

Bolinas Community
Public Utility District
P.O. Box 390
Bolinas, CA 94924

REVISED
11/4/97

THE BOLINAS COMMUNITY PLAN

M A R I N C O U N T Y P L A N N I N G D E P A R T M E N T

Civic Center

San Rafael, California 94903

**MARIN COUNTY COMMUNITY DEVELOPMENT AGENCY
PLANNING DIVISION**

M E M O R A N D U M

TO: Interested Parties

FROM: Dan Dawson

RE: Revised Bolinas Community Plan

DATE: December 3, 1997

Revisions to the Bolinas Community Plan were adopted by the Board of Supervisors on November 4, 1997. Portions of the circulation section were modified to address changes to the Gridded Mesa circulation system, commencing on page 63. A revised circulation plan map has also been included after page 64.

Enclosed please find a copy of the revised plan. Please either discard or archive any previous copies of the plan you may have. Questions regarding implementation of the new plan policies should be directed to the Bolinas Community Public Utilities District. Other questions regarding the plan may be directed to this office at 499-6269.

The Bollnas Community Plan 1975

**Adopted by the Marin County
Board of Supervisors**

Resolution 75-471 – December 9, 1975

Amended:

Resolution 83-110 – March 29, 1983

Resolution 97-117 – November 4, 1997

Published by the Marin County Community Development Agency

Civic Center

San Rafael, CA 94903

Prepared by the Bollnas Planning Group

Final draft: October 1974
First Printing: January 1978. (400 copies)

The Bolinas Planning Group

Planning Group Coordinators: Rex Rathbun/Judith Weston
Chief Planner: Stephen Matson

Horseshoe Hill Road: Pat Harris
Bolinas Community, Inc.: Barbara Pace
Gridded Mesa: Don Batchelder/Elizabeth Crews
Point Reyes Bird Observatory: Libby Meyers/Susanna Smail
Downtown: Tom Dibble/Gordon Baldwin/Michael Rafferty/
David Van Dusan
Bolinas Community Public Utility District: Orville Schell/
William Niman/Judith Weston
Outlying District: Rex Rathbun
Marin Conservation League: Frances Stewart
Fire Department: Jose Silva
School Board: Carolyn Brown/John Barrow/Peter Weston
Bolinas Future Studies: Lewis MacAdams/Peter Warshall
Roads Commissioners: Robert Dun/Wayne Poulsen

Marin County

We are indebted to the Marin County Planning Commission and Board of Supervisors for their general support of the community planning effort in Marin County and to Gary Giacomini and Michael Wornum for their concern with our plan.

County Planning Staff has helped us finalize our text and mapping. Special thanks to:

Steven Chaum, Senior Planner
Ellis Gans, Principal Planner
Sol Silver, Chief of Advanced Planning
Werner von Gundell, Planning Director
Mark Riesenfeld, Planner
Harvey Bragdon, Chief of Current Planning

The Report

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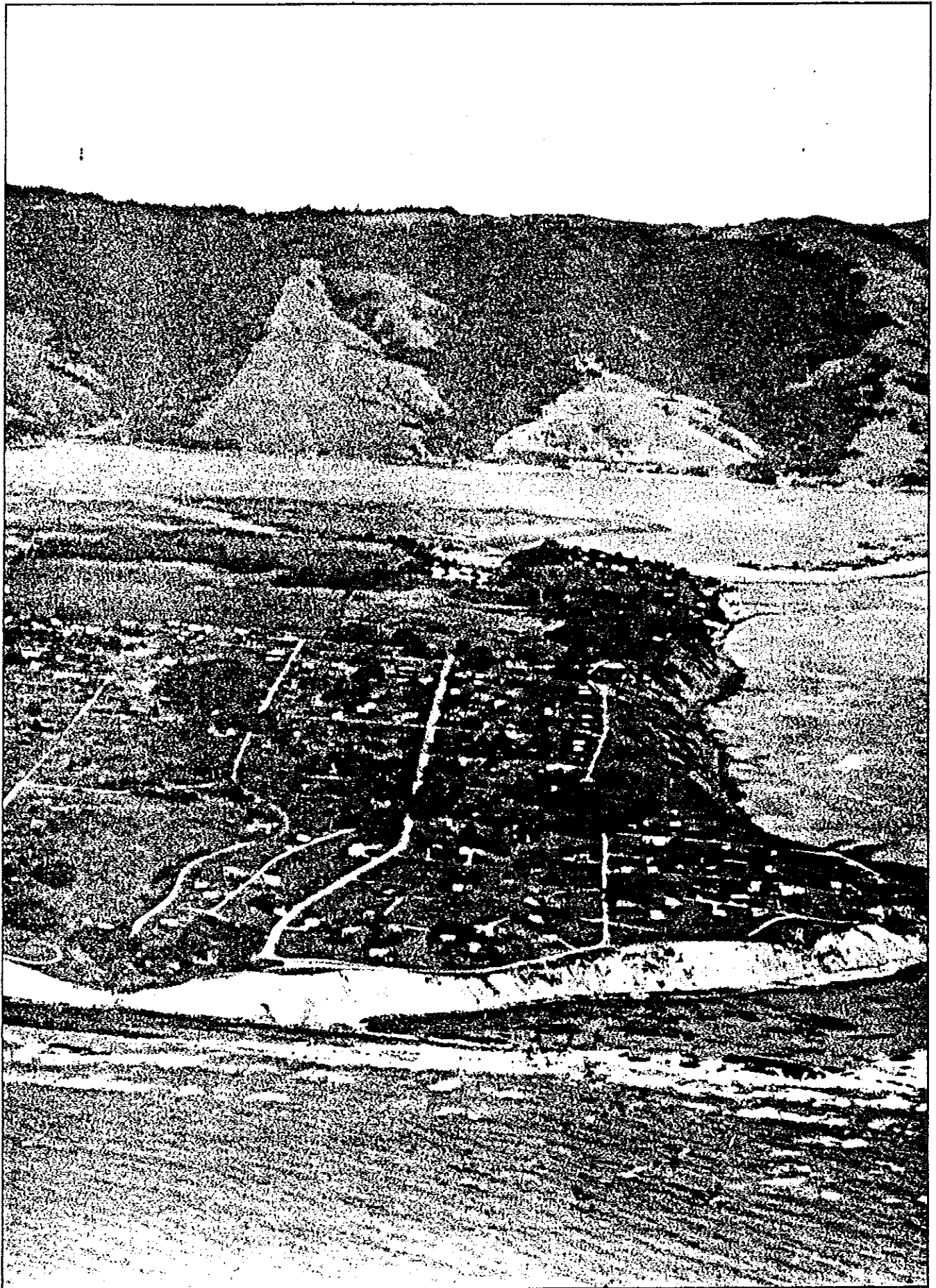
These are some of the people who have worked to create The Bolinas Community Plan:

Lloyd Tupper, The Youth Foundation, Susan Burke, Bob Scott, Greg Hewlett, Mark Ireland, Nancy Bardacke, Patrick Holland, Ned Riley, Michael Lerner, Mary Lindheim, Don Bradley, Paul Kayetz, The Bolinas Property Owners Association, Kevin Hicks, Minor Wilson, William Beckman, The Eastern Pacific Transit, Ruth Corwin, Warren Weber, Burr Henneman, Marion Weber, Jane Bacher, Lyman "Rob" Robinson, John & Lynnie Armstrong, Ponderosa Pine, Joanne Kyger, Danny the Fisherman, Mark Maser, Randy Fontan, Lloyd Kahn, Head, Robert Creeley, Peter Harris, Hurford Sharon, Russ Rivere, Susan Resta, Hilda Fourman, Oceana Berlandt, Mabel Bullis, Alan Galloway, Gary Page, William Quist, Alexandra Jacopetti, Kathy Stevens, Francine Rissman, John Barrow, The Bolinas Border Patrol, Doug Dahlin, Dan Smith, Bob Stewart, Richard Borgstrom, Nancy Borgstrom, Barbara Wilson, Karyl Hubbard, Barbara Kovach, Ranny Johnson, Susie Stewart, Lynn Stenzel, Hal Chase.

Distribution List

Bolinas Community Public Utilities District
Bolinas/Stinson School District
Bolinas Fire Protection District
Tamalpais High School District
Bolinas Property Owners Association
Bolinas Beach Improvement Club
Bolinas Border Patrol
Bolinas Rod and Boat Club
Bolinas Community, Inc.
Commonweal
Supervisor Gary Giacomini
Marin County Board of Supervisors
Marin County Planning Commission
Marin County Offices:
Public Works
Environmental Services
Recreation and Parks
Transit District
County Counsel
Administrator
Assessor
Farm Advisor
Marin Municipal Water District
North Central Coastal Commission
Association of Bay Area Governments
Director of Golden Gate National Recreation Area &
Point Reyes National Seashore
Chairman of the Citizens Advisory Committee (G.G.N.R.A.)
Director of the G.G.N.R.A. Recreational Travel Study
Bay Conservation and Development Commission
Metropolitan Transportation Commission and
The California Dept. of Transportation
Bolinas Lagoon Advisory Committee
Point Reyes Bird Observatory
State Department of Fish and Game
State Department of Marine Fisheries
State Water Resources Control Board
United States Corps of Engineers
United States Coast Guard
The Trust for Public Lands
Audubon Society
Audubon Canyon Ranch
Sierra Club, Bay Area Chapter
Marin Conservation League, Bolinas/Stinson Chapter
People for the G.G.N.R.A.
California Tomorrow
Hearsay News
Point Reyes Light
Independent Journal
San Francisco Chronicle

Note: The double line throughout the text denotes an update, indicating changes that have occurred since the approved final draft of 1974. The additions were coordinated by Peter Warshall, Jon Goodchild & Libby Meyers.



Resolution No.: 75-471

A resolution of the Marin County Board of Supervisors adopting the Bolinas Community Plan.

Whereas: The State of California requires each city and county to prepare and adopt a comprehensive long-term general plan for its future development, and

Whereas: The Marin County Board of Supervisors on October 20, 1973, has adopted such a general plan, the Marin Countywide Plan, and

Whereas: It is the policy of the Marin County Board of Supervisors and the Planning Commission to prepare more detailed plans for the unincorporated communities within the County, and

Whereas: The Bolinas Community Plan was prepared by the County Planning Department in close cooperation with the community and in consultation with various local, State, and Federal agencies, and

Whereas: The Marin County Board of Supervisors has reviewed the environmental impact report for the Bolinas Community Plan certified by the Marin County Planning Commission on April 7, 1975, and

Whereas: The Bolinas Community Plan essentially conforms with the Countywide Plan, and reflects the important goals and recommendations of the Countywide Plan for the Coastal Recreational Planning Area, although the Board of Supervisors recognizes that in preparing a more detailed community plan certain minor conflicts and deviations from the more general Countywide Plan are unavoidable, and

Whereas: In the opinion of the Board of Supervisors the Bolinas Community Plan reflects a high degree of community consensus regarding the future development and conservation of the Bolinas planning area, and

Whereas: The Bolinas Community Plan, like any other general plan, after its adoption shall be from time to time reviewed, and if necessary, amended to adjust the plan to changing conditions, and

Whereas: The Board of Supervisors on

December 9, 1975 has held a duly noticed public hearing on the Bolinas Community Plan.

Now, therefore be it resolved: That the Marin County Board of Supervisors hereby adopts the Bolinas Community Plan as unanimously recommended by the Marin County Planning Commission on October 20, 1975 with changes recommended by the Board of Supervisors and reflected in the minutes of December 9, 1975 and including the following maps:

- Land Use and Proposed Zoning
- Circulation
- Present Zoning
- Natural Habitats
- Slope Maps (1"=200' and 1"=400')
- Vegetation (1"=200')
- Drainage Flow and Ponding (1"=200')
- Alquist-Priolo Zone and Earthquake Faults (1"=800')
- Lagoon Watershed Soils Types (1"=800')
- Geological Formations (1"=800')
- Slope Instability (1"=800')
- Large Parcels (1"=800')
- Watercourses (1"=800')
- Jurisdiction (1"=800')

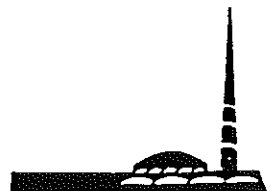
The foregoing Resolution passed and adopted by the Board of Supervisors of the County of Marin on the Ninth day of December 1975 by the following vote, to-wit:

Ayes: Supervisors: Peter R. Arrigoni, Bob Roumiguere, Thomas S. Price, Gary Giacomini
Noes: Supervisors: Arnold M. Baptiste
Absent: None

Chairman of the Board of Supervisors
County of Marin

Attest:

Clerk of the Board



BOARD OF SUPERVISORS OF THE COUNTY OF MARIN

RESOLUTION NO. 83-109

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY MARIN
AMENDING THE BOLINAS COMMUNITY PLAN

WHEREAS, the Marin County Board of Supervisors adopted the Bolinas Community Plan on December 9, 1975, and

WHEREAS, the Bolinas Community Plan has served as an effective guide to the development of the Bolinas Planning area, and

WHEREAS, conditions and needs of the Bolinas community have changed since the plan was adopted in 1975, and

WHEREAS, the adopted Bolinas Community plan calls for periodic review, and if necessary, amendment of the plan to compensate for changing conditions, and

WHEREAS, pursuant to Chapter 22.98 of Marin County Code, the Board of Supervisors did adopt on October 5, 1982, a Resolution of Intent (82-389) to designate the Bolinas Planning Area as an area within which residential second units would be permitted, and

WHEREAS, the Marin County Planning Commission held a duly noticed public hearing on the proposed amendments to allow residential second units, and has recommended their approval, and

WHEREAS, the Marin County Board of Supervisors finds that the public necessity, convenience and general welfare do require these amendments to the Bolinas Community Plan,

NOW, THEREFORE, BE IT RESOLVED that the Marin County Board of Supervisors hereby adopts the amendments to the Bolinas Community Plan as set forth herein.

Add the following:

4. To promote and encourage housing for persons of low and moderate incomes, second units should be allowed in residential areas based on criteria established pursuant to Chapter 22.98 (Residential Second Units) of Marin County Code. All second units shall be subject to securing a Use Permit from the County of Marin. All Use Permit applications shall be referred to the Bolinas Planning Council for review and comments.

Page 53: Replace section on substandard dwellings with the following:

RESIDENTIAL SECOND UNITS

The policy adopted in the Housing Element of the Marin Countywide Plan for permitting second units in selected single family areas can be implemented in the Bolinas Planning Area as a means to house persons with low and moderate incomes. Such a policy provides for controlled development of second units, thereby insuring that the community development and environmental quality policies of the Bolinas Community are met. To meet the housing needs of the community and insure compliance with stated community values, clear criteria should be established for the approval of second units. These criteria should establish specific standards by which second units can be allowed in Bolinas. These standards will be applied on a case by case basis through the implementation of Chapter 22.98 (Residential Second Units) of Marin County Code, in the Bolinas Planning Area.

PASSED AND ADOPTED, by the Marin County Board of Supervisors on the 29th day of March, 1983, by the following vote, to wit:

AYES: SUPERVISORS Bob Stockwell, Gary Giacomini, Harold Brown, Al Aramburu

NOES: SUPERVISOR Bob Roumiguere

ABSENT: -

Bob Roumiguere

CHAIRMAN OF THE BOARD OF SUPERVISORS

Attest:

Van Gillespie
Clerk of the Board

MARIN COUNTY BOARD OF SUPERVISORS

RESOLUTION NO. 97-117

A RESOLUTION ADOPTING AMENDMENTS TO
THE MARIN COUNTYWIDE PLAN

SECTION I: FINDINGS

- I. WHEREAS the Board of Supervisors adopted the Marin Countywide Plan on January 18, 1994; and
- II. WHEREAS the Marin County Board of Supervisors finds that the amendments are exempt from the requirements of the California Environmental Act pursuant to Sections 15061, 15162, and 15378, since the amendments are classified as technical corrections which do not cause any significant changes in the meaning or intent of the Plan; and
- III. WHEREAS the Community Development Element contains text and a series of maps depicting the various land use categories and regulations which must clearly reflect the intention of the land use plan map designations; and
- IV. WHEREAS the Marin County Board of Supervisors finds that minor revisions to the plan text and maps need to be made in order to correct the description of the RS (Residential Commercial) land use designation, correct minor mapping errors, and reflect recent Community Plan changes; and
- V. WHEREAS the Bolinas Community Public Utility District/Bolinas Fire Protection District Committee adopted a revised traffic plan for the Mesa area in July 1996 after a series of community meetings to accept public input; and
- VI. WHEREAS the Marin County Planning Commission held a duly noticed public hearing on October 20, 1997, and adopted a resolution (PC97-138) recommending that the Board of Supervisors adopt the amendments to the Countywide Plan as described below; and
- VII. WHEREAS the Marin County Board of Supervisors finds that the amendments are consistent with the Marin Countywide Plan; and
- VIII. WHEREAS the Marin County Board of Supervisors finds that the revisions to the plan text and maps need to be made in order to ensure that the underlying zoning district is consistent with the Countywide Plan land use designations.

SECTION II: AMENDMENTS TO THE COUNTYWIDE PLAN

NOW, THEREFORE, LET IT BE RESOLVED THAT the Marin County Board of Supervisors hereby approves text amendments to the Marin Countywide Plan as described below, map amendments shown on Exhibit 1, and revisions to the Bolinas Community plan shown on Exhibit 2.

Text Amendments

The last sentence of the description of the Residential Commercial (including Coastal) land use designation on Page CD-29 of the Marin Countywide Plan should state:

The residential density for this land use designation is one to twenty units per acre. Some of the land use policy maps incorrectly state that the density is one unit per one to twenty acres. These maps are in the process of being corrected. See the land use policy maps for the commercial floor area ratio (FAR) standards.

Transfer of Development Rights (TDR)

The Agriculture Element of the plan should be revised as follows:

1. **Page A-4. 2nd complete paragraph.** Add the following sentence: "Density bonuses should be considered as a means of encouraging the use of TDR's, based on specific criteria established within the Community Plans and/or the Local Coastal Plan."
2. **Page A-26. 2nd complete paragraph.** Add the following sentence: "Density bonuses should be considered as a means of encouraging the use of TDR's, based on specific criteria established within the Community Plans and/or the Local Coastal Plan."
3. **Page A-33. Program A-1.10b.** Add the following sentence: "Density bonuses should be considered as a means of encouraging the use of TDR's, based on specific criteria established within the Community Plans and/or the Local Coastal Plan."

