon the environment for nonresident-dependent business include improving pedestrian circulation and traffic movement, and to provide adequate and easily accessible parking for longer shopping trips into the community.

One of the primary concerns of commercial business in the historic core and along Red Hill Road and Greenfield Avenue is the need for additional convenient customer parking. The Chamber of Commerce has requested that the Town consider adopting policies which will address the need for more convenient parking.

The commercial area along San Anselmo Avenue is planned to remain the retail core of the community. Uses are expected to be a mixture of visitor and local serving commercial businesses. The Central Commercial area should incorporate open space, a strong pedestrian element, and convenient parking to maintain its image as the hub of the community. The Town may consider special parking provisions for the area in order to reduce the time and trouble new businesses have with leasing commercial space in the area. The incorporation of a residential element into the variety and fabric of the commercial core could improve its function and vitality.

The older commercial structures located along Sir Francis Drake Boulevard west of the Hub present a potential traffic circulation and congestion problem. Most of these structures were constructed without offstreet parking. Furthermore, the
heavy vehicular traffic volume along Sir Francis Drake Boulevard, combined with the inability to structurally expand the boulevard means that left turns onto business property in this area creates an unacceptable problem for vehicular circulation within the Town. As a result, commercial uses which generate significant amounts of traffic, if located in these structures, will cause further traffic congestion in an existing congested area. The Town intends to consider regulating businesses in this area to prohibit enterprises which are high traffic generators (e.g., fast-food outlets and quick stop and shop stores).

The town wants to maintain the small town scale and character of its commercial areas. This will be attained by creative conservation of older buildings and close attention to new buildings to ensure that they are at a scale which is compatible with the existing character of the area. Trademark designed buildings associated with many retail, food, and beverage service businesses will not be allowed in the Town's commercial areas. Development is to be consistent with Objective 6 and Policies 6.2–6.3 of the Land Use Element.

Limited commercial enterprises will be allowed at some points along major arterials and collector streets, provided these businesses primarily serve the residential areas in which they are located. The Plan recognizes the existing limited number of small neighborhood commercial and administrative professional offices along Center and Sir Francis Drake Boulevard.

The categories of commercial land use provided for in the General Plan recognize the diverse functions and roles each of the commercial areas will play in the community. The following describes the permitted land uses, building types, and concentration of use in each commercial category found in the Plan.

a. Central Commercial

The Central Commercial area can be found along portions of San Anselmo Avenue and Sir Francis Drake Boulevard between the Hub and Ross Avenue. This commercial area is expected to be the retail core of the community. Commercial enterprises in this area are expected to provide a continuity of commercial frontage and attractive area for pedestrian movement. Parking is not anticipated onsite, but would be provided in public or common parking lots within walking distance of all downtown businesses.

Two types of businesses are expected in this area. The first type are primary attractors. These are businesses that draw customers from outside of the community. Such commercial activities include restaurants, specialty stores (antiques),

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fashion stores, variety stores, and apparel stores. The second type of uses are satellite businesses which rely on pedestrian movement generated by the primary attractors. These include such uses as small specialty shops, small food service outlets (ice cream and coffee), personal services (barber and beauty shops), and small boutiques. Offices would also be allowed, but in order to promote commercial activity in the area are encouraged to locate above the ground floor.

Residential use in the form of multi-family housing will be allowed in the central commercial area. Residential uses can be provided for in a single structure, or may be mixed with commercial activity in a single structure; however, the ground floor of every building is limited to commercial use only. Accordingly, the residential activity is expected to be above the ground floor. Commercial activity in the central area is expected to be quite concentrated to encourage pedestrian movement. Although commercial development will be concentrated, the intensity of commercial development on individual lots or development sites could have floor area ratios (FAR) up to 2.0. The term "floor area ratio" as used in the General Plan is the total floor area of a building relative to the total area of the lot or development site. A 5,000-square-foot lot with a floor area ratio of 1.5 could have 7,500 square feet of floor space in a building. Furthermore, buildings in the central commercial area will be limited to two stories.

b. General Commercial

The General Commercial land use designation is expected to provide for a wide range of commercial activities. These types of activities include supermarkets, food stores, retail activities, automobile service and repair, laundries, offices, restaurants, nurseries, and commercial services. Businesses in these areas would not rely on foot traffic for their customers, but would be expected to draw from and accommodate automobile traffic. The majority of the businesses in these areas should be required to provide onsite parking for their customers. However, in some situations, common parking facilities or special parking onstreet programs may be authorized.

The concentration of commercial development in the General Commercial area will not be as great as it is in the commercial core. Commercial buildings in these areas may be more spread out and separated by offstreet parking spaces. Floor area ratios within the General Commercial could have FAR up to 1.5. The building height restrictions in this category will be similar to those of the Central Commer-
cial area and buildings for the most part would be one story. The only exceptions would be existing buildings which are greater in height than two stories.

c. Limited Commercial

The areas designated as Limited Commercial on the General Plan Land Use Map will be regulated as to the intensity of commercial development allowed thereon. It is intended that commercial development allowed for on these properties will be low traffic generators, or that the traffic generated by these commercial activities will not conflict with peak-hour traffic movements on Sir Francis Drake Boulevard. Examples of uses which are expected to be low traffic generators include specialized enterprises such as furniture and antique stores, specialty boutiques, bookstores, art galleries, and personal services such as barber shops and beauty shops. The types of commercial activity which will not be allowed in the Limited Commercial area include fast-food, restaurants, quick-stop food stores, and medical office types of uses and services.

The determination as to whether or not a commercial use would be allowed within this Limited Commercial area will be based upon the total number of traffic trips generated by that business and how said traffic trips (including turning movements) are expected to affect the flow of traffic along Sir Francis Drake Boulevard. Commercial uses which will disrupt the flow of traffic on Sir Francis Drake Boulevard, or uses which would have a detrimental effect on the residential neighborhoods adjacent to Sir Francis Drake Boulevard will not be allowed. The intent of this Limited Commercial area is to ensure that the businesses which operate within this area will not be disruptive to the flow of traffic on the boulevard or the nearby residential neighborhood.

The concentration of commercial development in this area is expected to be lower than in the Central and General Commercial districts. Floor area ratios could be up to 1.0 within this area, and building heights will be restricted to one story. Existing buildings which are higher than one story will continue to be permitted within the district.

d. Neighborhood Commercial/Mixed Residential

The Neighborhood Commercial/Mixed Residential designation is intended to allow very limited commercial uses on certain properties within predominantly residential areas of San Anselmo. The land use designation will allow properties so classi-
fied to either be improved with residential units (predominantly single family) or limited commercial uses which are compatible with the residential area. Commercial uses which are compatible with residential areas would not result in traffic impacts any greater than if the property were improved residentially. Compatibility implies that limited commercial uses would also not result in noise, light, glare, or aesthetic impacts that would conflict with a residential environment.

Neighborhood Commercial areas provide convenience goods and services to local residents without disrupting the residential character of the area. They are necessarily small in size, and oftentimes may consist of a single mom-and-pop store. Other typical uses include barber shops, beauty shops, cleaners, shoe repair, hardware stores, and small pharmacies. Small professional offices may also be allowed in this category.

Neighborhood Commercial uses are considered desirable when located at intersections and developed in areas where residents can walk rather than drive to do business. Additional neighborhood centers may be needed beyond those shown on the map, depending upon the desires of residential communities within the town.

The concentration of commercial development within the area will be quite limited. Most often, commercial development will be limited to one or two parcels, but in some situations there may be more parcels devoted to this use. Floor area ratios up to 0.65 will be most appropriate within this area, and the height of the commercial structures must be compatible with those of the residences in the area (one or two stories).

3. Parks and Open Space

This land use category is intended to designate existing and planned parks, recreation facilities, and natural open space areas. The open space areas identified as contributing to the Town’s natural setting and community image fall into this category, and are shown on the open space map. The open space land use issues are dealt with in more detail in the Open Space Element of the General Plan. Areas designated as parks on the General Plan Land Use Map are not intended to be developed with anything other than small structures which accommodate the citizens of the community as it relates to recreation. Commercial structures will not be allowed in the parks. The parks will only be improved with facilities for which the park was intended (e.g., tennis courts, baseball diamonds, and open playfields).
It is the objective of the General Plan to have all areas identified as "open space parcels" on the Open Space Map to remain in their natural state without any development at all. However, should the Town be unable to acquire, or set aside these areas as permanent open space parcels, a very limited form of residential development would be allowed. Development is to conform to Objective 3, Policy 3.1 of the Open Space Element. Residential development within the current Town limits would be no greater than one unit per acre, and in many instances may be even less dense for those properties listed on the Table of Hillside and Ridge Density Parcels. Building coverage on these properties would be no greater than 15 percent per gross acre.

4. Public Facilities

This category is a catch-all for all major public and semi-public land uses not included in the above-described categories. Existing public buildings, institutions, and schools are so designated. Examples of these uses include the Town Hall, library, public parking lots, public elementary and secondary schools, and water tank sites.

The intensity of development allowed on the public facilities parcels will be determined as to the type of function or purpose these facilities were constructed to meet. As an example, the Town Hall will have a greater intensity of use than a water tank located on a nearby hillside in the town.

F. IMPLEMENTATION

The California Government Code Section 65860 requires that a "county or city zoning ordinance shall be consistent with the general plan of the county or city by January 1, 1974. A zoning ordinance shall be consistent with a city or county general plan only if: (1) the city or county has officially adopted such a plan, and (2) the various land uses authorized by the ordinance are compatible with the objectives, policies, general land uses, and programs specified in such a plan." In a related action, the legislature amended the state Subdivision Map Act, requiring that tentative and final maps not be approved unless the design and improvement were found to be consistent with applicable specific and general plans (Govt. Code Sec. 66473.5).
Uses must be consistent with all elements of the general plan and not just the land use element and map. (The law is unclear whether the uses must be consistent with only the seven required elements.) For there to be a finding of consistency the plan must be complete. In addition, the plan must be "an integrated, internally consistent and compatible statement of policies for the adopting agency" (Govt. Code Sec. 65300.5).

Consistency is measured by three parameters: use, boundaries, and time.

1. The zoning ordinance should be considered consistent with the general plan when the allowable uses and standards contained in the text of the zoning ordinance tend to further the policies in the general plan and do not inhibit or obstruct the attainment of these articulated policies.

2. The boundaries of land use areas on the land use map are intended to be ambiguous in order for the Planning Commission and Town Council to adjust land use regulations to factors that are too localized to be reflected on the general plan. Thus boundaries are intended to be flexible and land uses not shown on the map may be consistent if they are small in area and if they are consistent with the written goals and policies of the plan.

3. As discussed, a use must not preclude ultimate achievement of the goals and policies at the planned time. A use may not be permitted prematurely in an area reserved for future development even if it is consistent with the land use map. It must also be consistent with the objectives and policies as well.

**Code Revisions**

1. **Zoning Ordinance and Map**

   The top priority for implementation would be the revision of San Anselmo's Zoning Ordinance and Zoning Map to be consistent with the revised general plan. Ordinance amendments would include rewriting the residential and commercial sections of the code to incorporate the density and intensity provisions of the revised general plan. Updating the parking requirements of the code, and providing a Housing Opportunity section in the Code. Special provisions could be written into the code to provide that existing uses with a density or intensity of use greater than the revised plan could continue as legal permitted uses.
2. Subdivision Ordinance

The subdivision ordinance should be reviewed and updated to conform with the Subdivision Map Act. In addition, the ordinance can be modified to require a developer to pay certain impact fees to cover the costs to the community that are directly attributable to the development.