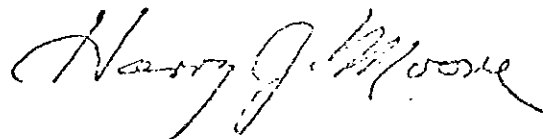
SECTION IV: VOTE

PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of Marin, State of California on the 4th of November, 1997, by the following vote to-wit:

AYES: SUPERVISORS John Kress, Harold Brown, Jr., Steve Kinsey, Annette Rose, Harry Moore

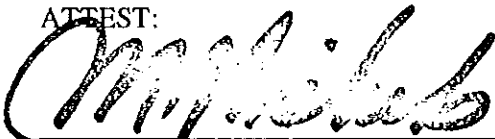
NOES: -

ABSENT: -



HARRY J. MOORE, CHAIRPERSON
MARIN COUNTY BOARD OF SUPERVISORS

ATTEST:



Martin J. Nichols
Clerk of the Board

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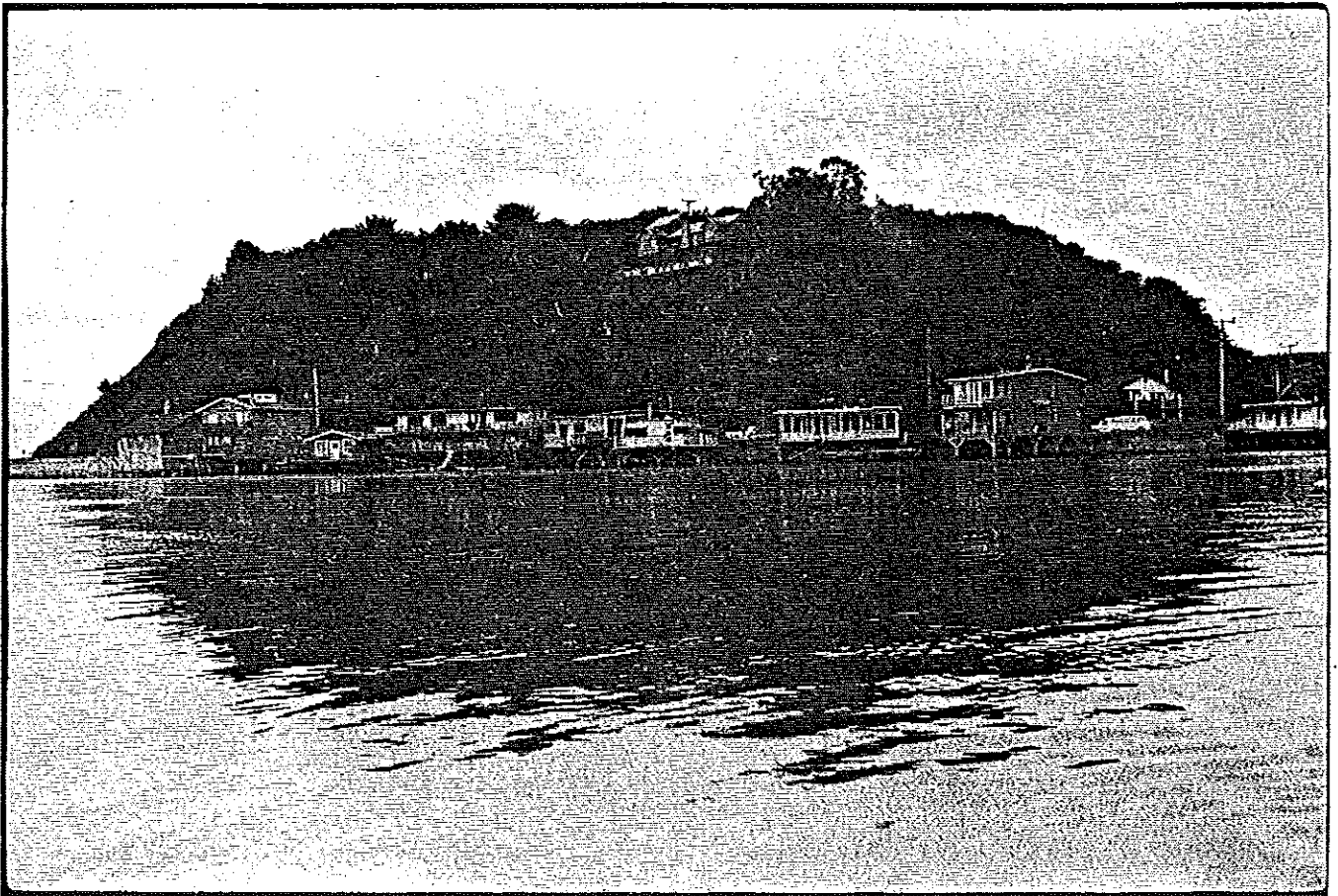
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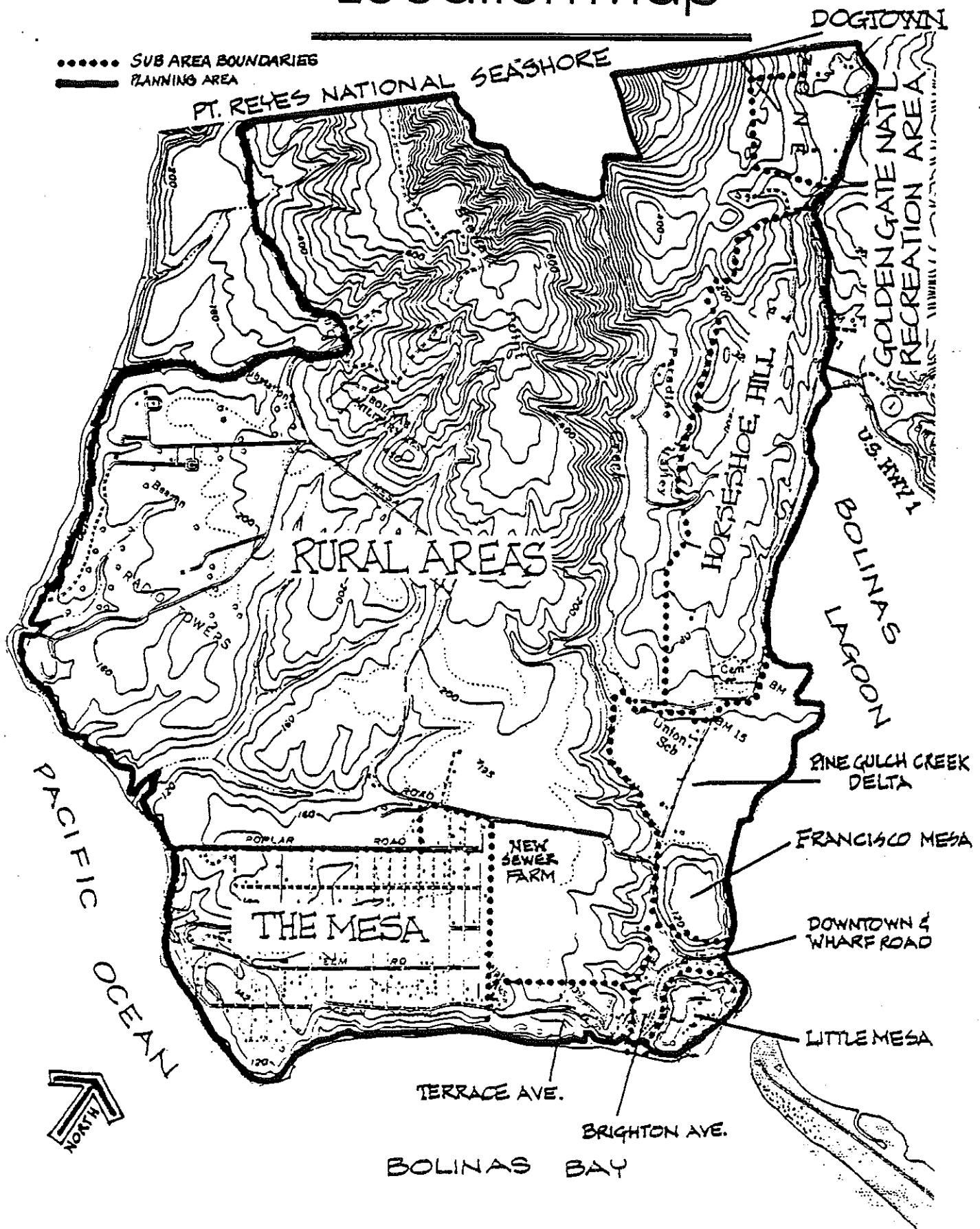
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Location Map



1. Plan Summary

Goals of the Bolinas Peninsula Community Plan
Objectives and Policies
The Bolinas Peninsula Community Plan and the
Marin Countywide Plan

[All Display Maps are applicable to this section.]



Goals of the Bolinas Peninsula Community Plan

The goals of the Bolinas Peninsula Community Plan are an expression of community consensus based on an extensive questionnaire, public hearings, and 2½ years of bi-weekly meetings of the Planning Group and the community.

Community

The concept of community, including all living organisms and land forms, exists in rare form in Bolinas. The planning process shall attempt to understand, protect, and engender the elements of COMMUNITY as they apply to Bolinas.

Growth

The Community Plan recognizes a reasonable mix of agricultural and residential uses as the "highest and best" use for the land in the planning area. Both growth rate and scale of future development should not drastically change the existing pattern. The community has expressed preference for a growth rate lower than that which has occurred since 1960. Speculation on Bolinas land is not considered an essential element of the community.

Tourist Destination

Bolinas will always have a flow of tourists, but it should remain primarily and foremost a resident community and not become a major tourist destination. Therefore, future land use in Bolinas which would attract the tourist must be controlled to maintain a healthy balance between tourist and resident.

Agriculture

Agriculture on this peninsula will be encouraged as a source of food, income, and way of life.

Life Styles

It is important to this community that a wide range of life styles be accepted and encouraged.

Local Jobs

A Bolinas economy should be fostered which increases the number and quality of local employment options.

Circulation

The impact of the private auto on the community shall be minimized and controlled. Other modes of transportation (pedestrian, bicycle, equestrian) will be encouraged, especially within the Gridded Mesa and between the Gridded Mesa and the downtown.

Wildlife

The planning process shall respect the various wildlife systems including habitat, food sources, nesting places, etc. and respond accordingly to achieve a healthy coexistence between man and nature.

Landforms (Open Space, Parks)

The unique aesthetic value of Bolinas landforms both spatially and visually shall be preserved. Areas of geologic and hydrologic hazard shall be defined, and limitations placed on their future development due to these hazards.

Bolinas Lagoon

The Bolinas community shall be responsive to all the elements of this extraordinary lagoon including the effects of human activity in its watershed and on its shoreline.

Objectives & Policies

Wildlife Habitats and Natural Setting

1. Support the County Environmental Monitoring Program based upon the findings of the Bolinas Lagoon Study sponsored by County and the Conservation Foundation (1971).
2. Ensure ecological health of Bolinas Bay and Pacific Ocean Beaches and reefs by monitoring and controlling human use of these areas (e. g., Bolinas Bay "clam patch").
3. Retention and enhancement of native vegetation, especially as it affects wildlife and bio-control of agriculture (e. g., coastal scrub hedge rows).
4. Use minimum impact public vehicles for access to visitor destination and day use areas (e. g., jitney to Duxbury Reef at low tide).
5. Under provisions of the California Environmental Quality Act, require environmental impact reports on all intensive land uses in the planning area and develop proper regulations for all uses within the "Conservation Zone" of the Marin Countywide Plan.
6. The "Conservation Zone" of the Countywide Plan should include all easily impacted areas and regulations within the zone should be developed based on community plan recommendations.
7. Further research is needed on the impact of existing and projected traffic loads on air and water quality of the planning area.

Land Use

1. Define the village expansion area as the Gridded Mesa, Terrace and Brighton Avenues, Wharf Road, and The Little Mesa. Direct future development into existing subdivided areas (principally the Gridded Mesa).
2. Establish agricultural zoning outside the village expansion area from A-5 (one dwelling unit per 5 acres) to A-60 (one dwelling unit per 60 acres) based on existing parcel size, use, water supply, roads, environmental policies, etc.
3. Establish "residential/agricultural" (A-2:B-D) zoning within the village expansion area (10,000 sq. ft. minimum lot size; retain one acre minimum existing north of Terrace Ave.) County staff and local residents should work out reasonable standards for mixed residential and small lot

agricultural uses. Initial "B-D" regulations will spell out existing health department standards for maintaining livestock in the vicinity of dwellings.

4. Define the Downtown Business District as the first block on Wharf Road and the Waterhouse and Post Office Buildings. The community and County staff should develop a "Village Center" ordinance which would permit compatible mixed uses in the village center areas outside the established business district. The purpose of this ordinance will be to allow other than residential uses of existing residences and remodeling or new construction for other than residential uses providing that remaining residences are not adversely affected and that parking and services are adequate for the proposed use.

5. Expand the current boundary of eligibility for Williamson Act (Agricultural Preserve) Contracts when contracts are awarded.

6. Any new construction proposed for environmentally sensitive or potentially dangerous areas, including single family construction, shall be assessed in relation to its impacts (Cliff Erosion Zone, Drainage Patterns and slope policy areas, Alquist-Priolo Seismic Safety Zone, Coastal Commission Permit Zone, Marin Countywide Plan Conservation Zone, and suitability of soils for septic systems). Countywide Conservation Zone standards should be developed for this purpose.

7. If southerly expansion of the National Seashore (G. G. N. R. A.) into the planning area does occur, planning for these lands should: 1. Emphasize continued and enhanced agricultural uses; 2. Provide visitor auto access independent of Mesa Road and not impact residential roads in Bolinas; and 3. Guarantee low-intensity recreational uses managed primarily to retain environmental quality.

8. Pursue studies on: 1. Redevelopment/resubdivision of the gridded mesa to reduce road, drainage, septic tank, and environmental impact problems of the small lot/grid plan; 2. Study growth control through timed release of redevelopment lands; and 3. Transfer of Development Rights (TDR) to enhance economic viability of large agricultural holdings.

Growth and Housing

1. The "sewer farm" treatment area is designed and managed for service to the existing sewered area with potential for about 30 new hookups within that area. Its use of sewage disposal from the gridded mesa is restricted to required pump out of existing home site sewage systems.

2. Pursue at State and County levels the development of an owner/resident building code amendment to reduce the cost of shelter and promote architectural diversity.

3. More research is needed on: 1. Ways to regulate the rate of growth; e.g., redevelopment, and 2. Ways to provide low/moderate cost housing and rents by changes in assessment and taxation practices.

4. To promote and encourage housing for persons of low and moderate incomes, second units should be allowed in residential area based on criteria established pursuant to Chapter 22.98 (Residential Second Units) of Marin County Code. All second units shall be subject to securing a Use Permit from the County of Marin. All Use Permit applications shall be referred to the Bolinas Planning Council for review and comments.

Local Employment and Economic Viability

1. Develop a small fishing pier for local use and sales.

2. Monitor employment opportunities with the State and Federal Parklands and County jurisdictions to ensure local hiring opportunities.

3. Increase the viability of local agriculture by:

A. Work toward the revision of California State Livestock, dairy and poultry industry law regarding facilities, production, sales, and slaughtering.

B. Increase an agricultural subsidies and tax relief.

C. Transfer of Development Rights should be perfected to provide working capital and reduce assessments on agricultural parcels.

D. Broaden definitions of "agricultural viability" to allow increased use of Williamson Act contracts for those who want to pursue small-scale agriculture.

Natural Resources

1. Encourage the use of renewable and clean energy sources such as solar, tidal, and wind generation, provided that structures necessary for the use of these resources do not adversely affect other natural and man-made systems.

2. Encourage the expansion of agricultural water supplies through the proper development and use of springs and small irrigation and stock watering reservoirs.

3. Encourage the development and health certification of water conserving devices such as waterless toilets and homesite recycling, and encourage use of drought resistant landscape materials.

4. Encourage the development of a small scale local fishery.

Tourist Access

1. Encourage public transportation connections with East Marin and discourage private auto use.

2. Encourage jitney connections between Federal parkland trailheads, auto parking sites and bus stops along U. S. Hwy 1.

3. There should be no further expansion of parking or visitor accommodations to serve the Palomarin trailhead unless new access is provided within the park boundaries such that traffic on Mesa Road would not be increased.

4. Develop pedestrian, horse, and bicycle paths within the Planning Area connecting with other such trail networks inside the Federal Parklands and across Marin.

5. Continue unequivocal opposition to an enlarged or new coastal north-south highway system.

6. Require that improvements for auto access to West Marin have negligible growth inducing impacts.

7. Further study should be done on:

A. The carrying capacity of Bolinas beaches, reefs, and ridgeland access to the National Seashore in order to ensure that these resources will not be destroyed by overuse by people.

B. The carrying capacity of tourist parking areas.

C. Other ways in which access to the Planning Area could be routed and regulated so that tourist auto impact would be minimized in residential areas.

Tourist Accommodations

1. The Bolinas Planning Area should not become the site of major commercial, tourist, and recreational development, either as a comprehensive plan for undeveloped lands, or as a piecemeal granting of larger scale development approvals. (See Community Survey and Countywide Plan Revision O, Pages 3-22, Point #2). Tourist facilities (e. g., hotels, resort developments, motels, lodges, restaurants, bars, sports clubs, camp grounds, recreational vehicle parks, retail complexes) of such scale that they become destinations in their own right are not considered appropriate for the Bolinas Planning Area (Pages 3-27 Point #7).

2. All new construction of visitor accommodations, or conversion of existing structures for this purpose, should be of local residential scale, small occupancy, and preferably provide moderate cost accommodations; e. g., bed and breakfast lodging arrangements in local residences or economical hostel accommodations for tourist and short-term visitors. Provision of such accommodations on a commercial or cooperative basis in existing structures should

require permit approval based on impact to water supply, sewage disposal, parking provisions, traffic generation, and lack of detriment to surrounding residents.

3. Any new construction of, or conversion of existing structures to hotel, motel, hostel, lodge, resort, or campground facilities designed to house in excess of 6 unrelated individuals will require rezoning to a "Master Plan Recreational" district (RCR). Proposals will be evaluated based on the following criteria:

A. The degree to which such facilities would become destinations in their own right (creating their own demand).

B. The degree to which such facilities would disrupt immediate neighbors and the community at large.

C. The availability of waste disposal and water supply services.

D. That access can be provided without unreasonable disturbance of resident traffic patterns.

E. The degree of environmental impact of the project on all natural systems but especially as increased recreational use will affect beaches, reefs, wateredge lands, and other recreational areas endangered by overuse.

F. The degree to which architectural and landscape proposals conform to village scale and character.

4. Cooperate with the Federal parkland administrators in development of a parklands plan which helps to diffuse the impact on Bolinas of the recreation visitor (e. g., parking and jitney connections on U. S. Hwy. 1, the expansion of Marin Headlands day use capacity to lessen burden on rural Marin, and planning for tourist accommodations within the Parklands).

Circulation

1. Recommends a long-term plan for redoing the grid plan of the Mesa.

2. Recommends new traffic signs because of increased tourist circulation and population growth.

3. Recommends closing of Ocean Parkway between Overlook and Jute Road; closing of Terrace Avenue except for emergencies; closing of Horseshoe Hill Road except for emergencies. Closing of Terrace and Horseshoe Hill should be done for a trial period so impacts of the closures can be assessed.

4. Recommend additional study of parking problem and possible solutions for downtown area.

5. Recommend development of hiking, horse, and bicycle paths throughout the planning area.

Implementation

1. Strengthen communications with all levels of government about decisions which would affect the Bolinas community and its surroundings. There are federal, state, regional, county, and local jurisdictions which impact the planning area in important ways. (See Table on page 91 for examples of the complex network of agencies making decisions for Bolinas).

2. Insure local input in the administration of plan goals, objectives, and policies for proposed land use changes (including single family dwellings).

3. Continuously monitor plan performance and identify trouble spots, including modification of the plan as needed to reflect changing local conditions.

4. Develop proposals to help solve the economic, social, and legal problems of growth rate controls, tourist access, tourist accommodations, and low income housing in the planning area.

5. Work out a capital improvement and budgeting schedule for recommended modifications of street section, circulation pattern, roadway signing, and remedies for ponding and drainage problems (County Public Works and County Parks and Recreation).

6. Develop an ongoing formal process for local discussions about and participation in planning decisions and plan related matters. Organizational alternatives include Design Review Board, local planning staff, a Bolinas Planning Commission, a Local Advisory Committee, Incorporation, or direct communication with existing community groups.



Helen Strong

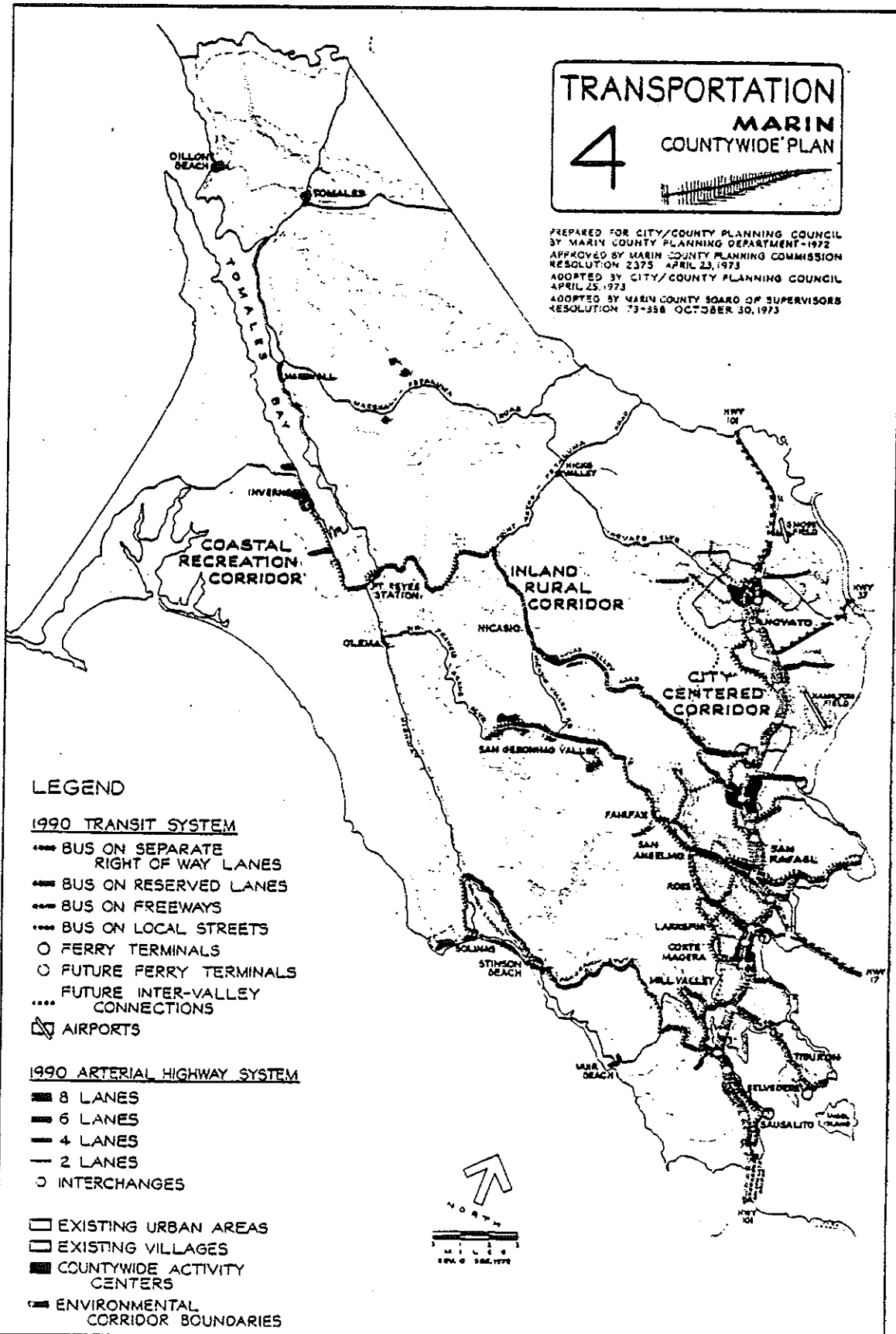
TRANSPORTATION

4

MARIN COUNTYWIDE PLAN



PREPARED FOR CITY/COUNTY PLANNING COUNCIL
BY MARIN COUNTY PLANNING DEPARTMENT-1972
APPROVED BY MARIN COUNTY PLANNING COMMISSION
RESOLUTION 2375 APRIL 23, 1973
ADOPTED BY CITY/COUNTY PLANNING COUNCIL
APRIL 25, 1973
ADOPTED BY MARIN COUNTY BOARD OF SUPERVISORS
RESOLUTION 73-358 OCTOBER 30, 1973



LEGEND

1990 TRANSIT SYSTEM

- BUS ON SEPARATE RIGHT OF WAY LANES
- BUS ON RESERVED LANES
- BUS ON FREEWAYS
- BUS ON LOCAL STREETS
- FERRY TERMINALS
- FUTURE FERRY TERMINALS
- FUTURE INTER-VALLEY CONNECTIONS
- ✈ AIRPORTS

1990 ARTERIAL HIGHWAY SYSTEM

- 8 LANES
- 6 LANES
- 4 LANES
- 2 LANES
- INTERCHANGES

- EXISTING URBAN AREAS
- EXISTING VILLAGES
- COUNTYWIDE ACTIVITY CENTERS
- ENVIRONMENTAL CORRIDOR BOUNDARIES

The Bolinas Peninsula Community Plan and the Marin Countywide Plan

The County has issued two major documents on the Plan for Marin's next twenty years: Marin Countywide Plan (Revision O, October 1973) and "The Economic Impact of the Marin Countywide Plan (April 1974)" prepared by independent consultants. In general, the County and Bolinas are in strong agreement. Following are comparisons of the Bolinas Peninsula Community Plan and the West Marin Section of the Countywide Plan.

1. "Boundaries Must Be Set And Clarified For Each Village"

The Bolinas Peninsula Community Plan covers all the land south of Point Reyes National Seashore and west of California Highway 1 and the Bolinas Lagoon. The "Village Expansion Area" within which most future development should go corresponds very closely to the Marin Countywide Plan boundary, as shown on Countywide Plan Map #3. More precisely it includes the land use subareas of Downtown, The Little Mesa, Terrace Avenue, and The Gridded Mesa. (See Location and Area Map.)

2. "Large Development That Would Rapidly Or Drastically Change The Character Of The Village Should Be Discouraged, But Social And Economic Diversity Should Be Encouraged."

The Bolinas Peninsula Community Plan strongly supports this goal and its corollary: "Methods to prevent (low and moderate income) units from rising in price should be employed."

The Countywide Plan seeks to ensure the present scale of West Marin by not expanding urban services in villages and rural areas. Beyond this, however, there are no working strategies at present. The County's proposed Residential Development Review Board does not apply to Bolinas. Even if it were used here, it would not have an effect since it does not attempt to regulate construction of owner occupied, single family dwellings on existing legal lots, a major source of growth potential for Bolinas.

The County and the community must continue to work on alternate tax structure (property tax relief), funding for buying unimproved lands for open space and agriculture, changes in the tax base by putting unimproved lands into temporary open space contracts, costs of public "renting" of unimproved land for temporary open space use, the economic ramifications of down-zoning of parcels, transfer of development rights, redevelopment of the Gridded Mesa, land trusts, and other means that would allow implementation of County and Bolinas Planning goals.

Can Bolinas maintain low and moderate income housing stock? House costs and rents have risen so dramatically since 1970 that the County goals are unobtainable. The Consultant's Economic Impact Report has recommended that the targets for low and middle income housing be reduced by one-third. Much study is needed by County and/or local Planning Groups.

The Bolinas Peninsula Community Plan strongly supports the Economic Report's recommendation that "Marin's rural areas should not be taxed for predominantly urban services" (Page 11).

3. "Expansion Or Addition Of Public Utilities Should Be Correlated With Growth Rates As Projected By The Plan."

Though never tied directly to the Countywide Plan, recent policies and improvements within the district have been primarily to remedy existing problems of environmental pollution. The current building moratorium results from inadequate water storage capacity for dry season demand. Therefore the near future expansion of a facilities is not anticipated to provide a base for premature or inordinately rapid construction of residences, recreational or commercial facilities requiring services from the Bolinas Public Utilities District.

4. "Diversity Of Lot Size And Architecture Should Be Encouraged."

The Bolinas Peninsula Community Plan strongly supports this goal. It encourages a carefully drawn, owner-built housing code amendment that would allow for more diversity in both architecture and housing costs. It encourages reorganization of the gridded mesa where lot sizes are too small, or in environmentally damaging locations. Writing the ordinance and redevelopment must be studied.

5. "Some Types Of Agriculture Are To Be Permitted In Some Of The Villages."

The Plan strongly supports this goal by requesting all land to receive at least, agriculture/residential status (except for the downtown), that the boundaries of eligibility for Williamson Act contracts, be extended, etc.

6. "Historic Structures Should Be Preserved, And Long-Established Character Of Village Centers Should Be Enhanced."

The Bolinas Peninsula Community Plan and County Plan are in total agreement. Three implementation problems occur:

A. Controlling traffic problems in the downtown area;

B. Maintaining a balance of resident vs. tourist services;

C. Control of the scale and location of new or remodelled commercial and residential uses on Wharf and Brighton Roads.

To preserve the village character, the Bolinas Peninsula Community Plan proposed that the commercial zoning area be somewhat reduced.

7. "No Large Tourist Facilities Should Be Allowed In The Villages, But Some Small Tourist-Oriented Businesses Should Be Permitted."

The Bolinas Peninsula Community Plan supports this goal, but defines it more carefully.

The village already has two restaurants, two bars, one sandwich shop, and a motel with room for expansion. By small scale tourist businesses, the Plan recommends bed-and-breakfast accommodations in individual homes and low cost hostel accommodations. The Planning Group feels that tourist camp facilities on the R. C. A. lands (CWP P. 3-25) are opposed to community goals and objectives. The mixed use of communications and grazing is quite appropriate for the future of the RCA land. The National Park Service needs to develop plans for the parklands which allow for destination facilities *within* the parks. The disintegration of small towns like Bolinas under recreation and tourism pressures has been widespread. It can and should be avoided.

In addition to these seven goals as defined by the Countywide Plan, we would add:

The Need To Move Toward Self-Sufficiency. Including: Reduction of dependence on commuting; strong emphasis on agriculture; the increase in local job opportunities; alternative energy sources, and water conservation.

The Need To Assure That Human, Plant, And Animal Habitats Are Truly Coexistent.

That Tourist Facilities In Themselves Do Not Become An Attraction, Rather Than The Recreation Facilities They Are Meant To Serve.

The Need To Provide A Balanced Transportation System That Is Not Reliant On The Private Automobile And Will Not Destroy Either The Village Character Or Its Surroundings.

That The Achievement Of The Plan Is a Goal Of The Plan.

The Need To Move In The Direction Of Independence And Local Decision-Making.

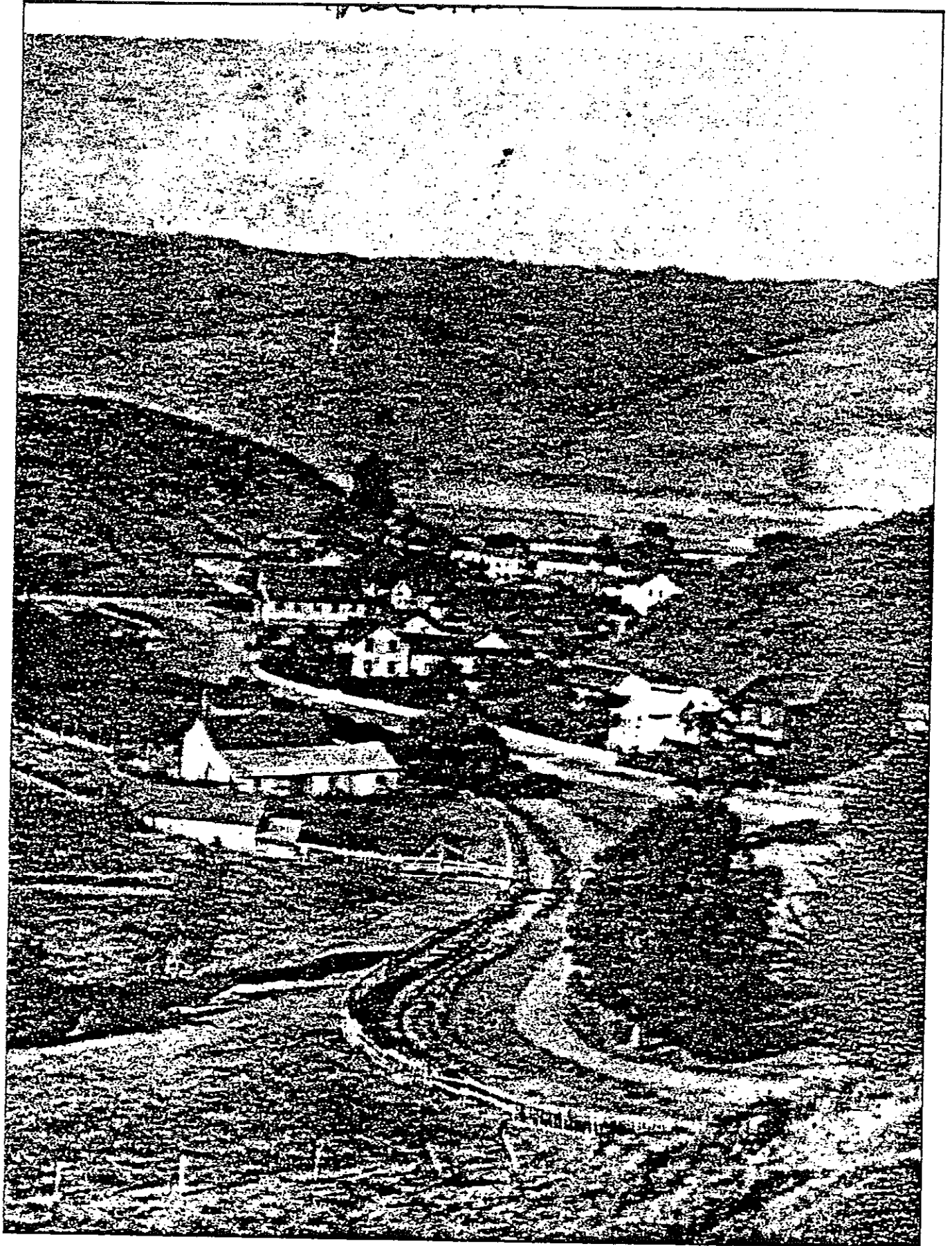
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An Introduction To Bolinas and The Plan

Early Bolinas Memories
Background of the Bolinas Peninsula Community Plan
A Walk Through the Planning Area

[See Land Use, Location and Area, Slope and other natural features
Display Maps]





Early Bolinas Memories

*The writer's father, George Dodge, was Chief Surveyor
for Marin County at the turn of the century.*

My father first discovered Bolinas when he went over from San Rafael in 1889 or 90 to survey and subdivide some land for Mr. Waterhouse, who owned many acres there. He immediately fell in love with the place and shortly took my mother and me over to see it.

We boarded the stage that carried the mail and passengers from San Rafael to Bolinas every day. The route was up the Old Fairfax Grade, then a long, slow climb up the Bolinas Ridge, until the summit was reached. That was a thrilling moment, when the whole world seemed suddenly spread out before us, and the four horses began to trot down the hill, swinging us around the sharp curves at fully twelve miles an hour!

We stayed at the old hotel, built over the water at the end of the main street—then called the Ocean House, later to be known as Flagstaff Inn. That was the beginning. It was not long after this, that my father bought a lot on Terrace Avenue on the cliff above the beach, and built a cottage in spite of the doubts and head shaking of some oldtimers. There, all through my girlhood we spent the long summer vacations.

The main street of the town has changed very little over the years. What is now the garage used to be the blacksmith shop; the old store looks just the same from the outside, but in the old days it contained the post office, as well as everything else. The Gibson House, built by a retired doctor, also looks the same, except for the lovely old fashioned garden which used to border the long walk, and spread out on either side.

At the turn of the road, across from the Flagstaff Inn, still stands the old stable that housed the stage horses. But the road ended at the Waterhouse Studio, which still hangs out over the water, and from there to the beach by the channel there was a lovely sylvan path winding along the cliff, twenty or thirty feet above the water. Along this path, in a small sheltered canyon, the Bradfords had a luxurious camp of four or five wooden floored tents, and an open kitchen. I remember that there was even a heating stove in the living room tent. It was a fascinating place to me, as a child.

Mr. Bradford, who had a house in San Rafael, and kept his rowboat moored just below the path, was a great fisherman. Later he was to build the house by the beach now owned by the Sharons. But before the Sharons, it was bought from the Bradfords by Mr. Almer Newhall. He had three boys, and the house was continuously filled with friends and relatives. It became

a center of gaiety. On the fourth of July Mr. Newhall loved to organize a parade, and in the evening entertained the whole town with a grand display of fireworks on the beach.

Along the first part of Brighton Avenue are many of the same old houses. The Presbyterian Church has been there as long as I can remember. The little cottage next to it was occupied by a character we called, "Chicken Charlie," who was supposed to have acquired that name because sometime in his past he had been known to have stolen chickens. He was available for all sorts of odd jobs.

Captain Anderson's house came next. Then, in a house which still looks the same, lived the Sjogrens. He was a house painter, and she, like Mrs. Anderson, took in summer boarders. There was a story that, to their annoyance, she kept the bathroom locked most of the time, because, she said, "Everyone went swimming in the ocean, why did they need a bath?"

On the other side of Brighton, at about the present location of the post office and Waterhouse building, was the dairy with its big barn and muddy corral, where every afternoon the cows slushed through the mud to be milked by a man with dirty hands. Anyone who wanted milk had to go there to get it—no deliveries in those days. It was my daily duty, as a child, to go with my tin pail to procure the not too clean warm milk from Macken, the good natured Irishman who operated the dairy, and made butter, too, in a small building near by, all done in a hand churn, of course. We loved to watch him making it, and sometimes he let us play in the big hay loft above the barn.

In those early days the Mesa was a vast stretch of empty land, part of the Garzoli cattle ranch, used only for grazing. In the spring time it was aglow with the lavender of lupine bushes and the purple of wild iris. There were patches of yellow violets near the cliffs, and in early June we sometimes found enough wild strawberries to make a short cake. There were other areas where mushrooms and edible puff balls grew in abundance. We often walked across it to get to Pebble Beach (Agate Beach), but always with an uneasy eye for the possibility of meeting a bull.

When the ranch was bought by developers sometime in the twenties, to be divided into small building lots, we all felt that no one would care to live on that windswept land, but as everyone knows, plenty of people did.

—Mabel Bullis

Background of the Community Plan



In July of 1961, the County Master Plan for the Bolinas/Stinson area was adopted by the Marin County Planning Commission. County planners saw the area as "One of the most unique areas of Marin County" and proposed that its primary land use be residential and recreational. The Plan estimated that the ultimate number of permanent residents for the planning area would be 23,855. Beyond public hearings, there was relatively little input from community sources.

In 1965, the Stinson Beach/Bolinas unit of the Marin Conservation League was formed to fight a development plan for the Bolinas Lagoon which included plans for two piers with 11 houses on them extending into the Lagoon on the northwest edge. Countywide plans for a greenbelt around the Lagoon, sewage problems (a cease and desist order was then in effect), and local and area-wide conservation efforts defeated the development.

In 1969 the Bolinas Harbor District which had been created in 1957 to develop a harbor in the Lagoon was dissolved by vote of the people when it became apparent that their plans for massive development within the Lagoon would destroy its potential as a wildlife preserve and ecological area. The Bolinas residents found they were united in their desire to see the Bolinas Lagoon be established as a natural preserve and led in the move that resulted in its present status as a conservation preserve.

In 1970 logging of redwoods on the Righetti Ranch near Dogtown caused a local furor and was brought to a halt legally, but not before several Bolinas residents were arrested for attempting to obstruct the tractors and logging equipment. The logging caused massive siltation into the Lagoon.

January 19, 1971

It would not be facetious to say that Standard Oil had a lot to do with the creation of The Bolinas Community Plan. On January 19, 1971, people from Stinson Beach and Bolinas battled wave on wave of oil muck as it washed up on the beaches and threatened to flood the

Bolinas Lagoon. As they surveyed the disaster, the result of the collision of two tankers near the Golden Gate, local citizens could not contain their fury born of helplessness. What could we do but clean up the mess? The resulting struggle to clean up oil-soaked birds, stop the tide-borne oil from devastating the Lagoon feeding grounds and beach and tide-pool clean-up welded together many elements of the Community in a determination to protect and preserve the environment.