Future Planning

1. Housing Opportunity Areas Map

The Town will conduct a more detailed study of existing land uses and parcel sizes in the designated Mixed Residential, Commercial, and Public Facility areas to determine which sites are most appropriate as housing opportunity areas. The objective of the study is to map parcels which are considered appropriate Housing Opportunity sites.

2. Central Commercial Circulation and Parking Study

The Town will conduct a study of the traffic circulation and parking activity in the Central Commercial area. The purpose of the study is to develop a program to improve traffic circulation, parking opportunities, and evolve a method to finance any needed improvements. Businesses in the area will be invited to participate in the study.

3. Design Review in the Single-Family Residential-Conservation Category

Prior to enacting an ordinance to implement the objectives of the Single-Family Residential-Conservation area the Town will conduct studies and hold workshops to determine when and where the discretionary power of design review will be used for new development on vacant lots, and when design review will be required for proposed expansion or reconstruction of existing buildings in the area. The staffing requirements to implement these objectives will also be studied. The purpose of the study is to determine the degree of flexibility which will be incorporated into the ordinance.

4. Historic Preservation Ordinance

The Town will prepare a historic preservation ordinance which will not only protect the visual and design character of existing historic buildings in the community, but will establish a procedure and guidelines for new building construction in areas of the community which contain examples of San Anselmo’s architectural heritage.

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CIRCULATION ELEMENT

A. INTRODUCTION

The Circulation Element of the General Plan is the most closely aligned with the Land Use Element. State law mandates that the Circulation Element contain the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the Land Use Element of the General Plan. The term "correlation" in the planning law means the Circulation Element must set forth standards and proposals for roadway modifications and improvements which are related to the existing use of land in the community, and changes in demand on the various roadways as a result of changes in the use of land associated with the Land Use Element. Furthermore, correlation includes a workable program for funding anticipated and planned roadway improvements.

B. EXISTING CONDITIONS

1. Roadway Network and Classification

San Anselmo's roadway network is comprised of arterial, collector, and local residential streets. There are no freeways or expressways within the Town limits. However, due to the Town's location in the upper Ross Valley, the major arterial streets serve as thoroughfares for regional traffic moving to and from Fairfax, Sleepy Hollow, and central and west Marin. The traffic on the Town's arterials is not only weekday traffic, but includes weekend recreation traffic to state and national parks located in central and west Marin.

The major arterial streets in San Anselmo include:

- Sir Francis Drake Boulevard—a four-lane arterial street which traverses the community between the Towns of Fairfax and Ross.
- Center Boulevard—a two-lane arterial street which passes between Fairfax and the Hub.
- Red Hill Avenue—a four-lane arterial street which connects the Hub with the City of San Rafael.
Butterfield Road—a two-lane arterial which connects the unincorporated community of Sleepy Hollow with Sir Francis Drake Boulevard.

Residential collector streets include San Francisco Boulevard, Broadmoor Avenue, Forbes Avenue, San Anselmo Avenue, Ross Avenue, Bolinas Avenue, Greenfield Avenue, Sequoia Drive, Hillsdale Drive, Barber Avenue, and Saunders Avenue.

All other streets and roads in the community are classified as local residential streets.

No new streets and roads are planned or envisioned in the Town's foreseeable future.

2. Operational Characteristics

The following is a summary of the findings of the Corridor Study prepared by DKS Associates and the findings of the traffic data collected by John Roberto Associates.

a. Arterial Roads

The studies conducted by DKS Associates in 1985 found that daily traffic volumes along Sir Francis Drake Boulevard ranged between 18,800 trips at the west end of Town to 34,300 trips near Madrone Avenue. Eastbound traffic was found to peak sharply between 7:00 am and 9:00 am, and eastbound traffic remained relatively high until after 3:00 pm. Westbound traffic was found to have a broad peak period which started around 3:00 pm and extended beyond 6:00 pm.

Daily traffic volumes along Center Boulevard ranged between 11,900 trips to 12,500 trips. Eastbound traffic was found to have a strong peak between 7:30 and 9:00 am, and then diminishes throughout the remainder of the day. The westbound peak occurs between 5:00 and 7:00 pm, but is less dramatic than the am peak.

At the time the traffic counts were taken, Sir Francis Drake Boulevard was a two-lane road between Butterfield Road and San Francisco Boulevard. The one eastbound lane on Sir Francis Drake at the intersection with Butterfield Road was not capable of handling the peak-period demand. As a result, cars backed up on Butterfield Road because they could not adequately access Sir Francis Drake due to the cars already occupying the eastbound lane from Fairfax. The result was that many drivers sought alternative routes to access Sir Francis Drake by passing through local residential streets in the area, placing unacceptable levels of vehicle traffic on the residential streets.
San Anselmo has added an additional east- and westbound lane on Sir Francis Drake Boulevard, thereby eliminating one of the factors which contributed to congestion on the roadway. While the beneficial effects of the improvements on roadway level of service and impacts on nearby residential streets has not been documented through formal traffic studies, the number of complaints related to excessive traffic from people on residential streets has decreased substantially. Prior to the installation of the additional lanes on Sir Francis Drake, the roadway was found to be operating at level of service "F" during the peak am and pm hours.

Peak-period traffic on Center Boulevard was found to result in significant congestion at the all-way STOP intersections at Forest/San Anselmo Avenue, Redwood/Saunders, and at Madrone/Grove. The am peak period congestion was quite severe and exceeded roadway capacity design. The result was a calculated Level of Service "F" during the am peak period. Eastbound am congestion resulted in traffic seeking alternative routes through adjacent residential areas to points east which were less congested. No improvements have been made to Center Boulevard since the DKS study. However, improvements on Sir Francis Drake may have shifted some trips away from Center. No studies have been undertaken to verify this assumption.

It is clear from the foregoing that local and regional traffic impacts on many of San Anselmo’s local residential streets is a result of the inability of some of the major arterials in the Town to adequately accommodate this traffic during the peak periods. The traffic problem is not only a local problem, but one which must be shared by other communities in the upper Ross Valley and the unincorporated communities in Sleepy Hollow, and west and central Marin.

b. Local Streets

The traffic counts taken on local residential streets by John Roberto Associates in August 1985 did not result in any significant adverse findings. Traffic counts were taken during the pm peak hour on weekdays. The Goodrich Traffic Group calculated the vehicle/capacity ratio and corresponding Level of Service for the ten worst intersections. The calculated Level of Service for all ten intersections during the pm peak hour was ‘A’. However, individual movements within any leg of these intersections may experience a worse than average Level of Service. The intersections analyzed were San Rafael/San Anselmo Avenues, Tamalpais/San

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Operational characteristics of roadways involve more than the number of lanes and volume traffic counts. Many of San Anselmo's residential collector streets and local residential streets were improved years ago when many homes in the hills were designed for seasonal use only and not envisioned for full-time occupancy. As a result, many of the residential roads are narrow, circuitous, and improperly sloped and drained and have associated traffic circulation and safety problems due to the level of local traffic they carry today. These operational characteristics have not been quantified, but are of common knowledge in the Town.

3. Adequacy of Existing Roadway Systems and Needed Improvements

Based on the finding of the DKS Corridor Study, Sir Francis Drake Boulevard, Center Boulevard, and Butterfield Road are not adequately designed to handle current levels of peak-hour traffic. Furthermore, future projected growth within and outside San Anselmo will add to the existing problem. The calculations of future urban growth contained in the DKS study found that San Anselmo will only contribute 12-17 percent of the new growth.

Current projections of future dwelling units which will add traffic to San Anselmo's arterial streets are as follows:

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<tr>
<th>Location</th>
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Additionally, the conversion of marginal residential and commercial land in San Anselmo to more intensive types of use could increase the number of trips on the Town's arterial streets. Land use policies adopted relative to reuse of marginal sites and surplus public lands will have an effect on future traffic projections and needed roadway improvements.

The citizens of San Anselmo have been clear in the past that they do not want to provide new or highly improved roads which may, by adding capacity, stimulate growth in other communities or the county, thereby increasing the number of auto-
mobile trips passing through the Town. The consensus has been that more automobile trips will only reduce the quality of residential life in San Anselmo.

Accordingly, the only means of correlating the Land Use and Circulation Elements of the General Plan is to provide for the types of improvements in the roadway system which will accommodate existing and planned future development. These types of improvements include such things as intersection widening, installation of traffic signals, improvements to traffic signal operations, sight distance improvements, provisions of onstreet parking bays, and possibly some roadway realignment and traffic rechannelization via restriping and minor lane additions.

These types of improvements apply to all streets in San Anselmo, not just the arterial streets. Furthermore, San Anselmo will look to regional awareness of the Town's traffic circulation problems, and regional participation in terms of land use development policy and funding support for needed improvements.

4. Parking Adequacy

San Anselmo is a community which was laid out and subdivided prior to the post-World-War-II period. At that time, families were fortunate if they had one car, and there was no need or foreseeable need for two-car garages or abundant parking requirements for commercial businesses. As a result, many, if not most of, San Anselmo's homes, residential streets, and older business districts do not have adequate space to accommodate the increasing number of automobiles owned and used by people today.

The Town's current policies are to encourage the use of transit to reduce dependence on the automobile, and to limit roadway expansion to discourage use of the automobile. Unfortunately, these policies have not had a significant impact on the desires of people to own and operate automobiles.

5. Bicycle and Pedestrian Systems

The 1976 San Anselmo General Plan encouraged the improvement of bicycle and pedestrian systems which will reduce the reliance on the automobile for local trips. However, the Town has not actively pursued implementation of the bikeway system shown on the Open Space Conservation Map of the current General Plan. As a result, opportunities to implement sections of the desired network are being missed. These opportunities come in the form of grants and conditions of development approval.
Until the Town has an active program to implement the circulation plan for bicycle and pedestrian movement, the goals to make this system an alternative to the automobile will never be reached. Efforts should be made to describe the areas which should be linked by bicycle and pedestrian paths, and the types of improvements which are practical given the existing conditions in the Town.

C. CIRCULATION GOALS

San Anselmo's Circulation Element is based on a desire to preserve the natural and small-town character of the community. Accordingly, the Town's circulation network will be designed to accommodate existing and anticipated traffic, but traffic will not be allowed to dominate or dictate to quality of life in the community. It is the goal of the Town to maintain the residential quality of all local streets in the community.

The circulation network will be designed to offer strong transit, pedestrian, and bikeway alternatives to the automobiles. The roadway system will be designed to funnel visitor traffic through the Town, and its central commercial area, as much as possible without requiring visitor traffic to resort to use of local streets for this passage.

The primary goals of the Circulation Element are:

1. To promote a transportation network which offers strong transit, pedestrian, and bikeway alternatives to the automobile.

2. To design a roadway network which will maintain and enhance the quality of life on local residential streets in the community.

3. To make minimum improvements to the Town's arterial roadways in order to facilitate the flow of regional traffic through the Town, and thereby protect the quality of life on residential streets.

4. To support the creation of a subregional planning advisory board to review and comment on development impacting the Ross Valley Corridor, and any proposed improvements to roadways in the corridor. Traffic from west and central Marin will be taken into consideration.
D. ISSUES, OBJECTIVES, AND POLICIES

The following is a list of circulation and transportation issues facing San Anselmo and the Town's objectives and policies related to these issues. The issues have not been prioritized in this document.

ISSUE: Character of Streets

Objective 1:

To maintain and enhance the residential quality and character of all streets in San Anselmo, with the exception of Red Hill Avenue and portions of Sir Francis Drake Boulevard, Greenfield Avenue, and San Anselmo Avenue.

Policies:

1.1 To protect the quality of life on residential streets by not allowing these streets to become traffic dominated.

1.2 To limit the intensity of developments which may have the potential to make a residential street traffic dominated.

1.3 To promote traffic safety by channelizing through traffic away from residential streets.

ISSUE: Traffic Circulation—Level of Service

Objective 2:

To separate local through and visitor traffic to the maximum extent possible.

Policies:

2.1 Sir Francis Drake, Center, and Red Hill will continue to be the primary traffic carriers for visitor and through traffic.

2.2 San Anselmo Avenue may be designed to provide for visitor traffic, but not through traffic.

Objective 3:

To maintain all arterial and collector roadway intersections within the Town at a level of service 'D' or better during peak am and pm hours.

Policies:

3.1 The level of service will be maintained primarily by regulating the intensity of development throughout the community.

3.2 All new major developments or subdivisions will be required to submit information to the Town as to their effect on the level of service at impacted intersections.
3.3 The Town will not allow the level of service to drop below 'D' unless it is judged to be in the public interest and consistent with other objectives and policies contained in the General Plan.

3.4 The Town will not approve major roadway improvements, such as additional travel lanes, to local, collector, or arterial streets. Improvements to intersections, such as signalization and channeling of traffic, are not considered major roadway improvements.

ISSUE: Preservation of Rural Character of Streets

Objective 4:

To discourage through traffic on residential streets and preserve their quiet rural charm.

Policies:

4.1 Use landscaping, traffic islands, one-way traffic, and limited street closures to direct traffic flow away from residential areas.

4.2 The roadway network for new developments or subdivisions should only show, if possible, street connections to identified residential connector streets or arterials.

4.3 The traffic generated and distributed by all new projects must be within the traffic limits implied by San Anselmo's street classification system.

4.4 All roadway improvements must be designed to preserve and enhance the rural character of San Anselmo streets.

ISSUE: Alternative Modes of Transportation

Objective 5:

San Anselmo will continue to improve and expand its bikeway system.

Policies:

5.1 To minimize the use of local streets for regional bicycle traffic.

5.2 To ensure that all development is consistent with San Anselmo's bikeway objectives, and Objective 5 of the Open Space Element.

Objective 6:

San Anselmo will continue to maintain and expand its pedestrian way system.

Policies:

6.1 San Anselmo's pedestrian way system is intended to link residential areas with local community destination points (i.e., parks, schools, town hall, and commercial areas).

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DRAFT
6.2 Sidewalks and walkways will be considered in new residential projects but may not be mandatory.

Objective 7:

To maintain and improve local and regional bus service.

Policies:

7.1 San Anselmo will continue to support efforts to maintain regional intercity and town bus service provided by the Golden Gate Bridge District.

7.2 The Town will continue to support all efforts to improve local bus service within Marin County.

ISSUE: Existing and Future Traffic Congestion

Objective 8:

To improve upon existing traffic circulation in the central commercial area, and along Center and Sir Francis Drake Boulevard. (Also see Land Use Element Policies 5.1 and 5.2.)

Policies:

8.1 To improve traffic circulation along Sir Francis Drake Boulevard by authorizing limited improvements such as bus turnout lanes at transit stops, improvements at existing intersections, additional traffic signals, and improvement in the operation of the existing traffic signals where appropriate.

8.2 The Town may consider limited intersection improvements and the provision of turn lanes at intersections along Center Boulevard to improve traffic circulation.

8.3 The Town may consider the provision of automobile signs in the commercial core to direct visitor traffic into the Town's central commercial area.

8.4 An additional left-turn lane may be provided on arterials, collectors, and some local streets at Sir Francis Drake Boulevard to reduce existing delays and traffic queues.

Objective 9:

To improve existing and future traffic circulation, safety, and parking in the central commercial area and along Greenfield Avenue. (Also see Land Use Element Policies 5.1 and 5.2.)
Policies:

9.1 To undertake a study of traffic circulation and parking in these two commercial areas, and to adopt a long-term improvement plan for the areas.

ISSUE: Road Access to Hillside and Ridge Properties

Objective 10:

To allow limited improvements to the existing narrow and circuitous roadways which provide access to ridge and hillside properties while maintaining their existing rural character. (Also see Land Use Element Policies 10.1–10.5.)

Policies:

10.1 The only improvements the Town will allow on existing roads which serve ridge and hillside properties are those necessary to improve safety and drainage. The types of improvements which will be allowed include: resurfacing of existing paved areas, cross slope correction, small automobile turnouts, isolated widening, straightening of roads to correct safety hazards, placement of mirrors at blind curves, improved roadway drainage, and repair of existing slides along the roadway.

10.2 The Town will not allow widespread widening of existing roads which serve hillside, ridge, and open space parcels.

10.3 Roadway extensions required to serve ridge and hillside properties shall be similar in character to the existing road which is being extended.

10.4 Prior to acting on any application for development or land division on any hillside and ridge parcel, which is served by an existing roadway, the Town will prepare, and the applicant will pay for, a study of the existing road conditions. The study will include recommendations for improvements which are consistent with policies 10.1 through 10.3.

10.5 Landowners who wish to improve or subdivide their property may be required to submit fees or make improvements recommended in the roadway studies. The Town will adopt criteria for funding said improvements desired on each roadway serving hillside and ridge properties.

10.6 Future development on hillside and ridge parcels will be required to provide guest parking onsite if the existing public or private roadway serving the property is too narrow to accommodate onstreet parking.

Objective 11:

To limit the type, size, weight, and number of construction equipment and vehicles used to improve or maintain hillside and ridge properties.
Policies:

11.1 The Town will require the submission and approval of a method of construction plan prior to the issuance of any grading or building permits for any improvements on hillside and ridge properties.

11.2 The Construction Plan required by policy 11.1 shall set forth the types, size, weight, and number of pieces of construction equipment and vehicles a property owner or contractor intends to use in improving a hillside or ridge parcel. The Plan must also specify the route to be used to deliver equipment to the site, number of workers, and parking provisions for workers' vehicles, how and where equipment vehicles will be stored onsite, and the anticipated length of time needed to complete improvements.

11.3 The Town shall have the right to modify a submitted construction plan to ensure compliance with other policies contained in the General Plan.

ISSUE: Parking

Objective 12:

To review and update the Town's parking ordinance to reflect current trends in automobile size and use.

Policies:

12.1 The Town may consider alternatives to requiring each business to provide its required parking onsite within some commercial areas. However, each site will be required to provide the parking stipulated in the Zoning Code at some location in the area. The implementation of this concept will require the cooperation of all property owners and business people in the area.

12.2 To identify the specific locations of parking space need areas and increase the number of parking spaces available for automobiles at transit stops.

12.3 To develop additional offstreet parking spaces on residential roads to accommodate onstreet parking without disrupting the travel lane.

12.4 To develop a program to provide parking bays.

Objective 13:

To screen offstreet parking from public view.

Policies:

13.1 All parking lots will be required to be landscaped and set back from the right-of-way.

13.2 Trees should be used in parking lots to provide shade and break up the visual size of the lot.
13.3 Efforts should be made to minimize the size of parking areas. For example, two parking areas separated by landscaping and connected by a driveway are preferred to one larger lot.

ISSUE: Roadway Extensions to Adjoining Communities

Objective 14:

To strongly oppose the extension of any road from the Sleepy Hollow area to San Rafael or other communities in unincorporated Marin County

Policies:

14.1 The Town will prohibit the extension of any road north of Sir Francis Drake Boulevard or Red Hill Road into the City of San Rafael. The Town will oppose the extension of any through road north of Sir Francis Drake Boulevard or Red Hill Road to the City of San Rafael if said road is outside the Town’s jurisdiction.

E. IMPLEMENTATION

The following measures will be taken by the Town to implement the concept, objectives, and policies of the circulation element. All implementation measures should not be undertaken at the same time, but should be completed by the year 2000.

1. Zoning Ordinance Rewrite

The parking requirements section of the zoning ordinance shall be reviewed and revised to implement the concept, objectives, and policies of the circulation element. The parking standards should be revised to accommodate planned land use and today’s smaller sized automobiles.

2. Commercial Area Parking Study

The Town in conjunction with representatives of the local business community should establish a committee to study the parking problems in the commercial areas, and recommend a solution including funding that is agreeable to all parties involved. Special attention should be given to the concept of creating additional shared parking among all businesses. The study should focus on both the Central Business District and the Greenfield commercial areas.

3. Funding of Roadway, Bikeway, and Pedestrian Improvements

All new developments which require roadway modifications or improvements will be required to install and finance the entire cost of all these improvements.
Long-term improvements expected along Sir Francis Drake Boulevard, Center Boulevard, Butterfield Road, Red Hill Road, and local residential streets may be financed by gas tax funds, transportation grants, and other public monies. However, should the available funding not be adequate to install the necessary improvements, the Town may establish a traffic mitigation fee plan which estimates the cost of all improvements desired and charges each new development or improvement a fee based upon the number of trips it generates to the area during the peak hour. These fees will be used to help finance and pay the debt on improvements. The Town will and must seek the cooperation of the Town of Fairfax and the County of Marin in charging similar fees to finance improvements needed along Sir Francis Drake Boulevard, Center Boulevard, Butterfield Road, and Red Hill Road.

4. Development Review Process

The Town will establish a development review process which requires all new development proposals of a medium or large scale to submit a traffic study with their applications which discusses the impact of the proposed development on the street system, and its conformance with the circulation objectives and policies of the plan. The cost of the study will be borne by the applicant, but will be conducted by a traffic consultant retained by the Town, or as part of an EIR prepared on the proposed project.
OPEN SPACE ELEMENT

A. INTRODUCTION

San Anselmo is a unique community, situated among the trees and hills of the beautiful Ross Valley. The community owes its special atmosphere in large part to the undeveloped ridge tops and hillslides within the town borders. These open spaces form natural borders that give the town and its neighbors an identity unmatched by most Bay Area communities. However, much of the undeveloped land in San Anselmo is private property whose owners have the right to develop and the Town can expect them to do so. Unless such property is acquired and/or dedicated for permanent preservation, as publicly held open space, it must be assumed that private development will occur.

The Town recognizes that these privately owned lands are likely to be developed. Accordingly, the Open Space Element formulates a strategy which is designed to preserve priority open space lands in the Town, and in its adjacent 'sphere of influence'. The attainment of the open space objectives requires the cooperation of property owners, residents, community leaders, citizens, and elected officials of the incorporated and unincorporated communities adjacent to San Anselmo. Preservation of open space lands needs to be accomplished by balancing both the interests of the Town and the rights of property owners.

B. CURRENT STATUS OF OPEN SPACE

San Anselmo is situated in a valley with a corridor developed along its center. The hills surrounding the Town create a distinct greenbelt around San Anselmo that separates the Town from other adjacent communities.