And what other "messes" were in store for Bolinas? At that time a sewer project (The Kennedy Plan) linking Stinson Beach and Bolinas to a treatment plant at the end of Poplar Road in Bolinas with the capacity to serve 22,000 people had just been decertified by the State Water Quality Control Board and defeated at the polls. Bolinas was growing at the rate of 50 houses per year, and current zoning would have allowed the town to expand by 500% or more. Each month brought the threat of development as rumor had it that one land owner or another was preparing to sub-divide his property. Bolinas Lagoon was not yet protected by State Law, and the State Highway Department was planning to widen and straighten State Highway One—making Bolinas an attractive location for suburban development.

The Birth of the Planning Group

So a meeting was held in Bolinas late in 1971, and the outcome was the pledge of several individuals to begin to develop a Plan for the town of Bolinas which would chart the future development of the town. A town Land Fair was held in order to stimulate thought and discussion about the future of the Bolinas Community. On Monday, February 28, 1972, these individuals and others met again and formed The Planning Group. All existing public bodies (Fire, School, and Utilities Districts), organized groups and clubs, and area representatives were invited to send participants. They were assured by the County that they would have support for our sub-

area plan.

One of the first tasks of the Planning Group was to develop, distribute, and analyze the results of a questionnaire which was sent to every resident of Bolinas and to the non-resident property owners with the aid of the Bolinas Property Owners Association. (See Appendix p. 95).

The Bolinas Peninsula Community Plan is a planning statement of the desires of the Community members as expressed through their responses to the questionnaire and their input at bi-weekly meetings held since then. Since that time, several town meetings and many other meetings with local organizations and residents' groups have been held to explain The Plan and to seek criticism and suggestions. Input from these meetings was discussed by the Planning Group, and where consistent with the Plan goals, incorporated into The Plan. The County Planning Commission came to Bolinas in early 1973 to hold a preliminary hearing on The Plan.

"Intended Character" of Bolinas

In planning committee recommendations, reports, and abstracts for small towns, two key questions occur frequently. When plans are presented that would result in rapid change, it is asked if they would damage the "existing character" of the community. When a development is under consideration, it is asked whether or not the plan conforms to the community's "intended character." Since much planning discussion revolves

around the idea of maintaining or interfering with a town's character, the Bolinas Planning Group felt it was critical to document our sense of Bolinas as it exists today. Such a document, we felt, would not only serve to protect us from piecemeal planning by those unaware of our town's identity, but would also help us to recognize and define our main problems. We felt that if we could get down on paper a sense of the "existing character" of Bolinas, we would then be ready to determine in what ways the "intended character" should differ from this, if at all.

All the inhabitants of Bolinas share certain things: the natural habitat, the fire district, downtown, the school, the beaches, the Lagoon. They all participate in the unusual feeling of seeming to live on an island. Most people in Bolinas share a distinct sense of belonging to the community. Surrounded by ocean to the West and South, by Lagoon and park lands to the East and North, and grazing land and park lands to the North, the Bolinas resident feels a remoteness from the rest of Marin County.

However, the Planning Group realized that the "truth" about Bolinas could only be reported once we moved away from our common ground and looked closely at the individual sections of the community that make up the Bolinas peninsula. Each area—the rural lands, Horseshoe Hill, the Downtown, the Gridded Mesa, and the little Mesa, Dogtown—has its own character. The following few pages will give the reader a picture of these areas in order to better understand the plan.



A Walk Through the Planning Area

Bolinas Lagoon lies between Bolinas and the coast road (Cal. Hwy. 1). One usually comes to Bolinas along the Lagoon. The setting of this entry point to Bolinas is a rich combination of rolling farmland, rugged coastal escarpment, and placid lagoon waters and vegetation. The beauty of this place and the complex habitat it displays never fail to be an experience of renewal to the casual traveller or local resident.

The Lagoon:

Bolinas Lagoon is a shallow estuary. Its most conspicuous inhabitants are birds. There are seldom less than 1,000 and sometimes there are as many as 35,000 birds on the Lagoon. There are over 130 species. Except for the Killdeer, Kingfishers, and assorted land birds, few birds nest near the Lagoon. Most birds only winter there or stop briefly during migration. The composition of birds is ever changing as wave after wave of birds appear and disappear. You may recall the wave of 35,000 Western Sandpipers in April 1973, or 5,000 Brown Pelicans in the autumn of 1973.

Bolinas Lagoon is not a homogenous habitat, but a mosaic of habitats which support different birds, shark, and even seals. Thus, Avocets are found primarily in muddy areas, while Godwits and Black-bellied Plovers are found primarily in sandier areas. Few birds range over the entire spectrum of habitats available in Bolinas Lagoon.

Bolinas Lagoon and the birds which inhabit it are tied to the surrounding area. Egrets and Herons feed on the Lagoon, but nest high in the redwoods at Audubon Canyon Ranch. Turnstones and Sanderlings travel regularly between feeding areas on Duxbury Reef and Bolinas Lagoon. Winter rains drive Black-bellied Plovers and Dunlins from the Lagoon to mesa pastures during flood tides.

Most living things in Bolinas Lagoon are barely known to us. There are countless microbes, and a host of tiny worms, snails, clams and amphipods, the food for most fish and birds in the Lagoon. Like birds and man, they have a life of their own.

Downtown:

Downtown Bolinas is the energy center for the town. Without the downtown, Bolinas would lose its center, and residents would lose the place where rich opportunities exist to meet friends, form social contacts, and find out "what's happening." A simple purchase at The Store might involve you in 10 separate conversations.

The Store sells some organic foods as well as the more standard items. In season, their produce comes in part from the local ranches and gardens and is organically grown. The Store is owned by a local family, and all employees live in town. It is the town's largest employer.

The one service station (MOBIL) is owned by Al Fowler. The library, bookstore, Smiley's Bar, liquor store, the laundromat, hardware store, surf shop, and Scowley's Restaurant serve other basic needs of the residents and are all either owned or/and operated by people who live in Bolinas.

The Old Library, Blue Lagoon Café, Chrysalis-old clothes, the Motel, a couple of real estate offices, The Shop, and the Gibson House cater both to the needs of visitors and local residents.

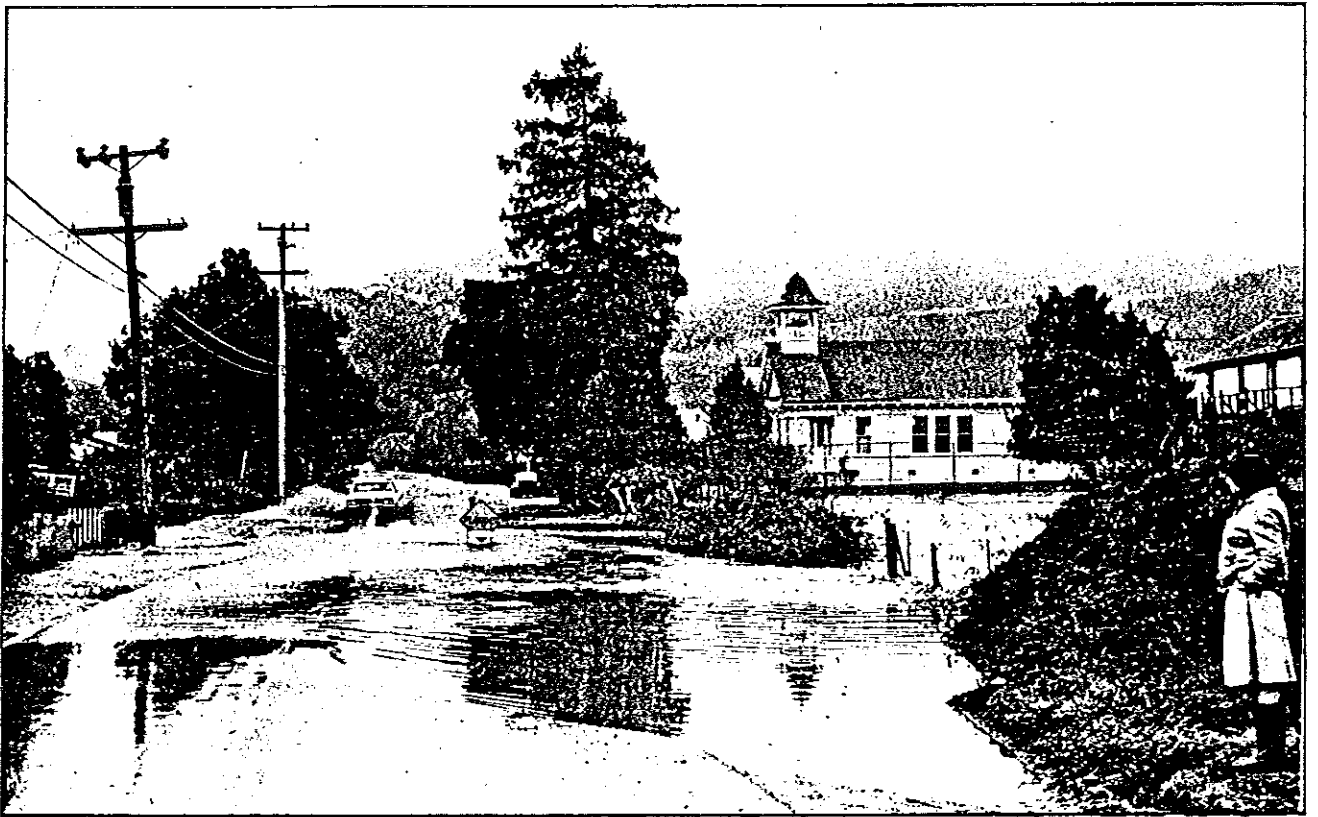
One further word about Scowley's Restaurant. Scowley is "mother" for most of the younger people in town. It feeds well and cheaply and provides the only public year round place in Bolinas—to sit down and talk to a friend over a cup of coffee. Going to Scowley's is an extraordinary social experience: A combination movable feast and asylum. On a rainy day it's the only show in town.

The fact that there are still so many privately owned residences on Brighton, Main, and Wharf Roads which comprise the downtown is part of the reason that it is not already a tourist mecca. There are many more homes than shops, and there isn't really much to do downtown

Grocery and produce update: Since 1974, the Bolinas Store has been sold twice. It no longer remains a strong social gathering location. In 1976, the People's Co-op (a non-profit food cooperative) opened in a converted garage. It sells fresh vegetables, organic breads and fruits, dairy produce, grains and herbs, locally grown when available. In 1976, a summer/fall Farmer's Market also began, and in 1977 a bakery opened downtown.

Food establishment update: Since 1974, the Blue Lagoon Cafe has opened; Smiley's Bar introduced pizza; the Gibson House restaurant has been sold to Vernon Bradley, owner of the bar, and revamped as a luxury restaurant. The Shop, replacing Snarley's, has become the popular teenage hang-out, and like the Blue Lagoon, is in the mid-price range. Scowley's remains the homemade, low-cost lunch and dinner place.

Paraphernalia shops: In the downtown, Chrysalis has opened in Ryan's barn selling second-hand clothes; the Old Library has become a tourist-orientated handmade fashions and craft store; and the Grand Hotel has opened in a private home adjacent to the commercial district selling used and antique goods. The Purple Heron bookshop has changed hands twice and now carries clothes, cosmetics, and art supplies as well as books. The California Antique Shop became the Blue Sky Art Gallery, then Elevenes and is now the Blue Lagoon Cafe.



if you don't live here, and not much more if you do.

The two main streets of downtown Bolinas, Brighton, and Wharf Road, follow the contours of a valley that trisects the three mesas: Little Mesa, Big Mesa and Francisco Mesa. If you head West from the church and follow this part of the semi-circle, you'll arrive at the beach; if you follow Wharf the opposite way, you'll get to the beach, too. The complete circle tour takes you down Brighton, along the beach (if the tide is low), and back along Wharf in twenty minutes.

The Little Mesa:

The Little Mesa towers like a fortress over contemporary Bolinas, but not many people are aware that it's there at all. You notice a steep slope between the village and the ocean to the South, but the small residential community of twenty-seven houses on top is barely visible from below.

Aside from a couple of crumbling paths, the only access route to the area is a privately maintained paved one-way road that circles up the hill to the mesa, cuts across the top, and winds down the other side.

The sense of separation from the world's turmoil that one feels in this section of town is dramatized by the presence of a nunnery on La Crescente Avenue. The enjoyment of the Little Mesa, then, is left mainly to those who live there.

The Gridded Mesa:

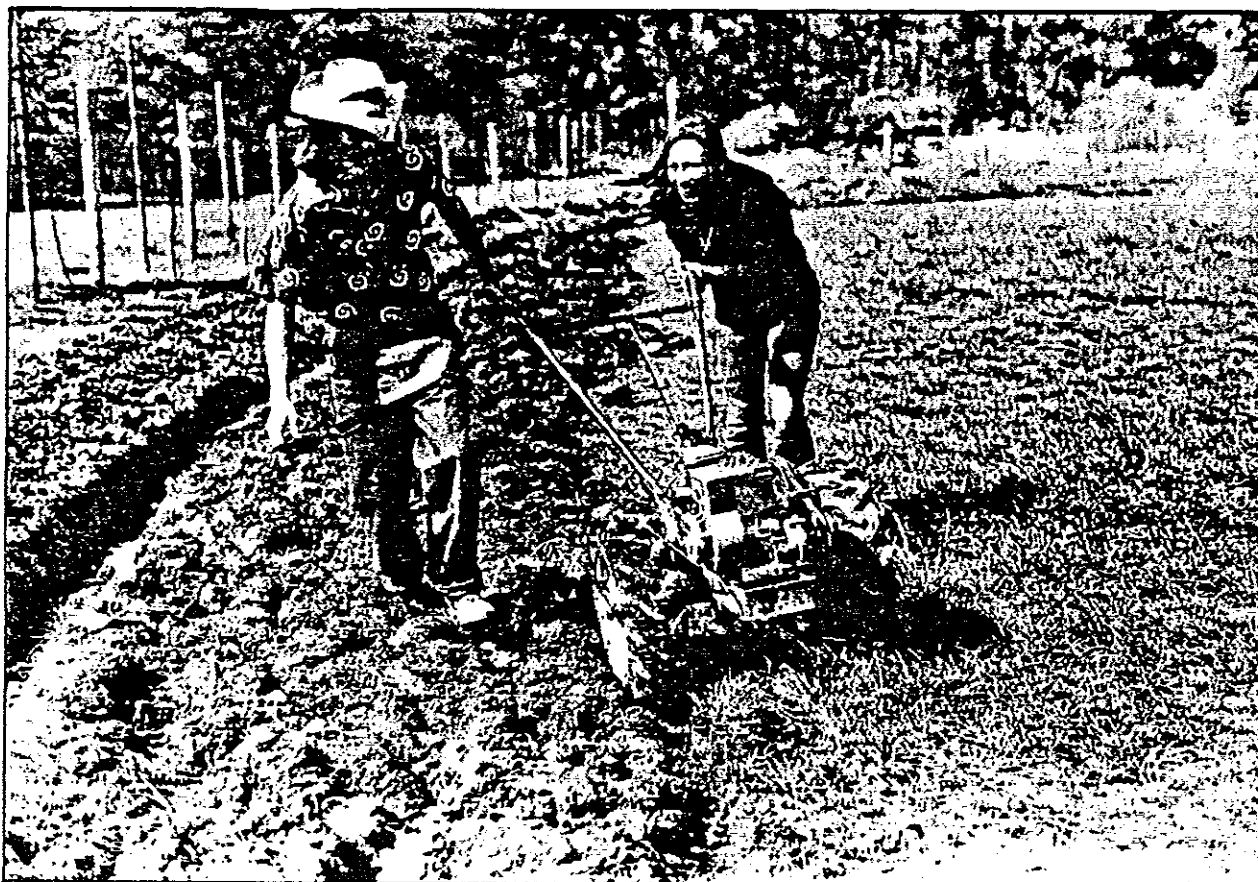
When the developers designed road and lot patterns for the Bolinas Mesa back in 1927, they surveyed two

dairies bounded on two sides by ocean cliffs and imposed a grid of streets upon it. The divided each long rectangular block into tiny parcels 20 x 100 feet. The character of this area, now referred to as the "gridded mesa," was determined in part by these arbitrary patterns.

The vast asphalt of Elm Road runs West across the Mesa and is intersected every 200 feet by unpaved dirt roads, each bearing the name of a tree, alphabetically ordered. The prevailing summer fog and wind and winter rain and wind have also contributed to the impression held by many visitors that the Mesa is a bleak and uninviting area.

The grid plan never did fit the Mesa well. Nature has largely won out over a scheme which laid down roads on the edge of fragile cliffs and through swampy drainage areas. Over the years many roads have collapsed into the ocean. Many have become completely overgrown; and the constant flux between deep, impassable muck in winter and hard, deep ruts in summer has left most of the dirt roads contorted from their original straight lines. Travelling in summer along these unpaved routes at speeds faster than 15 mph is hazardous to both automobile and human frames. As a result with its numerous roads and hundreds of lots, the Mesa is still mostly undeveloped.

In 1973, a sewer farm which recycles the downtown sewage opened. The series of ponds, agricultural leases and community land covers 90 acres between the Mesa and downtown.



Upper and Lower Bolinas Olema Roads (Horseshoe Hill):

Upper County Road over Horseshoe Hill meets Lower County Road at "Old Town." Much of the land on the west side of the upper road is in cattle grazing including the Mattos land and the Vierra Ranch. The few private homes are on large parcels up to 14 acres. Horseshoe Hill and Paradise Valley receive less wind, more sun, and greater temperature extremes than any other part of Bolinas. Here one turns away from the Pacific lying behind the hills to the West and South, and faces the gentle light on the Lagoon and Bolinas Ridge.

The last leg of the arrival into the town of Bolinas begins at the crossing of Pine Gulch Creek just past the junction of Upper and Lower County Roads. The two imposing white forms of the Bolinas School (1908) and the Christian Science Church (originally a Druid's Hall, c. 1900) stand in strong outline in front of the rich creek delta and the oak covered mesa slope to the West. The land behind the church and school is the most fertile left in private hands on the Peninsula.

West of the flats, the Lower County Road climbs Phinney's Hill alongside the Francisco Mesa. Then it moves down the hill through eucalyptus trees, past Genazzi's barn and field before the Presbyterian Church (c. 1887) with its many green gables and pointed bell tower springs into view at the end of the road and announces that you have reached downtown Bolinas.