In the south to west, Mt. Baldy and the ridgelands sloping to the north provide a beautiful natural backdrop to San Anselmo as well as neighboring communities.

In the north and to the east, beyond the existing developed areas, open ridgelines and grassy, tree-studded slopes give residents the benefits of a rural, more open environment, as existed in San Anselmo around the turn of the century.

One mutual goal of the Marin Countywide Plan and the San Anselmo General Plan is to preserve town identity by the preservation of greenbelts between communi-
ties. These buffer zones provide view corridors, recreation needs, and natural habitat for wildlife and are very important quality-of-life elements.

Today, the pressure of an inflated real estate market has resulted in the loss of many of these valuable open space lands. Land for homes in Marin County and San Anselmo is becoming increasingly scarce. There is intense pressure to develop the last remaining lands in the Town, including the ridges and hillsides.

Most available land in San Anselmo has already been developed. The undeveloped parcels remaining are located on hillsides and ridgetops and tend to be more difficult to build on due to remote access or geologic instability.

There is a great misconception concerning these undeveloped lands. Many residents assume that these lands are public open space and will remain that way forever. In fact, very little of San Anselmo’s “open” land is preserved as public open space. Unless these lands are specifically protected—through purchase, by gift to the public, or some form of easement—each of the parcels has the potential of being developed. All of the parcels addressed in this element belong to private individuals and/or institutions.

As an example, one of the most prominent natural features of San Anselmo, the top of Mount Baldy, is privately owned. Historically, this property has been used by the public as an outdoor recreation area. Most people erroneously believe it to be publicly owned, or part of the Marin Municipal Water District, thus protecting it forever from development.

C. OPEN SPACE GOALS

San Anselmo’s open space plan is intended to:

1. Create "open space greenbelts" which serve as separation buffers between the Town and adjacent communities;

2. Protect ridgelines, including the ridge zone, and preservation of the natural features of hillside lands; and

3. Protect highly visible hillside slopes and ridges from development, and maintain the visual presence of woodlands, riparian areas, and stream courses which are found on, or traverse, identified open space lands.

4. Provide recreational areas for Town residents.
The open space plan calls for a system of trails which will link open space lands with one another and with the residential areas they abut. Through integrating open space planning with all other physical development, San Anselmo can help assure that the integrity of its hillside, ridge, and stream environs will not be fragmented and their essence diluted and compromised into an anonymous "suburbia" that will satisfy no one.

D. OPEN SPACE CLASSIFICATION SYSTEM

The following definitions are included in the General Plan to make a clear distinction between parks and open space (both public and private).

1. Parks

Parks are public lands developed or planned for development which may include public facilities for active and/or passive recreation for residents and groups engaging in programmed recreation activities.

2. Public Open Space

Land owned by a governmental agency which has public access for nature study, hiking, etc. Such lands are to be left in their natural state, with no improvements more extensive than trails and fire breaks.

3. Private Open Space

Lands which remain in private or institutional (tax exempt) ownership and upon which the public may or may not have the privilege of entering. Such lands are open space by virtue of restrictions on the owner's right to develop, which may occur through:

a. Zoning based on public safety considerations (e.g., geologic hazard, flooding, etc.).

b. A relinquishment of development rights in one location for additional development rights in another location.

c. Agreements by private owners to retain their land in agricultural use or as scenic open space for tax considerations.

d. The preservation of lands for open space as a condition of approval of a subdivision or planned unit development or by other legal devices.
E. ISSUES, OBJECTIVES, AND POLICIES

The following is a list of open space issues facing San Anselmo, and the Town’s objectives and policies relative to these issues. The issues have not been prioritized in this element.

ISSUE: Protection and Maintenance of Open Space Lands

Objective 1:

To protect from development those open space parcels which contribute directly to the Town’s identity, its sense of separate place in relation to other communities, and the quality of life in the community. The properties which meet this criteria are listed in Appendix A.

Policies:

1.1 The Town will determine the relative importance of the properties listed in Appendix A in terms of their open space value.

1.2 The Town, in conjunction with one or more of the following agencies: the County of Marin, Fairfax, Ross, San Rafael, and the Marin County Open Space District, will establish a program for acquisition and preservation of priority open space properties.

1.3 The Town may sponsor community and area-wide meetings, exhibits, and events to raise community awareness with regard to open space needs in San Anselmo and the surrounding area.

1.4 Any landowner or developer who intends to submit a land division or other development proposal for all or a portion of property listed in Appendix A will be required to meet with the San Anselmo Open Space Committee prior to submitting any development application.

The Committee must meet with the applicant within thirty (30) days of notification to discuss the Town’s open space objectives and options for development. The applicant will be required to submit a written report of the findings of this meeting with the development application.

1.5 The Town’s hillside and ridge protection policies and development densities will be used to protect the open space values of the properties listed in Appendix A if efforts to purchase open space have failed. Such efforts will include the establishment of lands designated as private open space.

1.6 To examine current management/maintenance arrangements and needs for existing open space lands and explore alternatives for meeting management goals.
ISSUE: Protection of Ridges

Objective 2:

To prohibit development on the ridgeline and within the ridge zone of the ridges identified on the Open Space and Conservation Map. (Also see Land Use Element Policies 7.1–7.6 and 9.1–9.6.)

Policies:

2.1 The Bald Hill ridgeline shall extend from elevation 800 feet in the Town of Ross on the south, to elevation 400 feet near the San Anselmo/Fairfax Boundary on the north.

2.2 The Red Hill ridgeline shall extend roughly from east to west above the 300-foot elevation.

2.3 The Sunny Hills ridgeline extends from Memorial Park on the west to the San Anselmo boundary on the east.

2.4 The Indian Rock system of ridgelines lies above elevation 300 feet, north of Sorich Park.

2.5 The Camino de Herrera ridgeline extends from elevation 400 feet at the end of Camino de Herrera northward to the upper end of Woodside Drive at elevation 500.

2.6 The perimeter ridgeline extends from elevation 400 feet near the Fairfax/San Anselmo boundary northward along upper Oak Springs Drive to the northwest apex of the San Anselmo boundary, then northward, eastward, and southward around Sleepy Hollow to an end at elevation 500 feet in San Rafael east of the northeast boundary of Sorich Park.

2.7 The ridge zone shall extend 150 horizontal feet in both directions from the lowest elevation of the ridgeline, or fifty (50) feet vertically, whichever is more restrictive.

2.8 Construction within the ridge zone shall be permitted only when the applicant has demonstrated to the satisfaction of the Town Engineer and Planning Commission that construction outside of the ridge zone would be detrimental with respect to soil and geologic conditions, vegetation removal, drainage, and such other factors as are determined to be pertinent.

ISSUE: Private Open Space

Objective 3:

To require the preservation of open space on properties to be developed by requiring open space easement for properties listed in Appendix A.
Policies:

3.1 Development proposals for properties identified as open space lands in Appendix A must include private open space easements covering those portions of the site which are identified as having unique site features and aesthetic qualities.

ISSUE: Access to Open Space Lands

Objective 4:

To provide and maintain a system of trails which will provide nonintrusive access from residential areas to open space and park lands.

Policies:

4.1 Trail access to open space lands is to be limited to pedestrian, nonmotorized vehicles, and equestrian traffic.

4.2 Trailheads shall be designed to prohibit access by offroad vehicles and motorcycles.

4.3 Trails shall be designed to blend into the surrounding landscape in such a way as to minimize environmental impact.

4.4 Subdivision and development proposals for properties adjacent to or abutting existing or planned public open space shall include provisions for providing public access over a trail system. Trails should be provided separate from roadways and sidewalks.

4.5 The landowner or developer required to provide trails under Policy 4.4 shall pay the cost of improving the trail system on the development site.

4.6 All public open space access easements shall be offered for dedication to the Town, the Marin County Open Space District, or other appropriate public agency.

4.7 The Town will require, as part of a subdivision or development proposal, the installation of a trail system on the subject property as shown on the adopted Open Space Conservation Map.

4.8 Access to fire roads will be provided to bicycles under conditions similar to those imposed by Marin Municipal Water District.

ISSUE: Provision and Maintenance of Bikeways

Objective 5:

To provide a system of bikeways which can be used by people in their everyday business.

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Policies:

5.1 To provide a system of bikeway routes which can be used for travel from residential areas to schools, shopping, and recreation areas.

5.2 Bicycle paths should provide access to open space areas.

5.3 Bike storage racks and sheds should be provided at major trail heads and at other community assembly areas.

F. IMPLEMENTATION

There are many options available to implement the objectives of the Open Space Element. These options are summarized below.

1. The Marin County Open Space District (MCOSD)

The Marin County Open Space District, established in 1972, is a tax-supported agency. The District has been instrumental in obtaining large tracts of land throughout the County for open space. Through the District, properties bordering San Anselmo and other areas adjacent to Sorich Ranch have been purchased and preserved as open space.

Cooperation between the MCOSD and other communities resulted in the purchase of the "Sun Valley Open Space" area. This area borders San Anselmo and was acquired with major funding from MCOSD. This successful project was achieved through the joint efforts of San Rafael, San Anselmo, and MCOSD and through a local assessment district.

County participation through MCOSD is limited by financial constraints and certain policy restrictions. Funds for purchase are limited and priorities are determined by a number of factors, including the extent of local commitment to public open space. The District can participate in financing the purchase of land along with other private or public entities. The District is legally allowed to fund only up to its own appraised value of property.

2. Local Assessment Districts

The purpose of assessment districts is to have the people most affected or benefited pay for those benefits. In the case of an open space assessment district, those property owners benefiting from the open space would pay some of the acqui-
sition costs. Assessment districts are often viewed as the "grass roots" way of raising money toward the purchase of open space lands.

An assessment district can be of any size and legally its boundaries must be continuous. For example, owners of property within a district's boundaries are polled and asked to commit to the purchase of specific parcels for public open space. If the owners of 60% of the land areas within the assessment district sign a petition indicating they wish to be assessed for a particular purchase, the Town Council can establish the assessment district. A lien is placed on each owner's property, committing the owner to pay a specified amount each year over a period of 20 to 30 years. However, assessments can be less than 20 years if desired. The MCOSD can also establish assessment districts, and an assessment district can include property in Town/City and County jurisdictions (with approval of both).

The principal advantage of assessment districts is that payment for the acquisition can be "spread out" over 20 to 30 years.

The major disadvantages are that financing, legal, and administrative costs tend to run higher than some alternative financing measures, and the establishment of the District boundaries can become difficult and arbitrary.

3. General Obligation Bonds

California municipalities can issue General Obligation Bonds to finance the acquisition of real property. These bonds are secured by the full faith and credit of the issuing government entity that has the authority to use property taxes to service the debt. The security on General Obligation Bonds is of the highest quality. Therefore, the interest rates on these bonds is generally the lowest of any public security.

Local property taxes can now be set above the 1% limitation of Proposition 13 to support General Obligation Bonds if the proposed issue is approved by two-thirds of those voting in a local election.

The principal advantage of General Obligation Bonds is the favorable interest rate to be paid and the 20–30 year term of payment.

The disadvantages are the cost of holding the election, the difficulty of attaining the two-thirds vote, and the cost of debt service is still substantial.
4. Mello-Roos Bonds (Community Facilities Districts)

Mello-Roos Community Facilities District Bonds (CFD) are a relatively new method of providing long-term tax-exempt financing. The CFD is created and adopts a plan to accomplish the financing objectives of the District. Payment for an open space purchase under this plan comes from assessments placed upon properties within the District. Assessments can be levied with considerable flexibility, such as an ad valorem tax (based upon the value of the taxpayer's property), a flat-rate tax, or any option that is a benefit to the District. A 51% vote is needed to approve the District. If successful, the District issues debentures that are retired over a 20–30 year period.

The advantages of a CFD are the need for only a 51% approval vote and the ability of the District to include areas outside the Town limits. It would be possible, therefore, to include areas outside and adjacent to San Anselmo that are within the Town's "sphere of influence."

The main disadvantage of a CFD is that interest rates would be higher, thereby making debt service more costly.

5. Grants

There are various entities that give grants for the preservation of open space. The Marin Community Foundation and other charitable organizations have recognized the environment as a funding category for endowment.

6. Planning Options

a. Preservation through Dedication

Developers can be required to deed land for open space as part of their development agreements in San Anselmo.

In the past, the Town has sought the dedication of private open space in development agreements. While access to these private open space lands may be restricted, the preservation of private open space land in its natural state is valuable.

b. Public Access Easements across Private Lands

An excellent method of preserving open space lands is to gain public access over private properties. This is especially important when public lands lie beyond pri-
vate properties. The easement affords a way for the public to have access to these lands.

C. Conservation Easement

In conservation easements, development rights are acquired by the public for all or part of a property while ownership is retained by the property holder. A good example of this is in West Marin, where the Marin Agricultural Land Trust is acquiring conservation easements to allow agriculture to continue.

D. Density Transfer

In some cases, mutual benefit can occur by transferring development rights from targeted open space parcels to other parcels. This has the effect of preserving open space while allowing for development elsewhere.

The disadvantage of public ownership of open space is that associated with maintenance and liability exposure. These two factors can add substantially to the cost of ownership of these properties, and should be considered when any purchase of open space land is contemplated.

7. Miscellaneous Options

a. Open Space Endowment Fund

Create a permanent endowment fund for the purpose of acquiring and preserving open space in San Anselmo. This gives citizens a convenient way of deciding the future of San Anselmo.

b. Fundraising Events

Raise funds as well as raise community awareness with a 10-kilometer Ridge Run, family walks, slide shows, bird walks, and wildflower walks.

8. Prioritize Open Space Parcels

The Town will review the comprehensive list of open space parcels contained in Appendix A of the General Plan, and will evolve a prioritized list of parcels to hopefully acquire if funding can be found or generated through private interest groups or initiative efforts.
The profiles of parcels selected by the Open Space Committee for inclusion in the Open Space Plan are detailed in Appendix A. Following is an index to this Appendix by parcel number:

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APPENDIX A-1

Parcel Numbers:  5-043-16, -22 and -31 and 177-220-54

Location: Off The Alameda

Description: San Anselmo/Sleepy Hollow Divide

Unique Site Features: Property is terminus of major ridge as shown in San Anselmo General Plan. The lower slopes are densely wooded; the upper portion opens into grassy open areas.

Environmental Issues: Portions are very steep. Previous grading has extensively disturbed the property.

Miscellaneous: Although subdivided into four lots – three in San Anselmo and one in the county -- they are logically considered one parcel due to the orientation of lot lines. If adjacent twenty-two (22) acre parcel were also secured, a continuous public access would be created from The Alameda to existing Marin County Open Space.

Aesthetics: The upper portion of these lots is quite prominently visible from points around the Sleepy Hollow Valley. Likewise, views from the property are very extensive.

Neighborhood/Sphere of Influence: Town of San Anselmo, County of Marin, Holstein Road and The Alameda.

Recreation Potential/Public Utilization: Hiking, horseback riding, jogging, picnicking; visual open space.

Present Usage: Undeveloped

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<td><strong>Total</strong></td>
<td><strong>3.63 acres</strong></td>
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Zoning: 4 units

DRAFT
APPENDIX A-2

Parcel Number: 73-011-20

Location: Southwest side of Ross Valley off of Oak Road, Upper Road, or Worn Springs Road (dirt fire road). Physically located in Town of Ross.

Description: Mt. Baldy

Unique Site Features: Highest point on southwestern slope of Ross Valley. Grassy hillside with woodland on lower slopes. Most prominent landmark of the Ross Valley.

Environmental Issues: The lower parts have steep slopes presenting possible stability problems. The summit is part of the major ridgeline on the southwest side of Ross Valley.

Miscellaneous: There is an abundance of wildlife in the area including sightings of fox and bobcat. Trails through property are proposed in the Countywide Trails Plan and San Anselmo General Plan. The Plan also proposes a joint effort by neighboring communities to protect Mt. Baldy.

Aesthetics: This property offers a spectacular 360-degree view of the Bay Area from Mt. Diablo in the east, San Francisco in the south, Bolinas Ridge in the west, and San Pablo Bay in the east. The grassy summit, from which the property derives its name, is visible from most all of San Anselmo and adjacent communities.

Neighborhood/Sphere of Influence: This property is in the Town of Ross and forms a community separator between San Anselmo, Ross, and the MMWD watershed.

Open Space Contiguity: The property borders on the 17,000 acre MMWD watershed.

Recreation Potential/Public Utilization: Hiking, horseback riding, jogging, kite flying, and bicycle riding. Access link to MMWD hiking trails and to Mt. Tamalpais.

Present Usage: The property is currently privately held as an undeveloped parcel. It has historically been used extensively by the public for recreation.

Size: 54.94 acres

Zoning: Conditional
APPENDIX A-3

Parcel Numbers: 177-220-4, 177-220-3, 177-220-2

Location: Access on Berkeley off of The Alameda. Walk to property from Old Quarry north slope private open space.

Description: North Ridge

Unique Site Features: Partially wooded parcel with some improvements from previous development. Private road and cement foundation remain.

Miscellaneous: The San Anselmo General Plan depicts property as public acquisition area. The plan also proposes trails through property that would connect with Quarry Mountain public pedestrian easement.

Aesthetics: A major ridgeline slopes down to this property. As viewed from a distance, the wooded lower slopes form a green buffer between the developed valley and the grassy ridge.

Neighborhood/Sphere of Influence: The Alameda, Indian Rock, County of Marin.

Open Space Contiguity: Quarry Mountain private open space.

Recreation Potential/Public Utilization: Excellent potential for park and/or picnicking facilities with development on existing foundation.

Present Usage: Vacant; development is imminent.

Size:

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Zoning: 1 unit/10 acres
APPENDIX A-4

Parcel Number: 177-220-18

Location: Parallels Old Quarry's north ridge; access from Holstein Road.

Description: Sleepy Hollow/San Anselmo Divide

Unique Site Features: Hillside acreage with trees in the middle of the parcel. Steep sloping terrain with only northwest portion being a gentle slope.

Environmental Issues: No apparent landslides and/or erosion.

Miscellaneous: Open space view for residents of Sleepy Hollow. Can not be seen by San Anselmo residents.

Aesthetics: Property offers excellent views of northern Marin hills. Upper portion of parcel abuts to Old Quarry private open space.

Neighborhood/Sphere of Influence: County of Marin, near Sleepy Hollow.

Open Space Contiguity: Excellent access to Marin County open space.

Recreation Potential/Public Utilization: Very small potential for utilization due to being very steep. Presently no public access through property, but should be preserved for view purposes.

Present Usage: Presently undeveloped.

Size: 12.6 acres

Zoning: 1 unit/10 acres
APPENDIX A-5

Parcel Number: 177-220-55

Location: Access on Holstein road off The Alameda

Description: San Anselmo/Sleepy Hollow divide

Unique Site Features: Prominent ridge as depicted in the San Anselmo General Plan.

Environmental Issues: Some small slides on hillside; erosion from grazing.

Miscellaneous: This parcel could be an important access route to extensive county open space.

Aesthetics: Excellent views of northern Marin hills.

Neighborhood/Sphere of Influence: County of Marin. Can be seen by all hillside residents of Sleepy Hollow and Oak Springs.

Open Space Contiguity: Marin County open space.

Recreation Potential/Public Utilization: Already utilized by horse owners. Hiking and visual open space.

Present Usage: Currently used for boarding horses.

Size: 21.8 acres

Zoning: 1 unit/10 acres
APPENDIX A-6

Parcel Numbers: 177-190-04 and 177-220-10

Location: West slope of Sunny Hills Ridge near Los Angeles Blvd.

Description: Sunny Hills Ridge

Unique Site Features: Grassy, open ridge land with moderately steep hillsides and scattered oak trees. Seasonal creek with willow trees meandering through field, meadow, and hillside.

Environmental Issues: Small, isolated slides located near the west base of the ridge.

Aesthetics: Offers an unobstructed view of the San Anselmo area and the Ross Valley area with a nearly level ridge line visible from many areas of Ross Valley.

Miscellaneous: Includes major ridge as shown in San Anselmo General Plan. Fire road at top of the property is proposed as public trail in Countywide Trails Plan and San Anselmo General Plan. The emphasis should be to preserve the ridge and hillside areas of this parcel. The existing creek provides a natural boundary between open space and residential.

Neighborhood Sphere of Influence: The area borders Mt. Tamalpais Cemetery and Sorich Ranch Park in the town of San Anselmo.

Open Space Contiguity: Borders existing Marin County Open Space forming a unique ridge line open space area bordering Sunny Hills Ridge.

Recreation Potential/Public Utilization: Hiking, bicycle riding, horseback riding; visual open space.

Present Usage: Privately held undeveloped parcel. Subdivision plan approved in 1982 for 6 units.

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<td>3.8 (1 acre flat and 2.8 acres on hill)</td>
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<td>177-220-10</td>
<td>11.2 (hill and ridge)</td>
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<td>Total</td>
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Zoning: 1.33 units/acre
APPENDIX A-7

Parcel Number: 7-154-02
Location: End of Oak Avenue
Description: Mt. Baldy Ridge
Unique Site Features: Heavily wooded; lower portion includes seasonal creek.

Environmental Issues: Steep slopes on lower portion.

Miscellaneous: Horses have been stabled on small improved area. The San Anselmo General Plan proposes the road fronting this property as a trail. The Countywide Trails Plan proposes a trail crossing the lower portion of the property.

Aesthetics: Appears as part of a heavily wooded slope.

Neighborhood/Sphere of Influence: Rosenthal tract; Town of San Anselmo.

Open Space Contiguity: None, but very close to M.M.W.D.

Recreation Potential/Public Utilization: Hiking; visual open space.

Present Usage: Undeveloped
Size: 3.22 acres
APPENDIX A-8

Parcel Number: 177-190-12
Location: Off of Los Angeles Blvd.
Description: Sunny Hills Ridge

Unique Site Features: Grassy, open ridge land with moderately steep hillsides and scattered oak trees. Seasonal creek with willow trees meandering at base of hillside.

Environmental Issues: Small, isolated slides located near the west base of the hillside.

Aesthetics: Offers an unobstructed view of the San Anselmo area and the Ross Valley area with a nearly level ridge line visible from many areas of Ross Valley.

Miscellaneous: Includes major ridge as shown in San Anselmo General Plan. Fire road at top of the property is proposed as public trail in Countywide Trails Plan and San Anselmo General Plan.