The Christian Science Church was leased to The Faultline Institute, a local Adult Education program initiated in 1975

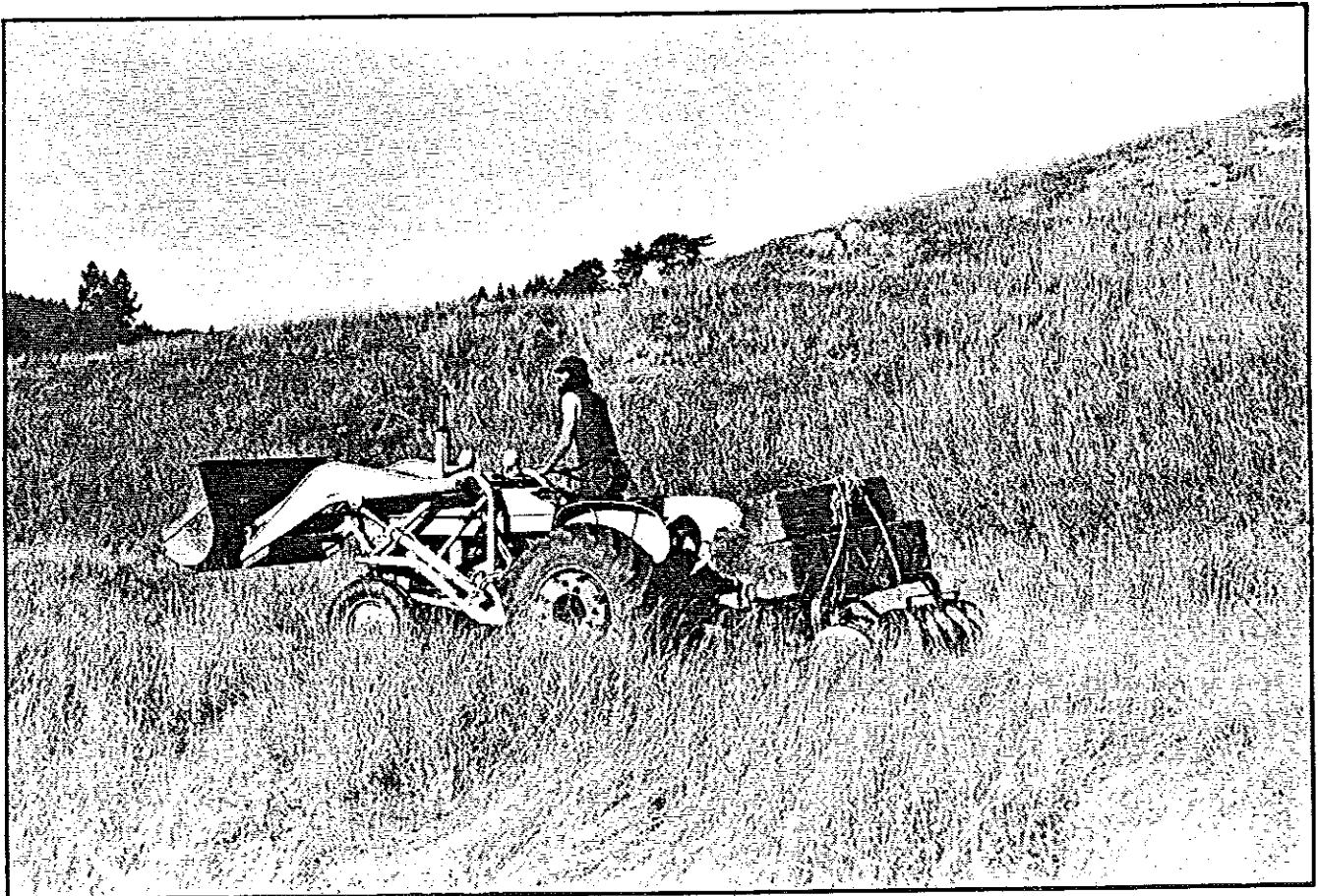
The church is a vivid reminder of the 19th century architecture of much of the old village.

Rural Areas:

The rural areas lie generally northwest of Bolinas village extending to the southern boundary of Pt. Reyes National Seashore. They frame the residential areas in a natural border of grazing land, cattle and sheep pens, and young fir forest. To the north of the gridded Mesa, Mesa Road is a boundary between the residential area and the Tacherra and Smith grazing and farm land.

While many residents see their relationship to the land primarily in recreational and aesthetic terms, others have a practical and economic relationship since, in the past few years the town has witnessed a resurgent interest in agriculture. Vegetable production, Horse boarding, cattle, sheep, and horse grazing all provide sources of livelihood for local residents and make it possible for them to maintain the land in its agricultural state.

The most threatened rural area of Bolinas is the stretch of land that runs north along Mesa Road to the southern entrance to Pt. Reyes National Seashore. This is a narrow, winding 18' to 20' wide road with many sharp curves, drops, and rises. At this point there are no tourist services at this end of the Park, but any development by Pt. Reyes National Seashore would intensify traffic use and build up pressure for recreational development on the grazing lands, and for extensive repairs to a road now only sufficient for low volume usage.





Mesa Road services RCA, the Bolinas water supply on the Arroyo Honda located within the Seashore, the Coast Guard radio transmitting station, and the Pt. Reyes Bird Observatory, besides providing access via Overlook Road, to the 384 residential homes on the Gridded Mesa. For zoning see Land Use-Zoning map.

Dogtown:

The Dogtown section of Bolinas is located in the Northeast section of the planning area. It runs along the west of Highway One for about a mile. Opposite Dogtown on the East side of the Highway is Rancho

The RCA lands (1105 acres) was sold to the Trust for Public Lands in 1977. They in turn expect to sell in to the National Park Service. The Bunnel land is now owned by Niman/Schell partnership to expand their existing hog farm and to graze cattle.

Baulines, now part of the Golden Gate National Recreation Area. To the North lies the Southeast boundary of the Point Reyes National Seashore. There are approximately fifteen parcels owned by ten individuals. The smallest parcel is about 1/3 of an acre; the largest belonging to Full-Circle, a center for neurologically handicapped children, is about twenty-two acres.

Dogtown is one of the most beautiful areas of Bolinas. From the East, the hills roll gently down to the valley, which bottoms out in open grazing land and orchards and then rises sharply into the last stand of coastal hills. Because the population is small, there is a great abundance of deer and other kinds of wildlife. The hillside is very wild and heavily forested. It is also susceptible to erosion when the cover is cut as it has been on one place, and therefore, much of the hillside is physically unsuitable for development.

3.

Environmental Quality

Wildlife Habitats, Introduction and Recommendations

Geological Considerations

Agriculture in the Community Plan

Description of Large Parcels with Recommended Zoning,

Table 1 - Land Use Summary

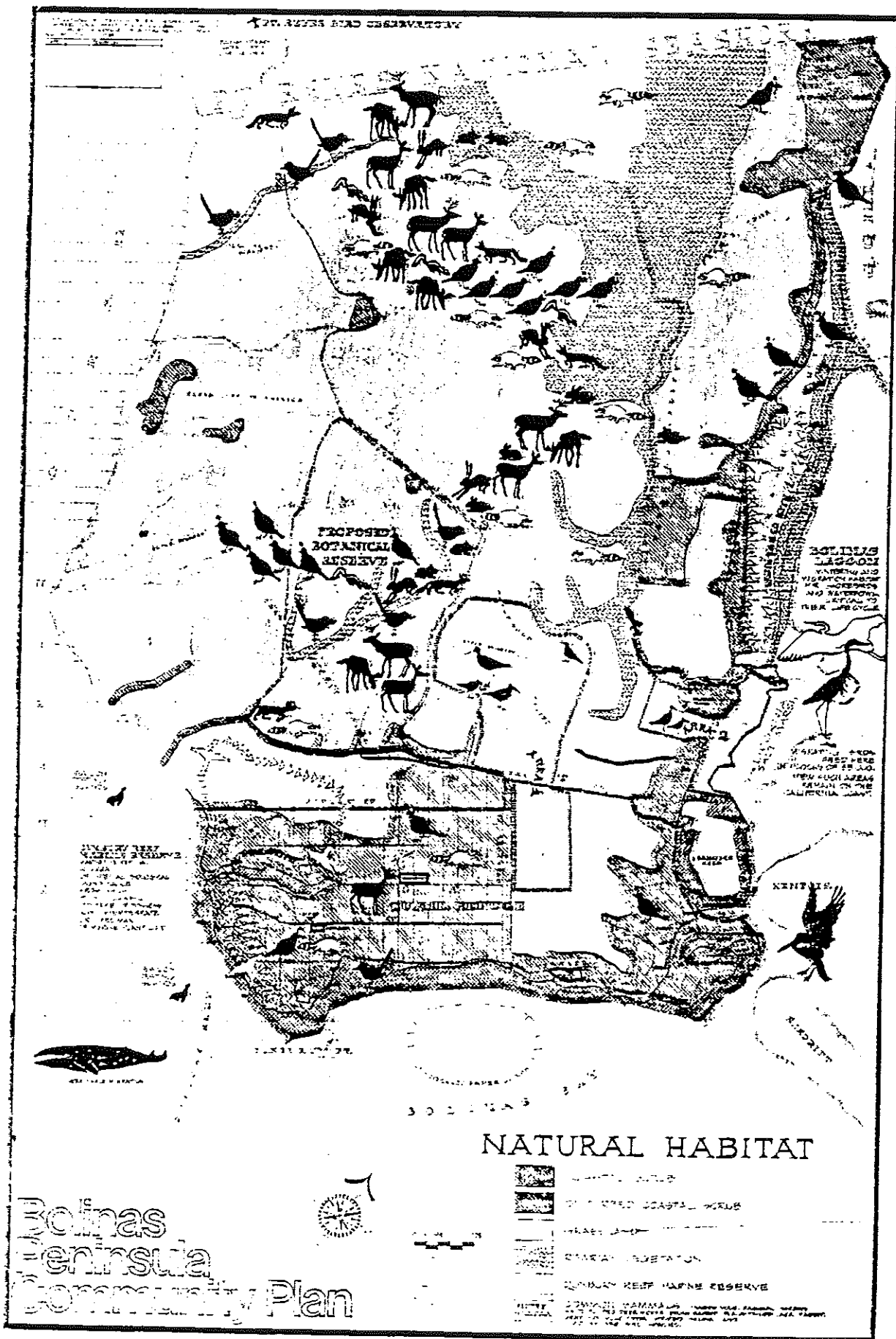
Residential and Commercial Land Uses and Zoning Recommendations

Bolinas Peninsula Parks, Recreation, and Open Space

Relationships with Surrounding Parklands and Communities

[See Land Use, Existing Zoning, and all other Display Maps]





Wildlife Habitats

Introduction

Limiting the impact of humans on the environment is one of the most important planning objectives in the Bolinas Community Plan. Protecting the environment . . . plant and animal wildlife and the landscape . . . is more than a legal obligation, as under the Environmental Protection Act. The Bolinas community has repeatedly shown that environmental issues are its first concern.

1. The sit-in at the Righetti Ranch that led to the end of logging there and to the county logging ordinance, was organized and supported by Bolinas residents.

2. Bolinas residents played an active role in dissolving the Harbor District and in writing and lobbying for state approval of the County's Bolinas Lagoon Plan.

3. The January 1971 oil spill produced a dramatic response from all elements of the Bolinas community to the threat to Bolinas Lagoon and the beaches and coastal tide pools.

4. Environmental protection was an important factor in the recall of three Bolinas Community Public Utility District directors and the end of the plans for a large sewage plant in 1971. At issue was a sewage system criticized in part on conservation grounds for wasting water and for discharging effluent in the vicinity of Duxbury Reef.

5. Bolinas residents raised and contributed substantial amounts of money toward the purchase of the Monarch Butterfly Grove on Terrace Avenue.

6. Bolinas residents have been among the most active opponents of the Calif. Department of Transportation's plans to straighten and widen State Route #1 between Tamalpais Valley and Bolinas.

7. A major world-wide force in the fight to prevent extinction of whales and dolphins is Project Jonah, located in Bolinas.

8. The answers to the 3 questions on the Planning Group Questionnaire dealing directly with the natural environment indicate the strength of the community's commitment to environmental protection:

(26) *Preservation of the Lagoon and Duxbury Reef is very important to me.* Yes: 96%, No: 1%.

(27) *Setting land aside as open space is crucial for any master plan.* Yes: 90%, No: 4.5%.

(28) *I would support a bond issue to preserve open space in the community.* Yes: 77%, No: 12%.

Recommendations

The impact of future projects on all plant and animal habitats, and in particular on Bolinas Lagoon, Duxbury Reef, Agate Beach, the Butterfly Grove, Night Heron roosting trees on the Kent property, the Francisco Mesa, upland feeding areas for shorebirds, and the riparian habitat should be carefully monitored. The Plan makes the following recommendations:

1. The Bolinas Lagoon Advisory Committee should be informed about any activities or proposals which are having or could have destructive effects on the Bolinas Lagoon.

2. It has been determined that many of the grassland areas on the Peninsula are necessary upland feeding areas for several species of shorebirds that winter on the Lagoon. The Plan proposes an environmental impact report be required on projects that change the use of existing shorebird winter feeding lands.

3. Use of Duxbury Reef and Agate Beach should be regulated to protect all marine flora and fauna and prevent people from removing natural materials. No effort should be made to increase the present level of use.

4. No project that might disturb the egret and heron roosting areas on the Kent property and along the Lagoon at the foot of Francisco Mesa

should be allowed. These are two of a very few roosting areas for these birds.

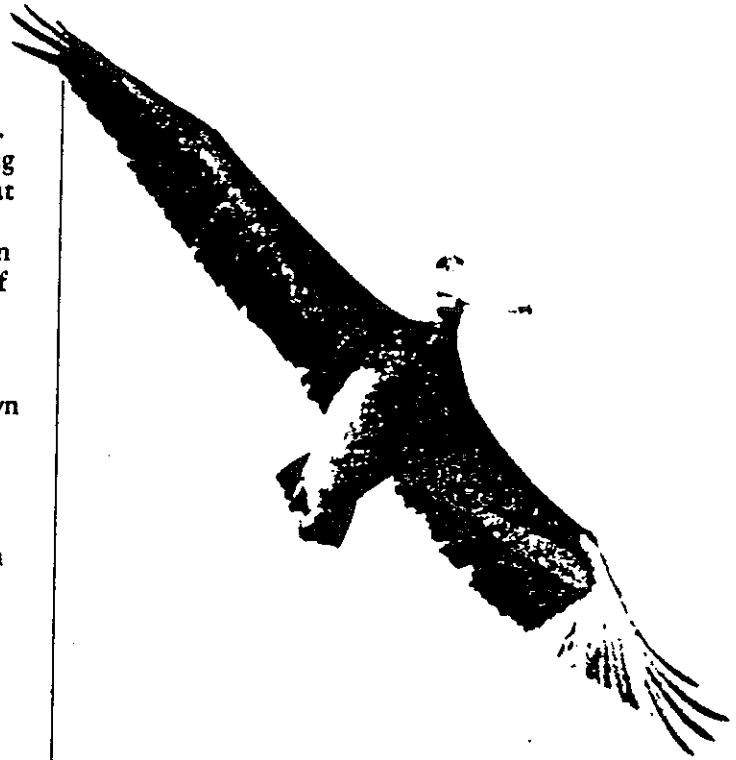
5. The Plan opposes any projects which significantly disrupt or destroy riparian habitat. It is one of the richest in wildlife in the planning area, and because the amount of riparian habitat is extremely limited, an environmental impact report should be required for any project within 100 feet of a watercourse, or within the limit of riparian vegetation, whichever is greater.

Pine Gulch Creek is the chief fresh water source for the Bolinas Lagoon. It is also the emergency source of drinking water for the town of Bolinas. The Public Utility District has an application on file with the State Water Resources Board for permission to take a maximum of one cubic foot per second, or 650,000 gallons of water a day from Pine Gulch Creek. This is approximately 1/7 of the creek's production during a dry year. Every piece of land along the creek has riparian (irrigation) rights on the creek. Increasing use of Pine Gulch Creek water for agriculture will lessen the flow of fresh water into the lagoon. The Bolinas Plan urges that all community and agricultural users along the creek begin immediately to meter their water use, and at the appropriate time, a conference be held under the aegis of the Bolinas Lagoon Advisory Committee to set up a self-regulating body to protect the fresh water source of the lagoon and to insure that everybody along the creek gets a fair share of the water.

6. In accordance with the expressed desires of the owners, Felger and Bunnell, it is proposed that Parcel Number 188-170-18, 206 acres lying along Mesa Road outside of the gridded mesa, be designated a Botanical Preserve. The purpose of this Preserve is to encourage the growth and study of native plants. Other permitted compatible uses would include an educational facility for study of the botanical environment plus owner residences as permitted under other provisions of The Plan up to a density allowed under A-60 zoning.

7. Residents should be encouraged to plant native shrubs and to leave areas of their land as coastal scrub. (See Appendix.) Hedgerows, 15 feet wide, would keep breeding bird populations safe, provide some food, and aid gardens in biological control of pests.

8. Methods of pet population regulation and control are badly needed. There are more domestic cats than there are homes in Bolinas. Cats have significantly lowered the Mesa quail population and are direct competition with hawks and the gray fox. Similarly the dog population has ended sheep grazing and adversely affected both the cattle ranches and deer populations.



9. The Lagoon is in need of additional protection on the west side. Land disturbances along the Bolinas-Olema Road up to Pine Gulch Creek and on the east side of the road from there to Wharf Road endanger the Lagoon, principally through siltation. The Plan recommends that no construction be permitted within 300 feet of the Lagoon and that the *Salicornia* areas at the mouth of Pine Gulch Creek and south to the foot of Francisco Mesa be protected from grazing.

10. Housing expansion and its concomitant use of land for access roads and services threatens the natural coastal habitat of all forms of life, including man. It is important that growth be controlled, and that wherever possible it be confined to infilling, where roads and services are already in place.

The Bunnell land was sold to the Niman/Schell partnership in 1977 for a hog and cattle farm. They have agreed to fence areas where cattle would cause hillslope erosion and to protect areas with unusual flora.

In 1973, the Duxbury Reef area came under State protection—from the extension of Kale Street to the National Seashore. Although fishing is permitted, nothing else may be taken from the area, and it is enforced by a warden from the Marin County Department of Parks and Recreation.

Geological Considerations

Earthquake Hazard Zone

Under the Alquist-Priolo Geologic Hazard Zone Act of 1972, the County is required to get special geologic and engineering studies within a zone lying along the San Andreas Fault before issuing permits for new developments or structures for human occupancy. This zone as proposed by the County and State is delineated on the slope and jurisdiction maps. The plan takes cognizance of this requirement and its impact on those seeking building permits. (Single family, wood frame construction is now exempt from such regulations - 5/75.)

Bolinas Peninsula Slope, Landslide, and Cliff Erosion Policies

The geology of the Bolinas Peninsula along with the entire Point Reyes "Island in Time" differs greatly from the rest of Marin County. This geologic change occurs along the San Andreas Fault Line which runs down Tomales Bay, Highway #1, and Bolinas Lagoon. Marin County has a policy which attempts to minimize development-instigated problems related to geology; it does not have precise methods to deal with the special soils-slope problems of the Bolinas Peninsula. A brief description of these problems follows:

A. Bolinas bedrock are classified into the two major formations of Monterey and Merced. Both produce unstable soils, highly susceptible to erosion and landslides.

B. Bolinas' sea cliffs are eroding at an average annual rate of 1½-2 feet on their Bolinas Bay facing, and 3 feet on their Pacific Ocean facing. This erosion is caused primarily by the larger waves of winter's storms cutting at the cliffs' base, and on a majority of the cliffs by sub-surface water runoff from the mesa which saturates and liquifies the cliffs.

C. A history of numerous landslides exists in the downtown area. Most of these slides were instigated by the disruptive process of cuts and fills required for road and house construction. The additional hazard of earthquake-triggered landslides exists because of Bolinas' proximity to the San Andreas Fault.

D. The above problems produce a great deal of sedimentation, much of which eventually ends up in Bolinas Lagoon, thus contributing to the filling process and the ultimate transformation of this body of water into a marsh.

Thus, to minimize man's contribution to these problems, a Bolinas Peninsula Slope Policy is proposed which would regulate construction of roads and buildings occurring in these problem areas. This policy should be incorporated into regulations developed for the Conservation Zone of the Countywide Plan.

The policy shall have the following basic elements:

A. Marin County slope policy shall continue in effect.

B. Special engineering reports shall be required for all construction proposed in areas of the following description:

1. Slopes of 25% or greater
2. Prone to landslides
3. Within a zone extending inland from the top edge of all sea cliffs.

(Usable life of a house considered to be 40 years)

Zone Depth

Little Mesa to Duxbury Reef:

2 ft/yr x 40 yrs. = 80 ft.

Duxbury Reef to Point Reyes National Seashore:

3 ft/yr x 40 yrs. = 120 ft.

Agriculture in the Community Plan

The question of the viability of agriculture in western Marin County is part of a problem communities face everywhere in the United States. In California alone 900 acres of prime farm land a day go out of food production and into subdivision. It seems clear that unless all communities work consciously to maintain the soil, we will die of our myth of abundance. There are at least two great problems contributing to the continuing demise of U. S. agriculture.