Aesthetics: Visible from many areas of Ross Valley.

Neighborhood/Sphere of Influence: County of Marin

Recreation Potential/Public Utilization: Hiking, running, horseback riding; visual open space.

Present Usage: Privately owned; undeveloped.

Size: 5.3 acres

Zoning: 0.75 unit per acre
APPENDIX A-9

Parcel Number: 177-190-16
Location: Off of Los Angeles Blvd.
Description: Sunny Hills Ridge

Unique Site Features: Grassy, open ridge land with moderately steep hillsides and scattered oak trees. Seasonal creek with willow trees meandering at base of hillside.

Miscellaneous: Includes a major ridge as shown in San Anselmo General Plan. Fire road at top of property is proposed as public trail in Countywide Trails Plan and San Anselmo General Plan. The emphasis should be to preserve the ridge and hillside area of this parcel. The existing creek provides a natural boundary between open space and residential.

Aesthetics: Visible from many areas of Ross Valley. Broad views of Mt. Tamalpais and Ross Valley.

Neighborhood/Sphere of Influence: County of Marin

Recreation Potential/Public Utilization: Hiking, running, horseback riding; visual open space.

Present Usage: Undeveloped; privately owned.

Size: 1.7 acres

Zoning: .075 unit per acre, (subdivided into 3 lots)
APPENDIX A-10


Location: Off of Monterey Terrace and Los Angeles Boulevard

Description: Sunny Hills Ridge

Unique Site Features: Grassy ridgeline with scattered oaks

Miscellaneous: This property is designated public acquisition area in the San Anselmo General Plan. The plan also indicates proposed access and trails from Los Angeles Boulevard to ridge though property.

Aesthetics: Visible from many areas of Ross Valley.

Neighborhood/Sphere of Influence: Located within the town of San Anselmo.

Recreation Potential/Public Utilization: Hiking, running, horseback riding; visual open space.

Present Usage: Undeveloped; privately owned.

Size:
- 6-031-41 2.0
- 6-031-42 2.91
  Total 4.91 acres

Zoning:
- Parcel 6-031-41 zoned R.1.H.-2
- Parcel 6-031-42 zoned R.1.-4 lots
APPENDIX A-11

Parcel Numbers: 6-061-33 and 177-190-05

Location: Off Sunny Hills Drive

Description: Sunny Hills Ridge

Unique Site Features: Grassy ridge line with scattered oaks. Very steep ravine with scattered eucalyptus trees. Ridge descends to Sir Francis Drake corridor.

Miscellaneous: This property includes a major ridge as depicted in the San Anselmo General Plan. Only the ridge and slope portions of the property are necessary for open space protection.

Aesthetics: Visible from many areas of Ross Valley; offers a unique unobstructed view of San Anselmo and Ross Valley.

Neighborhood/Sphere of Influence: Located within the town of San Anselmo in the Red Hill School and Los Angeles Boulevard and Monterey Avenue areas.

Open Space Contiguity: Borders Mt. Tamalpais Cemetery and is near to Red Hill School, Sorich Ranch Park, Memorial Park, and Marin County Open Space.

Recreation Potential/Public Utilization: Hiking, horseback riding, access link to existing open space, and borders existing city park -- Memorial Park.

Present Usage: Partially developed.

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Zoning: P.P.D.
APPENDIX A-12

Parcel Number: 73-011-01

Location: Southwest side of Ross Valley off of Oak Road, Upper Road, or Worn Springs Road (dirt fire road). Physically located in the Town of Ross. Surrounded by parcel number 73-011-02.

Description: Mt. Baldy

Unique Site Features: Grassy, open; summit and upperslopes of Mt. Baldy; contiguous to larger Mt. Baldy parcel.

Environmental Issues: Landlocked. Any development would require extensive improvements. Building would have major visual impact.

Miscellaneous: There is an abundance of wildlife in the area including sittings of fox and bobcat.

Aesthetics: This property offers a spectacular 360 degree view of the Bay Area from Mt. Diablo in the east, San Francisco in the south, Bolinas Ridge in the west and San Pablo Bay in the east. The grassy summit, from which the property derives it's name, is visible from most of San Anselmo and adjacent communities.

Neighborhood/Sphere of Influence: This property is in the Town of Ross and forms a community separator between San Anselmo, Ross, and the MMWD watershed.

Open Space Contiguity: The property borders on the 17,000 MMWD watershed.

Recreation Potential/Public Utilization: Hiking, horseback riding, jogging, and kite flying.

Present Usage: The property is currently privately held as an undeveloped parcel. It has historically been used extensively by the public for recreation.

Size: 5 acres

Zoning: Conditional
APPENDIX A-13

Parcel Number: 7-071-01

Location: North ridge of Mt. Baldy. Faces San Anselmo from western ridge of Ross Valley and is adjacent to Sky Ranch horse stable.

Description: Mt. Baldy Ridge

Unique Site Features: Brushy, steep slopes; partially wooded.

Environmental Issues: Has been used as a horse grazing pasture which has caused erosion.

Miscellaneous: Varied wildlife, including jack rabbits.

Aesthetics: Ridge line.

Neighborhood/Sphere of Influence: Located in San Anselmo on the Fairfax boundary.

Open Space Contiguity: M.M.W.D.

Recreation Potential/Public Utilization: Existing fire road offers important access to M.M.W.D. and is proposed as public trail in Countywide Trails Plan.

Present Usage: Undeveloped horse pasture.

Size: 5 acres

Zoning: R.1.PPD. B.20
APPENDIX A-14

Parcel Number: 7-071-02

Location: North ridge of Mt. Baldy; faces San Anselmo from western ridge of Ross Valley.

Description: Mt. Baldy Ridge

Unique Site Features: Mostly wooded; opens up at ridgeline.

Environmental Issues: Very steep on lower slopes; vulnerable to fire.

Aesthetics: Ridge forms backdrop at western Ross Valley.

Neighborhood/Sphere of Influence: Remote; part of Rosenthal Tract.

Open Space Contiguity: M.M.W.D.

Recreation Potential/Public Utilization: Hiking trails to M.M.W.D.; visual open space.

Present Usage: Undeveloped; no access.

Size: 5 acres

Zoning: R.1.PPD. B.20
APPENDIX A-15

Parcel Number: 7-101-01

Location: North ridge of Mt. Baldy; faces San Anselmo from western ridge of Ross Valley.

Description: Mt. Baldy ridge

Unique Site Features: The ridgeline rises to a prominent knoll at the north end of the property and is visible from many vantage points.

Environmental Issues: Steep and remote; would require extensive improvement to develop; vulnerable to fire.

Miscellaneous: Diverse woodland, such as, Live Oak, Black Oak, Bay, Madrone, and spring wildflowers. Countywide Trails Plan depicts proposed trail on property.

Aesthetics: Ridge forms west boundary of Ross Valley; distant views of Bay Area from ridge.

Neighborhood/Sphere of Influence: Rosenthal Tract

Open Space Contiguity: M.M.W.D.

Recreation Potential/Public Utilization: Hiking trails to M.M.W.D.; visual open space.

Present Usage: Undeveloped.

Size: 7 acres

Zoning: R.1.H.-3 with parcel 7-154-01 (see A-16)
APPENDIX A-16

Parcel Number: 7-154-01

Location: Southwest side of Ross Valley off of Oak Road, Upper Road, or Worn Springs Road (dirt fire road); at end of fire road; an extension of Oak Road.

Description: Mt. Baldy ridge

Unique Site Features: This is a small parcel just off the ridgeline.

Environmental Issues: The hillside drops off steeply towards a seasonal creek.

Miscellaneous: This parcel is contiguous with 7-101-01 and is a crucial access link to the much larger parcel. The Countywide Trails Plan depicts a proposed trail on this property.

Aesthetics: Ridge top: extensive views.

Neighborhood/Sphere of Influence: Rosenthal Tract

Open Space Contiguity: M.M.W.D.

Recreation Potential/Public Utilization: Located at junction of main trails and fire road; picnicking and hiking.

Present Usage: Private; undeveloped. Although it is not suitable as a building site, it could potentially be developed for an access road.

Size: 0.37 acres

Zoning: R.I.H.-3 with parcel 7-101-01 (see A-15)
APPENDIX A-17

Parcel Number: 7-071-03

Location: Mid-slope of Mt. Baldy Ridge; no access.

Description: Mt. Baldy Ridge slope; part of 25 acre parcel.

Unique Site Features: Heavily wooded; some redwoods.

Environmental Issues: Very steep, with no existing access from San Anselmo. Road building could have large impact.

Miscellaneous: Due to the remoteness of this area, it is a habitat for diverse wildlife. Countywide Trails Plan depicts proposed trail on property.

Aesthetics: This wooded hillside is visible from many locations.

Neighborhood/Sphere of Influence: Rosenthal Tract near Scenic Avenue and Allyn Avenue.

Open Space Contiguity: Although not directly contiguous, this parcel is near M.M.W.D. and the Sky Ranch stables.

Recreation Potential/Public Utilization: This lot abuts a town owned parcel on Allyn Avenue, thereby creating a potential access link to roads and trails of the M.M.W.D.; visual open space.

Present Usage: Private; undeveloped.

Size: 9.12 acres

Zoning: 12 units on three lots; R.1.H.-12 with parcels 7-154-04 (see A-18) and 7-101-02 (see A-19)
APPENDIX A-18

Parcel Number: 7-101-02

Location: Downslope of Mt. Baldy Ridge; contiguous with parcels 7-071-03 and 7-154-04; access via Redwood Road.

Description: Mt. Baldy Ridge slope; part of 25 acre parcel.

Unique Site Features: Heavily wooded; some redwoods.

Environmental Issues: Very steep; unstable areas mapped in previous E.I.R. Run-off flows into seasonal creek which is channeled into towns storm drains.

Miscellaneous: Due to remoteness of this area, it is a habitat for diverse wildlife. Countywide Trails Plan depicts proposed trail route on property.

Aesthetics: This wooded hillside is visible from many locations. There are several groves of redwoods on the property.

Neighborhood/Sphere of Influence: Rosenthal Tract; upper end of Redwood Road.

Open Space Contiguity: None, though near M.M.W.D.

Recreation Potential/Public Utilization: Hiking trails to M.M.W.D.; visual open space.

Present Usage: Private; undeveloped.

Size: 13.12 acres

Zoning: 12 units on 3 lots; R.1.H.-12 with parcels 7-154-04 (see A-19) and 7-071-03 (see A-17)
APPENDIX A-19

Parcel Number: 7-154-04

Location: Downslope of Mt. Baldy Ridge; contiguous with parcels 7-101-02 and 7-101-03; access from Oak Avenue.

Description: Mt. Baldy Ridge slope; part of 25 acre parcel.

Unique Site Features: Heavily wooded; some redwoods.

Miscellaneous: Due to the remoteness of this area, it is a habitat for diverse wildlife. Countywide Trails Plan depicts proposed trail on property.

Aesthetics: This wooded hillside is visible from many locations.

Neighborhood/Sphere of Influence: Rosenthal Tract bordered by Redwood Road and Oak Avenue.

Recreation Potential/Public Utilization: Hiking trails to M.M.W.D.; visual open space.

Present Usage: Private; undeveloped.

Size: 3.41 acres

Zoning: 12 units on three lots; R.1.H.-12 with parcels 7-101-02 (see A-18) and 7-071-03 (see A-17)
APPENDIX A-20

Parcel Number: 7-201-02

Location: Downslope of Mt. Baldy off of Oak Avenue.

Description: Mt. Baldy slope; one of three contiguous lots.

Unique Site Features: Heavily wooded hillside

Environmental Issues: Very steep

Miscellaneous: Along with adjacent parcels, it would provide development buffer to Mt. Baldy. Frontage road designated as trail in San Anselmo General Plan.

Aesthetics: Woodland setting.

Neighborhood/Sphere of Influence: Rosenthal Tract; upper Oak Avenue.

Open Space Contiguity: Near M.M.W.D.

Recreation Potential/Public Utilization: Visual open space.

Present Usage: Undeveloped.

Size: 2.34 acres

Zoning: R.1.H. 1 unit
APPENDIX A-21

Parcel Number: 7-201-10
Location: Downslope of Mt. Baldy off Oak Avenue
Description: Mt. Baldy slope
Unique Site Features: Heavily wooded hillside
Environmental Issues: Very steep
Miscellaneous: Along with adjacent parcels would provide development buffer to Mt. Baldy. Frontage road designated as trail in San Anselmo General Plan.
Aesthetics: At around the 800 ft. elevation, this parcel can be seen from many distant locations.

Neighborhood/Sphere of Influence: Rosenthal Tract; upper Oak Avenue.
Open Space Contiguity: M.M.W.D.
Recreation Potential/Public Utilization: Possible trails to Mt. Baldy; visual open space.
Present Usage: Undeveloped.
Size: 7.22 acres
Zoning: R.1.H. 3 units.
APPENDIX A-22

Parcel Number: 7-154-07
Location: North slope of Mt. Baldy
Description: Mt. Baldy slope; one of three contiguous lots; one house.
Unique Site Features: Heavily wooded hillside
Environmental Issues: Very steep
Miscellaneous: This parcel has been partly developed. The remaining portion of this 3.5 acre parcel could be added to the adjoining parcels to create an open space buffer to Mt. Baldy.
Aesthetics: At around the 800 ft. elevation, this parcel can be seen from many distant locations.
Neighborhood/Sphere of Influence: Rosenthal Tract; upper Oak Avenue.
Open Space Contiguity: M.M.W.D.
Present Usage: Limited to existing development.
Size: 3.48 acres
Zoning: R.1.H. 1 unit
APPENDIX A-23

Parcel Number: 174-070-20

Location: Off of Oak Springs; west of Kite Hill.

Description: Fairfax/Sleepy Hollow divide

Unique Site Features: This is a grassy, open ridge that drops steeply into Oak Manor. It is west of the San Anselmo town limits and is not visible to most town residents. The lower slopes of this parcel are covered with oak and bay trees. Wildflowers are abundant in the sunlit grassy areas. There are some rock outcroppings.

Environmental Issues: Due to the steep hillsides, any grading would raise serious questions concerning erosion and landslide possibilities. There is some evidence of erosion from a graded plateau on the north edge of this site.

Miscellaneous: This property includes a major ridge line as shown in the San Anselmo General Plan. The Countywide Trails Plan proposes making public the existing fire road. This would directly benefit residents of San Anselmo. Due to the size and topography of this property, primary importance is to preserve the ridge top and establish access rights.

Aesthetics: This is a prominent ridge that serves as a natural buffer between San Anselmo and Oak Manor. The views from this site are breathtaking -- San Francisco, the East Bay, San Pablo Bay, White's Hill, Mt. Baldy, and Mt. Tamalpais.

Neighborhood/Sphere of Influence: County of Marin. Adjacent to Oak Springs neighborhood, but visible only to those homes on the west side of the subdivision.

Open Space Contiguity: It is adjacent to Kite Hill open space.

Recreation Potential/Public Utilization: Hiking, horseback riding, jogging, and bicycle riding; visual open space.

Present Usage: Undeveloped county land.

Size: 96.49 acres

Zoning: R.S.P.-0.1
APPENDIX A-24

Parcel Number: 5-011-60

Location: Off of Oak Springs Drive

Description: Oak Springs Slope

Unique Site Features: This is a steep, grassy ridge topped by the Oak Springs subdivision and dropping toward Fairfax and Traxler in San Anselmo. It is studded with oaks and occasional bay trees.

Environmental Issues: There is evidence of several slides and past erosion from a graded plateau at the top of the site.

Miscellaneous: This is a major ridge as depicted in the San Anselmo General Plan. Both the San Anselmo General Plan and the Countywide Trails Plan propose trail routes on this property.

Aesthetics: This site serves as a natural buffer between San Anselmo and Fairfax. It offers views of Mt. Tamalpais, Mt. Baldy, San Francisco Bay, and the hills of West Marin.

Neighborhood/Sphere of Influence: Adjacent to Oak Springs subdivision. It overlooks homes on Camino de Herrera and Traxler, as well as homes in Fairfax.

Open Space Contiguity: Property abuts small Fairfax and San Anselmo parcels. It is close to Kite Hill.

Recreation Potential/Public Utilization: Hiking on fire roads. It is too steep for jogging or bike riding. Visual open space.

Present Usage: Undeveloped.

Size: 9.4 acres

APPENDIX A-25

Parcel Number: 5-031-35
Location: Off of Traxler

Description: Oak Springs Slope

Unique Site Features: This is a bowl extending up from Traxler to the west edge of Camino de Herrera. It is a grassy hillside with oak and bay trees. A creek runs from the bottom of this site into a culvert beneath Traxler. Vegetation is lush.

Environmental Issues: Evidence of earth movement indicates that this area is unstable. The creek gets up to three (3) feet deep in heavy rains according to neighbors.

Miscellaneous: This parcel is designated as public acquisition area in the San Anselmo General Plan which also proposes trail access.

Aesthetics: Views from the top of this site stretch to Mt. Tamalpais, Mt. Baldy, and the hills of West Marin. The lower woody portion of this site gives adjoining neighborhood a peaceful feeling.

Neighborhood/Sphere of Influence: Adjacent to Traxler neighborhood and homes along Camino de Herrera. Residents here have a strong desire to see this remain as open space.

Open Space Contiguity: Property abuts small San Anselmo and Fairfax parcels.

Recreation Potential/Public Utilization: A well worn path indicates this is frequently used for short hikes and peaceful getaways in a wooded ravine.

Present Usage: Undeveloped

Size: 19.5 acres
APPENDIX A-26

Parcel Number: 177-220-24
Location: Sacramento Street
Description: Indian Rock Hills

Unique Site Features: It is a steep hillside with several oak trees and a pleasant, but presently unused horse corral.

Environmental Issues: It has several areas of erosion.

Miscellaneous: This parcel is designated in the San Anselmo General Plan as public acquisition area. The Plan also proposes trail routes through the property.

Aesthetics: The ridge top affords a striking and picturesque view of San Pablo Bay and numerous other scenic vistas.

Open Space Contiguity: It abuts the Marin County Open Space District and Sorich Ranch Park.

Recreation Potential/Public Utilization: Very hilly, but a great place to sit or picnic.

Present Usage: Partially improved

Size: 5.6 acres

Zoning: R.M.P.-0.1
APPENDIX A-27

Parcel Number: 177-171-02

Location: Between Tomahawk and Miwok Roads

Description: Indian Rock Hills

Unique Site Features: The lower portion is a relatively densely wooded hillside with many Bay Laurels and a few oak trees.

Environmental Issues: It has an eroding gully. The erosion has largely resulted from drainage off the Old Quarry.

Miscellaneous: It is the home of numerous small animals and the frequent habitat of songbirds, frogs, and foraging deer. This property is designated as a public acquisition area in the San Anselmo General Plan.

Aesthetics: It contains one of the few remaining undeveloped, extensively wooded areas in this part of town. Its upper reaches afford a commanding view of San Pablo Bay and numerous other scenic vistas.

Open Space Contiguity: Near Marin County Open Space.

Recreation Potential/Public Utilization: A great place for solitude; possible hiking trails.

Present Usage: Undeveloped.

Size: 3.6 acres

Zoning: R.1.B.-2
Parcel Number: 2-181-20

Location: Fairfax -- end of Crest Road. Beyond Summit Road in San Anselmo; situated at Town boundary.

Description: Ridge separating San Anselmo from Fairfax

Unique Site Features: Ridge forms grassy knoll; scattered Oak trees.

Environmental Issues: Has been used as pasture for horses. Overgrazing has damaged ground cover and caused erosion.

Miscellaneous: It may be desirable to negotiate a pedestrian easement through the property for the purpose of access to MMWD lands from San Anselmo. This would continue the existing public easement from Summit Road to Town boundary. The Countywide Trails Plan and San Anselmo General Plan acknowledge this route. The San Anselmo General Plan designates the property as a major ridge line.

Aesthetics: The site forms a highly visible ridge line when viewed from the vicinity of the "Hub". Views from the site are broad, from the Bay to the east, to the Bolinas Ridge to the southwest.

Open Space Contiguity: None, but close to MMWD.

Recreation Potential/Public Utilization: Hiking, running, picnicking; visual open space.

Present Usage: Private horse pasture and stables.

Size: 6.79 acres

Zoning: Conditional
APPENDIX A-29

Parcel Numbers: 177-240-01 and 177-240-02

Location: Backslope of Red Hill

Description: Red Hill Saddle Ridge

Unique Site Features: Backside of Red Hill. Scattered oaks. Some parts are very steep.

Miscellaneous: This property includes a major ridge as depicted in the San Anselmo General Plan.

Aesthetics: Visible from many areas of Ross Valley

Neighborhood/Sphere of Influence: Located within the town of San Anselmo in the Red Hill School and Sequoia Avenue areas.

Open Space Contiguity: Borders Mt. Tamalpais Cemetery and is near to Red Hill School and Red Hill.

Recreation Potential/Public Utilization: Hiking, horseback riding, access link to existing open space.

Present Usage: Partially developed on lower slopes.

Size:  
177-240-01  14.65  
177-240-02  5.35  
Total       20.00 acres

Zoning: P.P.D.
APPENDIX A-30

Parcel Number: 6-061-24

Location: West side of Red Hill Mountain. Adjacent to Red Hill School on the east side of Shaw Ave.

Description: Western slope of Red Hill Mountain.

Unique Site Features: Steep, wooded slope.

Environmental Issues: Areas of unstablility and very steep.

Miscellaneous: Many students and residents walk the property from Sequoia neighborhood to Red Hill and beyond. Well worn trail are throughout the parcel. Wildlife also use the area for a habitat.

Aesthetics: Visible from San Anselmo west and southwest of Red Hill.

Neighborhood/sphere of Influence: Sequoia Park, Town of San Anselmo.

Open Space Contiguity: Adjacent to San Anselmo town property on Red Hill Mountain.

Recreation Potential/Public Utilization: Hiking, picnicking and outdoor education for nearby schools.

Present Usage: Undeveloped

Size: 8.19 acres

Zoning: PPD C-3
APPENDIX A-31

Parcel Number: 6-091-56

Location: Southeast side of Red Hill Mountain

Description: Red Hill slope

Unique Site Features: Frontside of Red Hill Mountain. Scattered Eucalyptus trees and many open area for enjoying the wonderful views.

Environmental Issues: Very steep and adjacent to Red Hill slide areas.