First is the State determined "Highest and Best Use" for a piece of land. Almost without exception the "highest and best use" concept means that land near urban areas currently in agriculture will be zoned and taxed in such a way as to insure that the land will probably be sold for some kind of urbanizing development. It is a question of rate of return. Soil, properly husbanded, yields slowly and over a long period of time. Indeed, soil can be built up. It can become stronger and produce more because it becomes *better soil*. In the long run, say hundreds of years, the land probably even pays more taxes. But in the short run, the greatest tax yield comes from development. That even a short-run tax windfall from development is problematical was shown in the Livingston and Blaney study in Palo Alto. The study showed that the increased cost of supplying urban services to a newly developed suburb may very likely outweigh the increased tax income. The concept that development is the highest and best use for a piece of land needs to be changed at local, county, and state levels.

There have been abuses in the Williamson Act-Agricultural Preserve Agreement; but there is no question, that in Marin County at least, the Agricultural Preserve Agreements have been very beneficial to the dairies. But the rule (Section 2, of County Resolution 21-38, Part 1.a.) that land, to be eligible for agricultural preserve, be capable of producing a living for the owner is unrealistic

for most small farmers. Throughout the country, more and more small farmers maintain full-time farms, but receive part of their income from off-land jobs.

The open lands to the north and the east of the Gridded Mesa, the Francisco Mesa bordering downtown to the north, the Pine Gulch Creek Delta, and the three small valleys north along Pine Gulch Creek are Bolinas' main agricultural lands. The lands to the north and west are primarily used for horse and cattle grazing (though this may change to crop growing with the finish of the BCPUD's sewerage resource system). The Pine Gulch Creek delta and the three Pine Gulch Creek valleys have the warmest, sunniest climate, the best soil in Bolinas and a fairly abundant water supply. They have the potential of becoming the Bolinas "Breadbasket." When working out agricultural zoning for the Bolinas Peninsula Community Plan, planning group members were not satisfied with the traditional urban sense of zoning densities. New tools for land use control in agricultural areas need to be developed. Methods such as transfer of development rights, agricultural contracts, and land banking are public sector land use controls that need to be started or strengthened. Private trusts and special use permit provisions for experimental agricultural communities are working in Bolinas now. This Community Plan supports all public and private attempts to ensure continues agricultural use of the land.

The original Agricultural Preserve Boundaries in the Bolinas planning area were amended in 1972 to exclude the Reusch and Sharon properties south of Mesa Road and east of Overlook. The Sharon property has become the Public Utilities District Sewer Farm site and the westerly 10 acres of the Reusch property are currently being considered for acquisition as the new Bolinas-Stinson School site. As in the recent expansion of the Agricultural Preserve boundary to accommodate the expansion of the Tacherra

LAND USE SUMMARY

EXISTING JULY 1974				PLAN PROPOSALS		
SUB AREA	ACRES	EXISTING ZONING	EXISTING DWELLINGS	PROPOSED ZONING	ADDITIONAL DWELLINGS POSSIBLE	TOTAL DWELLINGS POSSIBLE
RURAL AREA	2675	A-60, A-10, A2-B0 A2-B2, A2-B3	17	A-60, A-10	28 IN A-60 36 IN A-10	81
DOGTOWN	69	A5	7	A5	11	18
HORSESHOE HILL	280	A5, A2-B0	29	A-60, A-5	0 IN A-60 29 IN A-5	57
GOEPEL FLAT	168	A2, A2-B3	9	A-10	0 IN CA 15 IN A-10	PARK 24
DOWNTOWN WARP & BRIGHTON PDS.	30	C-1-H, C-2-H R3-G3	68	C2H, R-A	0 IN C2H 15 IN R-A	83
TERRACE AVE.	54	R1-B4, R-1	53	R-A, R-A-B4	12 IN R-A-B4 21 IN R-A	86
LITTLE MESA	32	R-1	35	R-A	48	83
GRIDDED MESA	326	R-1-B-D	384	R-A	600*	984
<u>3634 ACRES</u>		<u>602</u>		<u>815</u>		<u>1417</u>

*ESTIMATE BASED ON REMAINING UNDEVELOPED LOT PATTERN, 10,000 SQ. FT. MINIMUM SITE SIZE, LEGAL NON-CONFORMING LOTS REMAINING AND PROBABLE EFFECTS OF SLOPE, CLIFF EROSION, DRAINAGE PATTERN AND OTHER ENVIRONMENTAL POLICIES - WITHOUT REDEVELOPMENT.

"R-A" HAS 10,000 SQ. FT. MINIMUM SITE SIZE - "R-A-B-4" HAS 1 ACRE MINIMUM SITE SIZE

Agricultural Preserve Contract, the community plan recommends that future applications for Agricultural Preserve status be viewed in light of the community goal of increasing agricultural viability.

Another major factor in the removal of land from agriculture is the loss of confidence of the agricultural community that they can change development trends. This lack of confidence produces the argument that ends, "Well, you can't stop progress." *In the last two and one-half years, not one major parcel in the Planning Area has changed hands for the purpose of traditional subdivisions.*

Two types of development threaten agricultural land use in the planning area:

1. Lot splitting; and
2. Intense "clustered" developments which put large parcels into private recreational open space.

The Community Plan proposes density patterns which would allow some further lot splitting in areas already broken down to small parcels (in 5 acre and 10 acre designations) while seeking to ensure the maintenance of large holdings by A-60 zoning.

The summer 1976 animal survey shows: 1000 chickens, 150 heifers, 75 beef cattle, 20 dairy cows, 150 rabbits, 50 goats, 50 bee colonies and 30-50 sheep.

1977: New lands returned to agriculture include: BCPUD Sewer Farm (95 acres); Tacherra (60 added acres); Weber (45 acres); Paradise Valley Produce (48 acres); Niman/Schell (210 acres); and numerous 5-10 acre "family farms."

Description of Agricultural Parcels and Zonings

See footnotes for zoning revisions (1977).

Large Parcels Near Mesa Road

The largest land-owner on the peninsula is the Radio Corporation of America with 1,105 acres in seven parcels ranging in size from 120 to 272.4 acres. The property's primary purpose is as a radio transmission facility, but it is also grazed by beef cattle, an activity the company views as compatible with radio work and one which is strongly supported by this plan. RCA presently leases the grazing rights to Donald Moreda of the Chileno Valley on a year to year basis to raise black angus beef stock. In conversations with RCA management, we have found that they plan to strengthen their agricultural commitment to better land management programs of present and future agricultural lessees. This includes re-seeding of pastures, removal of undesirable vegetation such as thistles, better fencing, and forestation and restoration and/or demolition of unused and collapsing buildings. About three miles North from the edge of the Gridded Mesa there is a complex of old dairy ranch buildings including barns, sheds, pens and living dwellings. These have been allowed to deteriorate. It would appear that there are several potential sites from small stock and irrigation dams nearby and it is conceivable that these structures could be restored to a usable condition if a long term lease were made available. Because this is such a large piece of land, any developments on RCA must be subject to intense community scrutiny.

The land should remain in A-60.

The U. S. Coast Guard owns seventy-five acres of land bordered on two sides by the RCA, on one side by the Point Reyes National Seashore, and on the west by the Ocean. The land is used as a transmission and relay facility by the Coast

Guard. The Coast Guard plans no other use for the land than this. There are no cattle on the land, and the Coast Guard has no plans to lease it for that purpose.

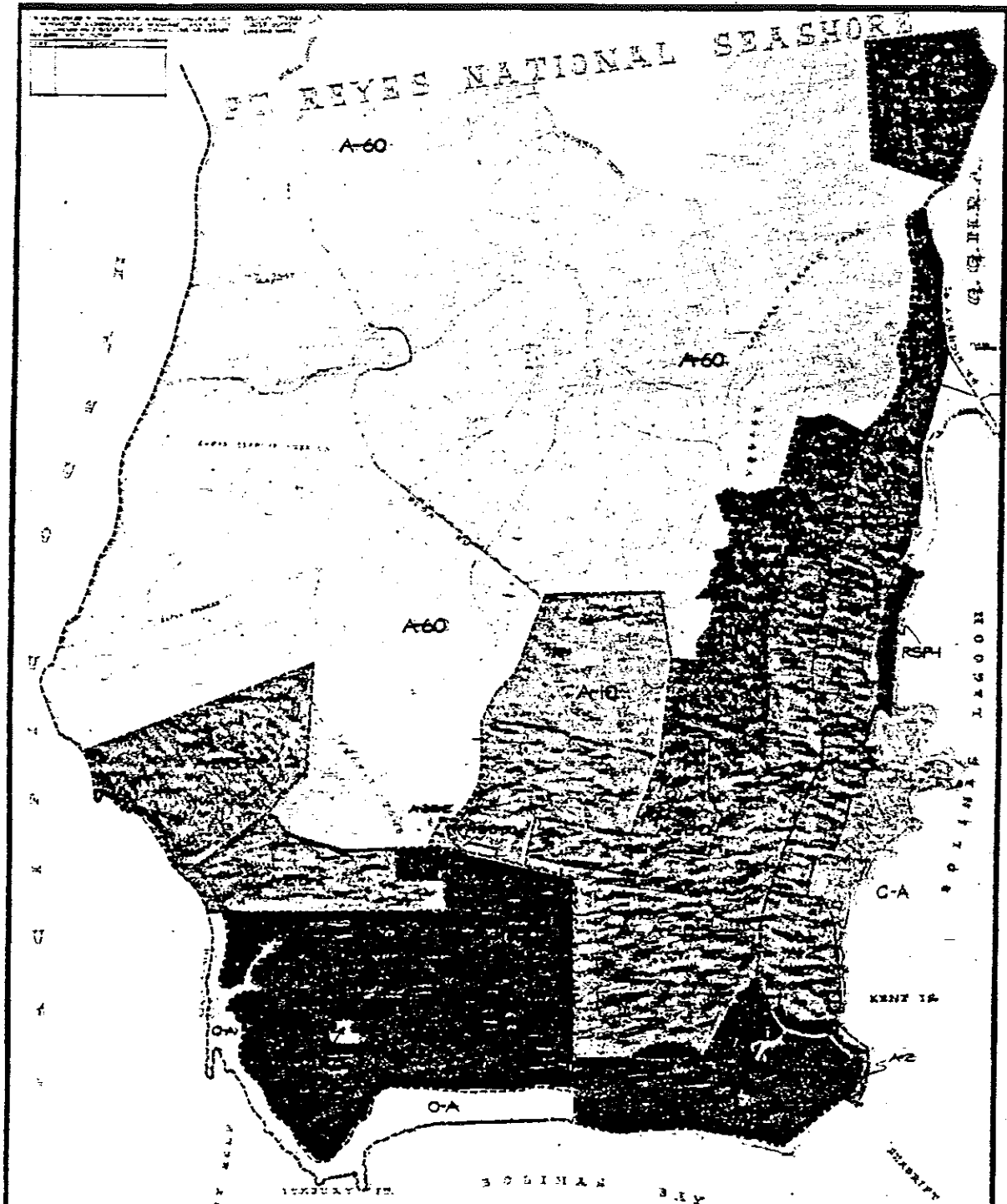
The land should remain in A-60.

Bunnel: South of RCA and west of Mesa Road are 206 acres belonging to Sterling Bunnel, a psychiatrist and naturalist. The owner wishes to make the land a botanical preserve, to let the land return to its natural vegetation, to eventually live there and start a school for the study of natural science, particularly the utilization of natural sources of energy. No grazing is permitted on the land at the present time.

The Marin County Board of Supervisors has rezoned the land from A-2: B-D to A-60, in accordance with the wishes of the owners. Since the owners do not intend to practice agriculture on their land, but do wish to keep the land open, the Bolinas Plan urges that the owners and the County seek scenic preserve contracts allowable by Resolution No. 71-38 of the Marin County Board of Supervisors (Section 11, Part 2).

Mesa Ranch Inc.: South of RCA between the lands of Bunnel and the Pacific Ocean, and bordering the north edge of the Gridded Mesa, are 210 acres owned by Mesa Ranch, Inc., a limited partnership, represented by Anton Holter of Dohemann & Company Realtors in San Rafael. Presently, Holter leases the land to Don Moreda to graze livestock.

The RCA land was sold to the Trust for Public Land in 1976 as a prelude to its being bought by the Park Service. It is leased by Commonweal, a local organization formed to study nutritional and other environmental health disorders, and to run its own agricultural operation. The Bunnel land was sold to Niman/Schell in 1977.

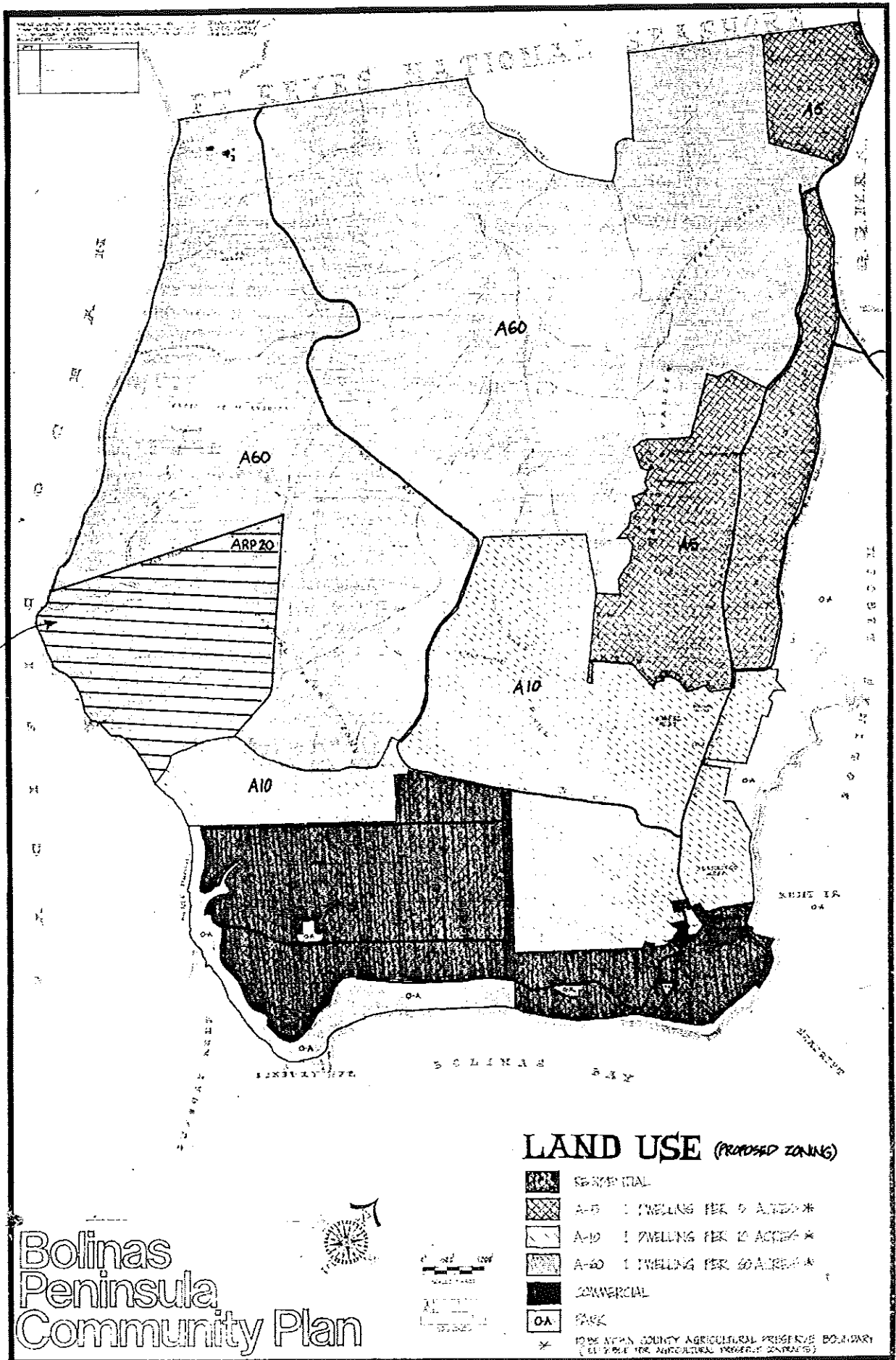


PRESENT ZONING

ZONING DISTRICT	LAND AREA ACQUIRED BY CITY	LAND USE CATEGORY
C-A	60 ACRES	PORTLAND
A-60	0 ACRES	AGRICULTURAL
A-10	5 ACRES	AGRICULTURAL
A-2	2 ACRES	RESIDENTIAL (SINGLE-FAMILY)
RSP-1	1 ACRE	RESIDENTIAL (SINGLE-FAMILY)
R-1 S-4	1 ACRE	RESIDENTIAL (SINGLE-FAMILY)
A-2 S-5	20,000 SQ. FT.	RESIDENTIAL (SINGLE-FAMILY)
A-2 S-2	3,000 SQ. FT.	RESIDENTIAL (SINGLE-FAMILY)
R-1	7,500 SQ. FT.	RESIDENTIAL (SINGLE-FAMILY)
R-1 S-9	5,400 SQ. FT.	RESIDENTIAL (SINGLE-FAMILY)
R-1 S-3	2,900 SQ. FT.	RESIDENTIAL (SINGLE-FAMILY)
C-1	—	COMMERCIAL
S-2	—	COMMERCIAL

Bolinas Peninsula Community Plan

ARP-005: AGRICULTURAL/RESIDENTIAL: 1 UNIT PER 20 ACRES.



The Bolinas Plan encourages this land use, and land calls for a zoning of A-60 north of Jack's Creek. South of Jack's Creek the land should be A-10.

The Tacherra Family: The oldest farm in Bolinas belongs to the Tacherra's along Mesa Road. They have been farming their own forty acres and leasing surrounding lands for approximately fifty years. Until the late 1940's, they milked about 80 cows but, with the general collapse of other small dairies on the peninsula at that time, the cooperatives refused to come out to Bolinas to pick up milk, and the Tacherras were forced to switch their operation to a cow-calf operation and to selling Holstein replacement stock to larger dairies. They also raise some sheep and some pigs. In the last few years, many of the lands they leased for grazing have been sold, but the Tacherras intend to stay in business. In the last two or three years the Tacherras have been invaluable to the new farmers coming back to the land, generously providing seed stock, information, and experienced example.

In August 1974, the Tacherras bought twenty acres between their land and Mesa Road, and rented (month to month) another 15 acre parcel from Mr. and Mrs. Sherman Smith. The Tacherras intend to use the land to expand their farm.

Recommend A-10 zoning for these parcels.

The Smith family have a total holding of 37 acres. The lands are bounded by the Tacherra ranch, the Fire Department and Mesa Road. They requested the land be zoned A-5

The recommended zoning is A-10 and passed by the Planning Commission, but reversed (back to A-5) by the Board of Supervisors.

Caroll and Burnette: Behind the Tacherra farm and east of Mesa Road are the 84 acres belonging to Caroll and Burnette. This land has been subdivided into 4 parcels (40, 20 and two 10 acre parcels), and at least one has been sold. The Tacherras have for many years leased this land to run cattle. Particular attention must be paid to this land because residential encroachment on the Tacherras will make it just that much more difficult for the family to maintain their cattle and sheep operation. The owners of the property have asked to be annexed to Bolinas Public Utility District because attempts

The Mesa Ranch Inc land is now zoned ARP-20 (planned residential/agricultural) allowing a subdivision into 10 lots.

Forty acres of the Carroll & Burnette lands have been sold to the Tacherra farm. The BCPUD owned portion of the Vierra property is being considered for inclusion in the National Park Service.

to drill for water on adjacent lands have been unsuccessful.

Recommended zoning: A-10.

Large Parcels Near Pine Gulch Creek

North of Seiler's land begins the lands of the Pine Gulch Creek Delta and the valleys of Pine Gulch Creek, including the lands of Weber, Franklin, Murch, Weston, Middleton, Paradise Valley, the Mattos family, the Vierra family, and the upstream holdings of the Bolinas Community Public Utility District. These are the richest agricultural lands on the peninsula. Those bounding the creek have irrigation rights to its waters. The Bolinas Community Plan recommends that they all be held open for agriculture.

The Jordan Martinelli family owns 310 acres of land east of RCA, some of it along Pine Gulch Creek. The land is all under agricultural preserve contract and so cannot be subdivided. Present agricultural use is cattle grazing on the 100 acres or so suitable for that purpose. Lessee is Don Moreda who keeps an average of 30 head on the property. The family intends to retain their Williamson Act (Ag Preserve) Contract and to continue and expand cattle grazing activities. In the future, they may develop the irrigable lowlands along Pine Gulch Creek for a more intensive agricultural operation.

The land should remain in A-60.

Mattos: East of the Martinelli holdings and west of the Horseshoe Hill Road are the lands (65.8 acres) belonging to the Mattos family. Ultimate use of the land is unknown at this time because the property's eventual title is divided up among several members of the family. One side of the family, the Balzans, who own Balzan's Dairy, want to keep the land in agriculture. Currently the land is used by the Balzans and the Mattos' to graze horses and cattle.

Recommended zoning: A-60.

Gospel Flat (Pine Gulch Creek Delta): This area lies along the West shore of the Bolinas Lagoon running from the intersection of the Bolinas Olema Road with Horseshoe Hill Rd. south to and including Francisco Mesa and west to the foot of the Bolinas mesa. Present uses include horse and cattle grazing, small farming, a small earth moving and grading contractor, a nursery, the Bolinas-Stinson School, the Christian Science Church, and about 10 residences some of which house the operators of

the above listed activities. The soils of the Pine Gulch Creek Delta were rated at 2 on a 1969 U. S. Soil Conservation Survey on a scale of 1-8 (1 being the best). The area lies within the Bolinas Community Public Utilities District and is served P. U. D. water. Waste treatment is by individual septic tanks. The weather is sunnier and less windy than most of the Peninsula, and the low elevation, high water table, and proximity to Pine Gulch Creek give it important agricultural potential as is shown by its present and past use.

Recommended zoning is A-10 (10 acre minimum lot size).

Middleton: North along Pine Gulch Creek are 43 acres belonging to the Middleton family, who currently leases most of the land to the Tacherras for cattle grazing. He has riparian rights on Pine Gulch Creek.

Zoning recommended: A-5.

Paradise Valley Produce family is in the next valley north from Middleton, owning fifty plus acres. Please see the appendix for a more detailed analysis of Paradise Valley.

Zoning recommended: A-5.

The Vierras, one of Bolinas' oldest ranching families, own 84.7 acres of land north of the Mattos' along Pine Gulch Creek. The granddaughter of the farm's founder and her husband intend to maintain the ranch and expand its operation. Currently, the family runs cattle on the land.

Zoning recommended: A-60.

The Bolinas Community Public Utility District owns 40 acres along Upper Pine Gulch Creek, which was originally purchased from the Vierra family several years ago to serve a reservoir site. This use, though, has been precluded by a combination of factors which include earthquake hazard (any dam would straddle portions of the San Andreas Fault), the purchase of adjacent lands by the National Park Service who reject any flooding of their lands, and by the great expense of building and maintaining a new water transmission system that distance from the town. The acreage is mostly rolling pastureland, but also is currently being used for cattle grazing.

Zoning recommendation is A-60.

Other Large Parcels

Francisco Mesa: Bordered by downtown, the County Road, the Bolinas Lagoon, and the County Lagoon Park is the forty-two acre Francisco Mesa. The Francisco Mesa recently

returned to the hands of the Francisco family, a long-time Bolinas farming and dairying family, when the Monarch Finance Corporation, a partnership which bought the land for commercial development three years ago, was forced to default on payments. The land is currently leased to Ben Meyer, who lives there and runs horses on the land. Its closeness to the center of town makes the land an ideal place for younger people of the town to quarter their horses and, in fact, the land is almost a community center for the many people who keep their horses there. Three generations of the Francisco family also have their home on the land.

The Francisco Mesa AP #'s 193-020-06, 07, 09, 19 and 20 (37+ acres) is presently in one ownership. It is good grazing land on the top 20 acres. The slopes are steep, and the plan recommends that building or grazing on the slopes and within ten feet of the edges of the mesa be restricted to prevent erosion and siltation of the lagoon.

Recommended zoning is A-10.

Reusch: In the southeast corner of the mesa, bordered by residential areas on three sides and the BCPUD sewer farm on the north, are the lands of Jurgen Reusch. These 41.8 acres were removed from the agricultural preserve in 1973 when the County redrew agricultural preserve boundaries and notified Reusch that his agricultural preserve contract would be terminated. Reusch is concerned that his lands will have a lower value because of the proximity to the sewage resource system and because of the higher tax. This may force subdivision. Reusch currently grazes horses on the land.

Recommended zoning: A-10.



Agricultural/Residential Land Uses with Zonings

Throughout the planning area, residential land uses need to be more broadly defined. Zoning ordinance definitions exist for most uses suggested; however, they should be combined into a district reflecting the following desired uses, within or adjacent to residential structures only.

1. Professional office as the occupation of the resident (not necessarily the property owner). Provision for employees of such an office up to four is desirable if off street parking space is available.

2. Bed and Breakfast or guest house accommodations for tourists would be permitted within existing residences. New construction would require strict site plan, public utilities, and traffic problem review. In either case no more than five unrelated occupants could be in any residence. (Permitted under existing ordinance.)

3. Residential Agriculture. It is the intention of the Plan to encourage and permit agriculture including gardens, pasture crops, and animal husbandry within limitations of health and safety within all areas of the Peninsula Planning Area.

4. Setback Requirements. Since the Bolinas Peninsula Community Plan would allow small scale agricultural uses, the front yard setback requirements need to be modified on lots of 10,000 square feet or less to make the best use of the owners' land. Therefore, upon application for a building permit, reduction of standard front yard setbacks will be allowed where topography and drainage permit. Covered parking may not open directly onto the public right-of-way, except by variance procedures. Setbacks required by fire protection codes shall be observed.

There is a new rezoning category, residential/agricultural (RA), for the gridded mesa. All zonings were finally ratified by mid 1977, and the Mesa Ranch lands were included in the RA category.

The section that follows describes all the lands in the Bolinas Peninsula Planning Area and recommended zoning for these lands (See "Land Use/Zoning" and "Location & Area" display maps).

Dogtown in the northeast corner of the planning area, is an agricultural area of approximately 70 acres. It is currently zoned A-5, and none of the residents who attended our planning discussion wanted a higher density. 70% of the residents present desired that the area remain agricultural, and that future land use should be compatible with existing livelihoods. At Dogtown Pottery, a resident artisan makes pottery, most of which is taken elsewhere for sale. One resident has a riding and horse training enterprise. Full Circle School is a small and agriculturally oriented center where the students will work with the orchard, garden, and animals. Dogtown is at the southern end of the Olema Valley, and the preliminary draft of the GGNRA Master Plan (March 1974) says that land in the Olema Valley will be marked as a preservation zone and held as a recreational reserve to meet future recreation needs.

Enterprises such as horse training, pottery manufacture, and the school are entirely in keeping with the concept of Dogtown.

Recommended zoning is A-5 (5 acre minimum lot size).

The lands between the Lagoon shoreline and the East side of the highway include the Francisco Parcels (6.9 acres), the County of Marin Parcels, 68± acres of the Bolinas Lagoon Preserve, the Pepper Parcels, the Albright Parcel, the Wilkins Parcels, plus other small residential parcels with houses.

Recommended zoning is A-10 on private lands and OA on the County park lands.

Horseshoe Hill and Southern Portion Pine Gulch Creek: Horseshoe Hill is a beautiful

agricultural-residential area on the North edge of Bolinas. The road through this area joins Route 1 at the North and the Bolinas-Olema Rd. at the South. It is an area of gentle hills and valley graced by oak, bay, cypress, and eucalyptus trees along its entire length. The Hill boasts a fine climate, with more sun and less wind than other areas of the town. Approximately thirty families presently live along Horseshoe Hill road. A number of homes on recently purchased parcels are in the building and planning stages.

Horseshoe Hill lies in the fire and school district and outside the water district of Bolinas. It receives its water from individual wells of varying depths. The water is exceptionally good although its iron content varies, and only a limited number of new wells could be drilled without substantial change in the water table (See Appendix 6). All the homes have proper functioning septic systems with little or no drainage problems.

Existing zoning is A-5 on the west side of the Horseshoe Hill Road and A-2 on the east side. At a Horseshoe Hill residents' meeting (August 1973), residents asked that A-5 zoning be approved for both sides of the road to insure the continued low density nature of the area, protect the water supply and to protect its unique beauty.

The Plan recommends a zoning of A-5 (5 acre minimum) for the Horseshoe Hill area.

The Little Mesa is a small Merced Sandstone mesa in the eastern corner of "downtown" Bolinas with beautiful vistas in all directions. Between 120 and 150 feet high, its near-vertical cliffs that face Bolinas Bay are eroding from wave action at about two feet per year. During the summer, there is little hazard from wave erosion along these cliffs because the prevailing winds and waves are from the northwest, and refraction around Duxbury Point reduces wave action to a minimum. Most of the cliff erosion occurs during the winter when intense cyclonic storms rise out of the West and Southwest forcing large waves directly against the erodible Merced sandstone bluffs. Then slumps and slides occur, particularly after the sandstone has become saturated. Various methods to retard this erosion have been tried—wood bulwarks, concrete sea walls, drain pipes in the cliff face, plastic sheeting to prevent rain infiltration, planting perennial herbaceous cover and shrubs—but it is generally conceded that nothing will work, and erosion will continue over any length of time at about the same rate.

There are 35 houses on the Little Mesa, many of them permanent residences and two of them owned by convents which use them for weekend

retreats. These houses are served by the sewage system with a few exceptions that use septic tanks. The Public Utility District has a gravity-filled water storage tank on top of the Little Mesa which is reserved for fire protection. Water for Little Mesa use comes from the Terrace Avenue storage tanks. The narrow one-way road that winds up and down the town side and traverses the Little Mesa is private but county maintained. The residents have formed a road district in which the county does the necessary repairs and taxes the residents for the costs. This road encourages slow speeds which make it appropriate for foot and bicycle use.

There are still 40-50 vacant sites, and the coastal scrub and trees on these undeveloped sites add to the charm of the area. There is a stand of coastal live oak on the lagoon side which certainly should be preserved. Because of their slope or proximity to the cliff edge, many of these lots are questionable building sites. Slumping and sliding are not only characteristic of the ocean cliffs. In the wet winter of 1972-73, a house on the road just above Brighton Avenue slid and completely collapsed. Because of the combination of steep slope and Merced formation soil, many other houses are threatened every winter.

Due to the high rate of erosion, very strict adherence to slope and drainage policies of the plan are called for on the Little Mesa. Widening of the present road would be unwise, and automobile traffic should not be increased.

The Plan recommends single-family residential/agricultural zoning and a minimum lot size of 100' x 100'.

The Terrace Avenue Area extends from overlook at the Southeast corner of the Mesa down to Brighton Avenue. South of Terrace and Marin Way is fragile cliff geology along which most of the structures have been built. Existing zoning is R-1 (7,500 sq. ft. minimum site size).

Proposed zoning is A-2: B-D (10,000 minimum site size). North of Terrace Avenue and Marin Way and at the end of Rafael Avenue are larger parcels with one acre site size zoning (R-1: B-4). The plan recommends this density continue as an A-2: B-4 district on Assessor's Parcels 193-030-12, 25 and be applied to Assessor's Parcels 193-030-07, 193-133-27, 28, 29, and 33. The Jurgen Ruesch Parcel No. 193-133-32 (6.80 acres) has been approved as part of an open space easement and is recommended for A-10 zoning.

The Mesa: Once called Bolinas Beach and Viareggio, the Mesa consists of 320 acres above Duxbury Reef which were subdivided into 5,336 lots, each 20 x 100 feet in 1927.

The Mesa is a marine terrace, a high-lying and relatively flat area which dips and rolls as its edges approach the Pacific. The weather is frequently foggy, sometimes windy and, although there are subareas of lesser or greater shelter, the weather is rather more harsh than out on Horseshoe Hill or in the Pine Gulch Delta. Mesa : Road to the North, and Terrace Avenue to the South, provide automobile access.

The Mesa is the area of greatest residential development in Bolinas. The last 1974 count showed 384 houses on the Mesa. The present land use is residential, with only two exceptions: The Bolinas Public Utility District Office is located on Elm Road; and there is a Fuschia Nursery in the northeast corner of the Mesa.

Since the new sewage treatment plant in the northeast corner of the Mesa will not have a great enough capacity to serve all the homes on the Mesa, septic tanks will continue for the foreseeable future to be the method used for waste disposal.

The Plan proposes that waterless toilets of one type or another be certified as acceptable under County Health Department Codes and that their use be encouraged for water conservation and water quality control. The water saved in this way can be used for the agricultural needs of the community. The Plan would also encourage any self-contained energy systems—solar space heating and water heating; wind and methane generators.

There can be no large-scale agriculture on the Mesa since it is all divided into small land parcels,

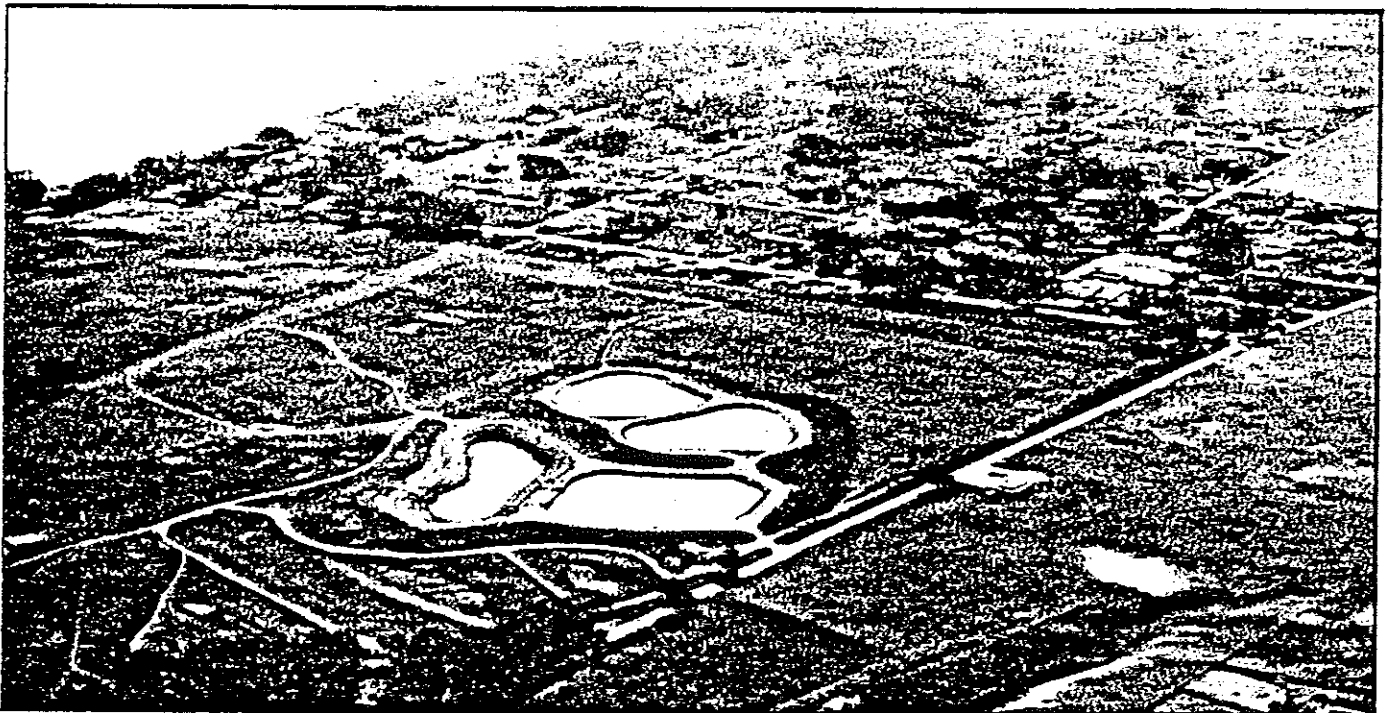
but there is enough space for people to become acquainted with the land and the seasons again. Where the land is available, greenhouses are suitable. Vegetable gardening in general, but limited by the water supply and cost of water; chickens and rabbits are acceptable, as are goats if kept fenced. Sixty-four percent of the citizens responding to the questionnaire agreed that people should be allowed to have farm animals. Space limits larger animals but, *where available*, cows, horses, and pigs should be permitted. The weather is cool all year—few days go over 70°, and except briefly in September flies are not a problem. Seventy percent of the citizens responding to the questionnaire said that they would like to see more land in Bolinas used for providing food to the community.

The Plan proposes that the Mesa be zoned "Residential/Agricultural" (A-2:B-D) with a minimum lot size of 100 x 100 in order to encourage the trend toward family gardens and the keeping of some small domestic animals. Bolinasians are seeking self-sufficiency in a rural, small-town atmosphere.

Park space on the Mesa includes the land adjoining the Public Utility District building where a beautiful macrame playground was designed and built by Alexandra Jacopetti, with assistance from other local people; and all land between Ocean Parkway and the Ocean.

There is a need for a playing field for ball games on the Mesa. Many locations are possible.

See Appendix for redevelopment recommendations on the Gridded Mesa.



Downtown Residential & Commercial Zoning

The present commercial area in Bolinas consists of two closely related areas on Wharf Road and Brighton Avenue. The first area is on the Lagoon side of Wharf Road from the Sharon Real Estate office to the Rod and Boat Club (inclusive) and the entire length of Wharf Road on the other side. The second area is composed of the first ten lots on the East side of Brighton Avenue and the first block on the West side, ending with the Waterhouse Building.

The first block of Wharf Road is the hub of the business area and the true center of town.

The commercial center is unique and historic in nature; unique because its buildings have continued to be both economically useful, and also in scale with the community through two-thirds of this century and unique because these buildings have been respected and maintained.

In the Planning Group Survey the people of Bolinas have expressed the desire to retain the small village atmosphere in the downtown area with the businesses serving primarily the needs of the local people, rather than becoming a major tourist attraction. Pressure for expanded tourist enterprises and accommodations will increase, but the town of Bolinas remains physically too small to absorb these transients. Public parking downtown is practically non-existent; and little land exists, public or private, to be converted to that purpose. What parking there is seems adequate for residents, but is already overfilled on weekends. Experience has shown that when "overflow" parking is provided, the problems of overflow are intensified. (Viz. Stinson Beach.)

Planning for these future commercial uses presents a major challenge to the Bolinas Community. How to ensure that new businesses seek to primarily serve needs of the residential community, and at the same time not stifle the creation of new businesses and outlets for goods and services. How to keep the scale and feel of present downtown Bolinas without adding the straightjacket of conformity to a dead past.

For this reason, the Plan calls for the preparation of a guide to commercial development in and near the town center by local residents in cooperation with the Marin County Planning Department. The guide would include some criteria for review of applicant's proposed uses that would include such things as:

1. Is it needed by the community?
2. Can it employ local people?
3. Does it pollute or use excessive amount of energy, water, or waste disposal or promote litter?
4. Does it generate additional traffic and tourism?
5. Does it respect existing buildings and historic areas and is it architecturally appropriate?

Some needed new businesses are: A bakery [now existing], a pharmacy, a dry goods store, and outlet for local cottage industries and craftsmen.

The Bolinas Community Plan recommends retail commercial zoning of downtown Bolinas be restricted to two areas:

1. Both sides of Wharf Road from Brighton Avenue to and including Smiley's bar and motel and the North end to and including Ryan's Barn on the South.
2. The West side of Brighton from the intersection with Bolinas Olema Road to and including the Waterhouse Building.

The areas calling for a change in zoning and the recommendations are:

1. Wharf Road beyond Smiley's and Ryan's Barn to be zoned residential with other permitted present uses professional offices and water oriented uses such as the Rod and Boat Club and the College of Marin Marine Biological Station. Also permitted would be a fishing pier with running water, an ice locker, storage where local fishermen may dock their boats, clean their fish, and store them for a few hours until they may be sold. Also permitted would be a

facility for launching and retrieving small boats from the road.

It is clear that to permit retail commercial zoning in this area would be a serious mistake since there is literally no parking or turn around area. Further it should be noted the water side of the Road comes under the jurisdiction of the State supreme court decision known as "Marks vs. Whitney" which protects the right of the public to access and use of such lands along the water.

2. The lands West of Sharon's Real Estate Building are too steep and with high landslide potential. This should be removed from Commercial and zoned A-2:B-D (10,000 sq. ft. minimum lot size).

3. The Block on the East side of Brighton from the Church on has some residences of historic value and has only one commercial establishment. It should be returned to single family residential (A-2:B-D).

4. The R-3, G-3 districts located in the Downtown area should be rezoned to residential/agricultural (A-2:B-D) 10,000 sq. ft. minimum lot size for the following reasons:

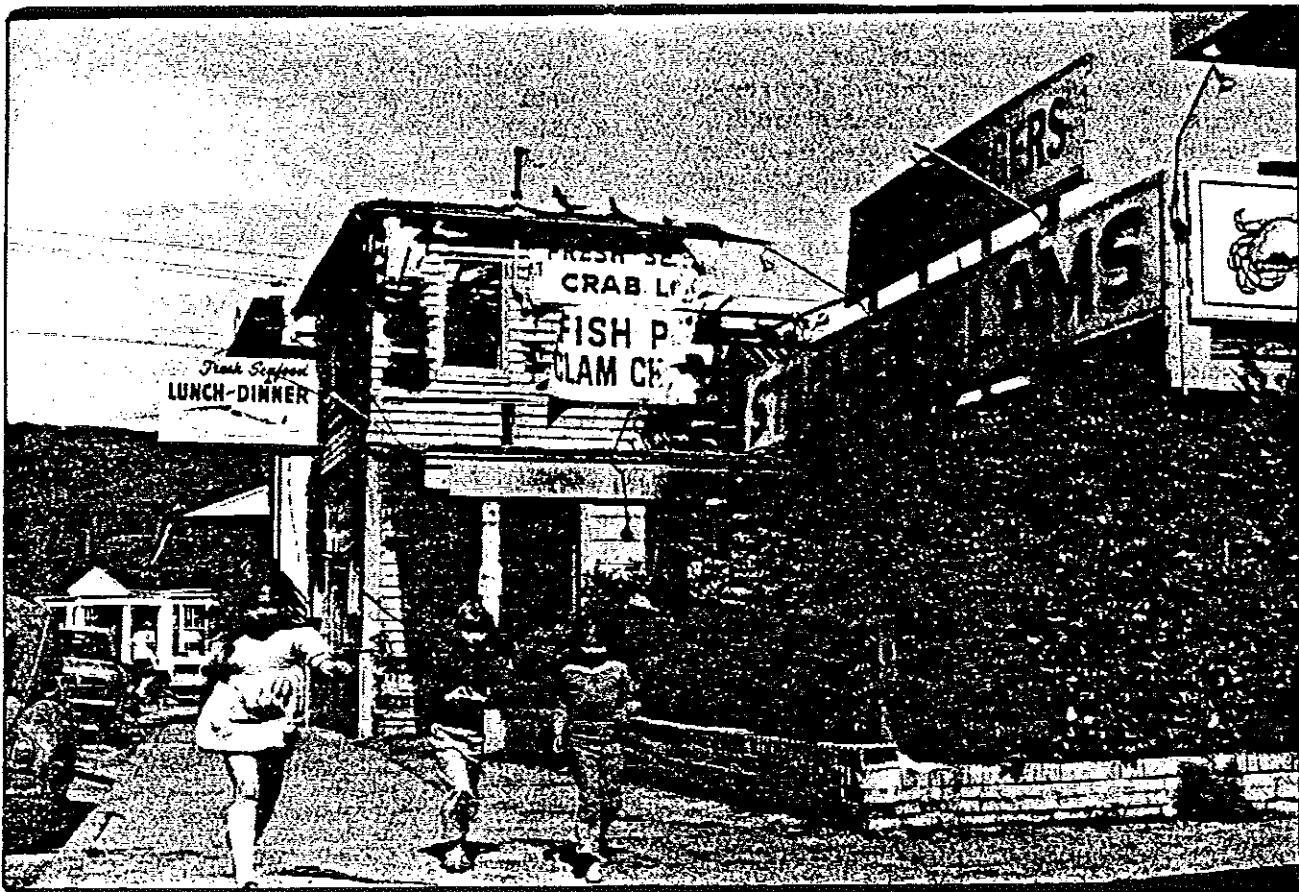
A. Apartment zoning is inconsistent with the Countywide Plan goal of preserving existing village character.

B. Any proposals for overnight accommodations should be subject to full land use review (rezoning) before approval is possible.

C. A major portion of the areas zoned R-3/G-3 are in hazard areas created by steep slopes with landslide potential and drainage courses prone to flooding.

As most buildings in the town center are upwards of 50 years old and closely related to one another historically, it is difficult to say which is a landmark and which is not. It is in the spirit of the Community Plan that proposed businesses seek to locate themselves within these existing buildings. It is contrary to the Plan to remove a functioning building merely to replace it with another. A building may be remodeled or added to; but any change or addition for commercial purpose use should be subject to review. Every effort should be made to maintain and upgrade existing buildings.

Downtown zoning, with some realignments for homes at the foot of the Little Mesa, has been ratified.



Parks, Recreation & Open Space

The approximately 3,600 acres of the Bolinas Peninsula Planning Area are blessed with a very large percentage of what can be called Open Space areas, while other existing parks and recreational areas lie within the town itself.

1. Bolinas Beach is available for surfers, horseback riders, and fog-worshippers. There is limited parking available in the Brighton and Wharf Road areas. The beach is mostly bounded by cliffs. Because of the limited beach at high tide, plus limited parking, the Plan calls for exploring ways to keep visitor use at or below its present level.

2. The Downtown County-owned Park featuring tennis courts and toilets, and limited Brighton Avenue parking. The addition of the adjoining lots by gift or private subscription is desirable.

3. The Bolinas/Stinson School ball field and basketball court. Available to children during school, and adults weekends and during the summer. There is need for a playing field on the Mesa.

4. The plot next to the BCPUD's building on Elm Road, with Alexandra Jacopetti's macrame playground enjoyed by children from four to four hundred. The BCPUD Building is a large hall available at nominal charge for community events.

5. Bolinas Lagoon, its shoreline, channels, and the harbor entrance and basin. The Plan supports the County's Master Plan as accepted by the State, including the need for a non-powered skiff launch in a location causing least environmental damage. The Plan also supports the restriction of power boats to the main channel and wharf area, but supports the use of the upper lagoon channels by power boats in transit to and from the Bolinas Marine Boatworks.

6. The Duxbury Reef and Agate Beach preserve are easily accessible. Because of the fragile nature of the marine life, overuse should be avoided by emphasizing the educational aspect of the area and close patrol by County Parks and Recreation, and State Fish and Game. Jitney service (when available) should operate during low tides when the tidepool life can be seen.

7. The proposed Botanical Preserve on the Felger-Bunnell property north of the Gridded

Mesa. Its primary use would be limited to study of native vegetation.

8. The 75 acres of the U. S. Coast Guard Sending Station represents a natural open space area over which the Coast Guard could grant access to the beach or which could be included in the Peninsula's inventory of agricultural/ grazing land.

9. The Bolinas Community Center, a non-profit, member operated community resource. Activities encouraged and presently occurring are concerts, dances, plays, and various classes and miscellaneous events including an annual rummage sale.

10. The coastline north of Agate Beach contains long stretches of beach and coastal marine tidepools. Access here would depend on the granting of easements from the RCA and private owners.

11. Though Bolinas is on the coast, the town has a very tenuous outlet to the sea. There is no public dock along the lagoon, and no boat launching ramp. The College of Marin discourages any use of their dock. The Rod and Boat Club docks are open only to members. Several small fishing boats have been built in Bolinas in the last three years, and there have been attempts to fish commercially by these small boats in Bolinas Bay. The fishermen have been hampered by the total lack of docking space, and by the silting in of the mouth of the channel. There are only a few hours a day when even the smallest boats can make it over the sand bar. We urge the county to begin studies to determine the possibility of dredging the mouth of the channel, to improve the flushing capabilities of the lagoon, and to allow Bolinas fishermen better access to the sea. If the need warrants it, there may be a time when the town, perhaps through the utility district, should purchase land along the lagoon for a small town fishing dock with facilities for cleaning and icing and selling fish, and dock space for 4 to 6 small locally owned fishing boats.

12. The 100,000 acres of Point Reyes, GGNRA, Samuel P. Taylor, and Mt. Tamalpais, Stinson Beach State Park, and the watershed lands of the MMWD all represent open space areas.

Relationships with Surrounding Parklands and Communities

The National Parklands

The Bolinas Peninsula Planning Area is surrounded by Federally owned parklands, Bolinas Lagoon, and the Pacific Ocean. The Point Reyes National Seashore lies to the North and the Golden Gate National Recreation Area (GGNRA), along with Bolinas Lagoon, forms the eastern edge of the planning area. The natural beauty and undeveloped aspects of this area of the Marin coastline have enticed travelers, vacationers, and full-time residents for many decades. The difficult access, limited availability of public utilities, and the surge of Bay Area growth to southern and eastern counties in the last two decades have all resulted in the maintenance of this area as a great open space and wildlife conservation resource. Local citizens, with local government, State and Federal representatives have been able to guarantee the public resource nature of these lands by the large purchases which make up the two parks.

Planning for the future use of these parklands is of great concern to the community of Bolinas. The potential for destructive impacts to the Bolinas Peninsula Planning Area is substantial. Of major concern to the community is the widely held notion that little or no commercial lodging facilities will be developed within the parklands. It is apparently not established as a policy by the park administrators or planners, but nonetheless this notion prevails. If the parklands act as a catalyst for major recreational development of the remaining private lands (substantial amounts of which are in the Bolinas Planning Area), then major alteration of the existing community and agricultural uses will undoubtedly occur.

Therefore, extensive communication between coastal residents, their active planning groups and the parkland administration is necessary. Attempts at communication have been made as a part of the Golden Gate National Recreational Travel Study and the Citizens Advisory Committee to the GGNRA. These have to be expanded to include all planning for the parklands.

The Bolinas Community Plan proposes that the National parkland management develop policies that will:

1. Avoid attracting private automobile traffic into or through Bolinas.
2. Encourage bus transit to the parks.
3. Support agricultural enterprises and utilize existing ranches for demonstrations of an educational nature.
4. Give special consideration to employment of local residents.
5. Refrain in park maps and advertising from calling attention to areas such as Duxbury Reef and Bolinas Beaches which cannot accommodate additional use.

Parkland Expansion

The Community Plan recommends continued agricultural and public communications use of the RCA and Coast Guard properties, and very low density residential/agricultural uses on the Holter, Felger-Bunnell, Martinelli, Mattos, and Vierra properties. If these properties are purchased for addition to the National Parklands (Point Reyes Seashore or GGNRA) it is essential that the following criteria be used in the planning of park uses on these properties:

- a. Continuation and enhancement of agricultural uses.
- b. Only very low intensity recreational use should be developed.
- c. Mesa Road should not serve as vehicular access to this area. Access from California Highway 1 via a route within the park would be necessary to separate local resident traffic from park visitor traffic.
- d. The coastal terraces and beaches should be managed primarily as an ecological preserve. Visitor use capacity of these lands should be determined by constructing temporary access which could be closed and restored if overuse occurs.

Bolinas Lagoon (County Parkland and Preserve)

The Bolinas Lagoon, a county park, is another neighboring area toward which the community of Bolinas feels a strong sense of responsibility.

The Plan calls for full support of the preservation and minimal development of the Bolinas Lagoon Park.

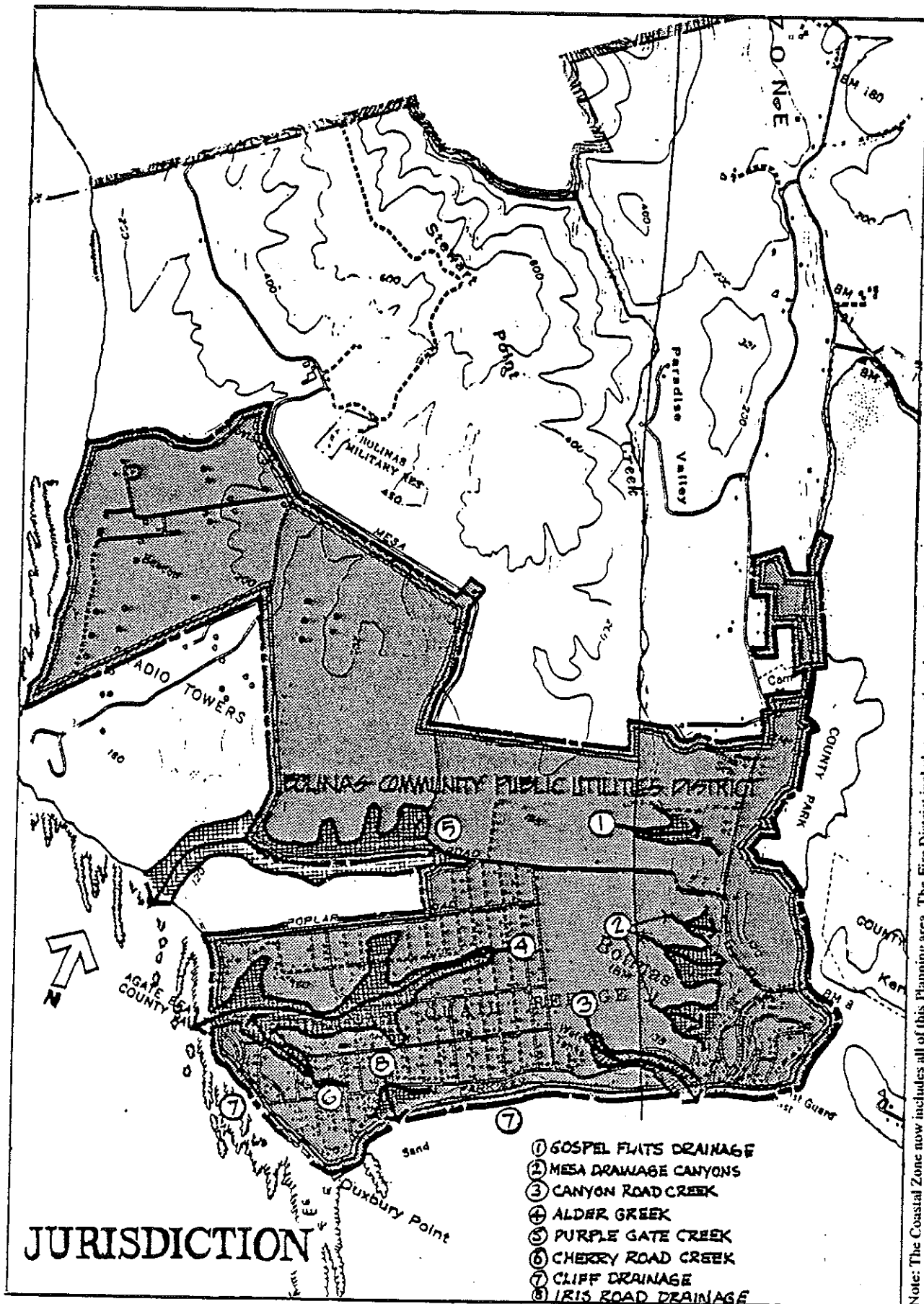
Stinson Beach and Other West Marin Communities

The Bolinas Community is related in many ways with the community of Stinson Beach. It shares the support and operation of the Bolinas/Stinson school and hopefully, will find a common goal in controlling the size of the school population to keep the enrollment, budget and staff within a size that makes it possible for each person to feel that he can participate in the school's progress. Stinson Beach planning can affect Bolinas as Bolinas planning can affect Stinson Beach, especially as this planning relates to tourist traffic and the use of California Highway 1. The impact of

tourism on Stinson could be lessened by traffic recommendations above. Cooperation with Bolinas in working with Federal, State and County Park Administrations in developing policies and guiding improvements is certainly warranted. This cooperation should include all of the towns in the "Coastal Recreational Corridor" described in the Marin Countywide Plan.

The extent of the National Park purchase is a major planning controversy (1977). The focus of the recommended expansion are the lands of Niman/Schell, Trust for Public lands (leased by Commonwealth), Mesa Ranch Inc, and that part of the Vierra property owned by the BCPUD. The town has strongly rejected this expansion in two polls (80%). An early Bill introduced by Senator John Burton was withdrawn because of controversy in West Marin.



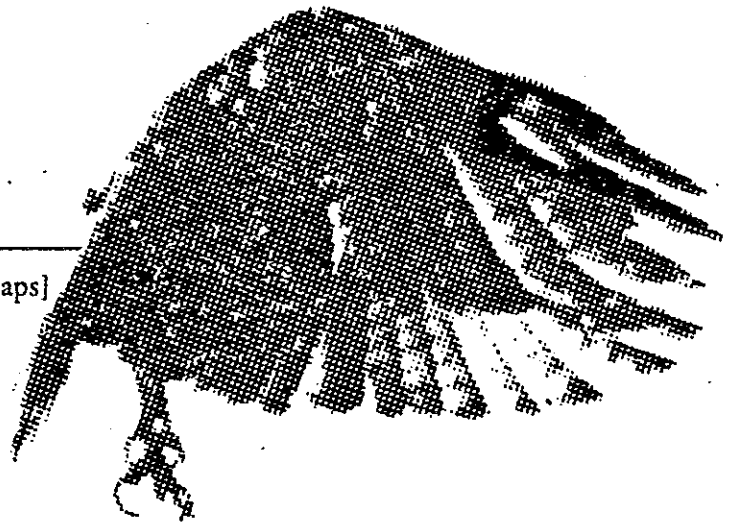


4.

Community Development

Growth Rate Control
Housing - Ownership; Table II - Fact Sheet
Rental Housing; Chart I - Recent Rental Survey
Utilities
Fire Protection District
Police and Courts
Schools
Tourist Accommodations

[See Land Use and Location and Area Display Maps]



Fact Sheet

Bolinas Peninsula Community Planning Area

Total land area : 3,600 ± acres
 Estimated population : 2,000 ±
 Registered voters (June 1974): 1,000 ±
 Existing dwellings (estimate): 600 ±
 Assessed valuation (1974-75): \$6,600,000.00
 Bolinas Community Public Utilities District
 1974-75 budget : \$174,000.00
 Bolinas-Stinson Beach School District:1974-75
 budget from local property taxes: \$338,000.00
 Bolinas Fire District budget 1974-75 : \$24,000.00

Example of Homeowners Tax Obligation (1974-75)

Assume \$30,000.00 appraised value and homeowners exemption claimed; therefore, \$5,750.00 assessed value.

	<u>Rate *</u>	<u>Amount</u>
County government services	2.385	\$137.14
Special district rates	2.591	148.98
School rates	6.057	348.28
		<u>\$634.40</u>

*Dollars per 100 dollars of assessed valuation