Miscellaneous: This property has part of a proposed Red Hill trail in the 1976 General Plan.

Aesthetics: Highly visible from the Ross Valley.

Neighborhood/Sphere of Influence: Sequoia Park and the Hub neighborhoods are adjacent to this parcel.

Open Space Contiguity: Adjacent to San Anselmo town property on Red Hill.

Recreation Potential/Public Utilization: Hiking, picnicking, solitude and visual open space.

Present Usage: Undeveloped

Size: 2 acres

Zoning: R-1-H
APPENDIX A-32

Parcel Number: 7-154-05
Location: End of Oak Avenue
Description: Mt. Baldy Ridge
Environmental Issues: Unimproved dirt road.

Miscellaneous: This parcel is a roadway easement. It is the logical public access from Oak Avenue to the lands of the MMWD and is proposed as such in the San Anselmo General Plan.

Neighborhood/Sphere of Influence: Rosenthal Tract, Town of San Anselmo.

Open Space Contiguity: Directly contiguous with MMWD property.

Recreation Potential/Public Utilization: Public access to MMWD and Mt. Baldy

Present Usage: Private roadway

Size: ?
Zoning: none
APPENDIX A-33

Parcel Number: 7-154-03
Location: End of Oak Avenue
Description: Mt. Baldy Ridge
Unique site features: Wooded, mixed forest.
Environmental Issues: Property is quite steep.

Miscellaneous: Together with the adjacent property this would be part of a greenbelt along the Mt. Baldy Ridge. The countywide trails plan proposes trail access along the lower portion at the property.

Neighborhood/Sphere of Influence: Rosenthal Tract, Town of San Anselmo.

Open Space Contiguity: Near MMWD property.
Recreation Potential/Public Utilization: Hiking.
Present Usage: Private undeveloped
Size: 3.05 acres
Zoning: R1-H, 1 max
APPENDIX A-34

Parcel Number: 2-181-21
Location: End of Crest Road, Fairfax
Description: Sky Ranch

Environmental Issues: Property has been pasture for horses for many years. Most of the low vegetation has been grazed and the ground compacted.

Miscellaneous: The current use of this property as a horse boarding facility is a desireable one. The significant impacts of development on both San Anselmo and Fairfax warrant consideration of open space acquisition in the future. The property's central location along the Mt. Baldy ridge and the existing fire roads make it a key potential access point.

Neighborhood/Sphere of Influence: Town of Fairfax, Near Scenic Avenue and Summit Road in San Anselmo.

Open Space Contiguity: Directly contiguous with MMWD property.

Recreation Potential/Public Utilization: Horses, hiking

Present Usage: Horse boarding, pasture

Size: 11 acres

Zoning: RS6
APPENDIX A-35

Parcel Number: 2-181-12
Location: North end of Mt. Baldy Ridge
Description: Mt. Baldy Ridge

Environmental Issues: Part of ridgetop has been graded and filled for horse enclosure. Steep slopes on lower portion have been grazed and compacted for many years.

Miscellaneous: The existing dirt road along the ridge is proposed as a trail in the countywide trails plan.

Aesthetics: The Southwest face of the property is open grassland with scattered oaks. The open ridgetop borders the wooded slope on the North. Spectacular views of Mt. Baldy, Mt. Tamalpias and the Bolinas Ridge can be seen from the ridgetop. The property is highly visible from the West, from Fairfax, and the MMWD watershed.

Neighborhood/Sphere of Influence: Town of Fairfax, contiguous with San Anselmo Town Boundary

Open Space Contiguity: Near to MMWD property.

Recreation Potential/Public Utilization: Horses, hiking

Present Usage: Private, horse pasture

Size: 11.21

Zoning: RS6
APPENDIX A-36

Parcel Number: 5-300-15
Location: Off of Carlson Avenue
Description: Sleepy Hollow
Environmental Issues: Upper portion is very steep.
Miscellaneous:

Neighborhood/Sphere of Influence: Sleepy Hollow, Town of San Anselmo.
Open Space Contiguity: Contiguous to Town of San Anselmo parcel.
Recreation Potential/Public Utilization: Hiking, view, picnicking, visual open space.
Present Usage: Private undeveloped
Size: 11.4 acres
Zoning: R1H, 8 maximum
ADDENDUM

DATE: December 13, 1988
TO: San Anselmo Town Council
FROM: John Roberto, Planning Consultant
RE: Council requested changes to the September 30, 1988 General Plan Text.

Background

At the last Town Council meeting the planning consultant was directed to expand the discussion of policy relative to the reuse of both public and private school sites, and to recommend future land use designations for both public and private school sites.

Accordingly, I have amended the addendum presented to the Council on November 22, 1988, and incorporated all the changes into this new addendum.

Page 4 - Land Use Goals

Add Goal A.1 from page 6 of the 1976 General Plan as Goal #5. The added goal reads as follows:

5. "Accommodate the housing needs of a socially and economically diverse population."

Page 12, Reuse of Surplus School District Lands

The following is reiteration of the General Plan's objective and policies on reuse of both private and public school sites. The additions to this section of the Plan are shown in bold type.

Objective 18:

To keep surplus School District lands in public ownership, while allowing some interim use of the property to allow the School District some financial return on its land holdings.

Policies

18.1 To require School Districts to meet with the Town to determine the appropriate future use of surplus school sites and lands, whenever Districts contemplate reuse of these lands.

18.2 To encourage the School District to retain public ownership of surplus school sites because of the recreation and other physical assets they provide for the greater community.
18.3 Should the School District decide to sell a surplus school site, the Town will pursue means to ensure that the property is kept in some form of public ownership.

18.4 To adopt an ordinance which would allow the School District to lease surplus school sites for possible educational, light commercial, office, or other use which can be found compatible with the existing use of land around the surplus school site, and the community as a whole.

18.5 To encourage the involvement of all San Anselmo citizens on the issue of reuse or new use of surplus school sites.

**Objective 18A**

To stipulate the future use of all school sites in the Town of San Anselmo in the event said sites are conveyed by the school district to another public agency or sold to a private person or corporation.

**Policies:**

18A.1 It shall be the policy of the Town of San Anselmo to zone the following listed school sites for the future use designated in the table below.

<table>
<thead>
<tr>
<th>SCHOOL</th>
<th>FUTURE USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sir Francis Drake High School</td>
<td>Single Family Residential/ Street Frontage Medium Density</td>
</tr>
<tr>
<td>Brookside School</td>
<td>Single Family Residential</td>
</tr>
<tr>
<td>Wade Thomas School</td>
<td>Single Family Residential</td>
</tr>
<tr>
<td>Red Hill School</td>
<td>Single Family Residential/ Above Elevation 150- Very Low Density</td>
</tr>
<tr>
<td>Hidden Valley School</td>
<td>Single Family Residential</td>
</tr>
</tbody>
</table>

**ISSUE: Reuse of Private School and Church Sites**

**Objective 19:**

To develop special zoning districts and design guidelines to regulate the reuse of private school and church sites identified on the General Plan Land Use Map.
Policies:

19.1 To ensure that reuse of existing private school and church sites is compatible with adjacent land uses and intensity of development in the immediate area.

19.2 To protect the unique natural and architectural features which make these sites a visual resource within the Town of San Anselmo.

19.3 To consider land use options for these properties which would preserve their unique visual or community resources. In the interim the following future uses will be allowed:

<table>
<thead>
<tr>
<th>SCHOOLS</th>
<th>FUTURE INTERIM USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seminary Lands</td>
<td>Single Family Residential/Reuse of Historic Building High Density Residential</td>
</tr>
<tr>
<td>Saint Anselms School</td>
<td>Single Family Residential</td>
</tr>
<tr>
<td>Sunny Hills</td>
<td>Single Family Residential/Above Elevation 150 - Very Low Density</td>
</tr>
</tbody>
</table>

Page 18, Section (g)

Delete the first paragraph of section (g), and delete the last sentence of the second paragraph on page 19. The third paragraph of section (g) should be reworded as follows:

"The Town recognizes the needs of low and moderate income families, and will provide within the Land Use Element an incentive to provide housing for these income groups. The Town will consider higher density for both rental and unit for sale projects which provide at least forty (40) percent of the dwelling units within the development for low or moderate income families. Rental and for sale unit projects which meet the objective will be in specified areas within the Mixed Housing areas of the General Plan. The areas which will be considered for higher densities will be designated in the future by the Town Council. The population density of these parcels will not exceed a maximum of fifty (50) persons per gross acre."

Page 22, Paragraph 2

The second paragraph should be reworded to allow more flexibility in the use of the ground floor in the central commercial area. The following word change is proposed for the second paragraph, starting with the second sentence:

"Residential uses can be provided for in a single structure, or may be mixed with commercial activity in a single structure; the ground floor of every building should be utilized for commercial or commercial related uses. However, the Town will consider the entire use concept for a building before determining the appropriate use of the ground floor."
Building heights are to be compatible with adjacent and surrounding buildings in the vicinity, not to exceed the maximum height of 35 feet. The following height limits will be provided in each commercial district:

- Central Commercial District: 35 Feet
- General Commercial District: 35 Feet
- Limited Commercial District: 35 Feet
- Neighborhood Commercial District: 35 Feet

**CIRCULATION ELEMENT**

The Circulation Element is to be amended to include policies which address the issue of roadway capacity and development intensity. The following issue, objective and policies are to be added to the Circulation Element.

**ISSUE:** Relationship of Development Intensity to Roadway Capacity

**Objective:**

To insure that roadway improvements needed to serve new commercial and residential developments conform to the Town's street classification system and roadway improvement policies.

**Policies:**

To limit the intensity of a proposed commercial development and the density of a proposed residential development if the traffic generated by such development exceeds the capacity of the street, and the roadway improvements needed to accommodate the new traffic are not consistent with the Town's roadway improvement policies.

To limit the intensity or density of commercial and residential development if traffic generated by such development causes an existing street classified as local residential to function as a collector or arterial street. (Refer to the Roadway Network and Classification section of the Circulation Element)

**Circulation Element - Page 32, Section 5**

Delete the current wording of this section of the Circulation Element and replace with the following:

"The San Anselmo General Plan encourages the improvement of bicycle and pedestrian systems which will reduce the reliance on the automobile for local trips. The Town will continue its efforts to identify the areas which should be linked by bicycle and pedestrian paths, and will pursue opportunities such as grants and conditions of development approval to achieve a viable bicycle and pedestrian transportation system."
Reword Policy 4.1 as follows:

"To direct through traffic away from residential areas the Town by using such techniques as landscaping and traffic islands, and possibly limited street closures and one-way traffic controls if such limitations do not pose a problem to public safety."

Change the word minimize to maximize.

Delete Policy 4.7.
Objective 18:

(Town shall meet with the
Encourage School Districts to meet with the Town to determine the appropriate future use of surplus school sites whenever Districts contemplate reuse of these lands.

18.1 (Delete old language)

18.3 (New language taken from 19.1) Ensure that reuse of public school sites is compatible with adjacent land uses and intensity of development in the immediate area.

Objective 18A

To stipulate the future use or reuse of all public school sites in the Town of San Anselmo in the event that said sites cease to be used, in whole or in part, as public schools.

19.3 To consider land use options for these properties which would preserve their unique visual or community resources.

19.4 Until such time as the special zoning districts and design guidelines are adopted, the following future interim uses will be allowed: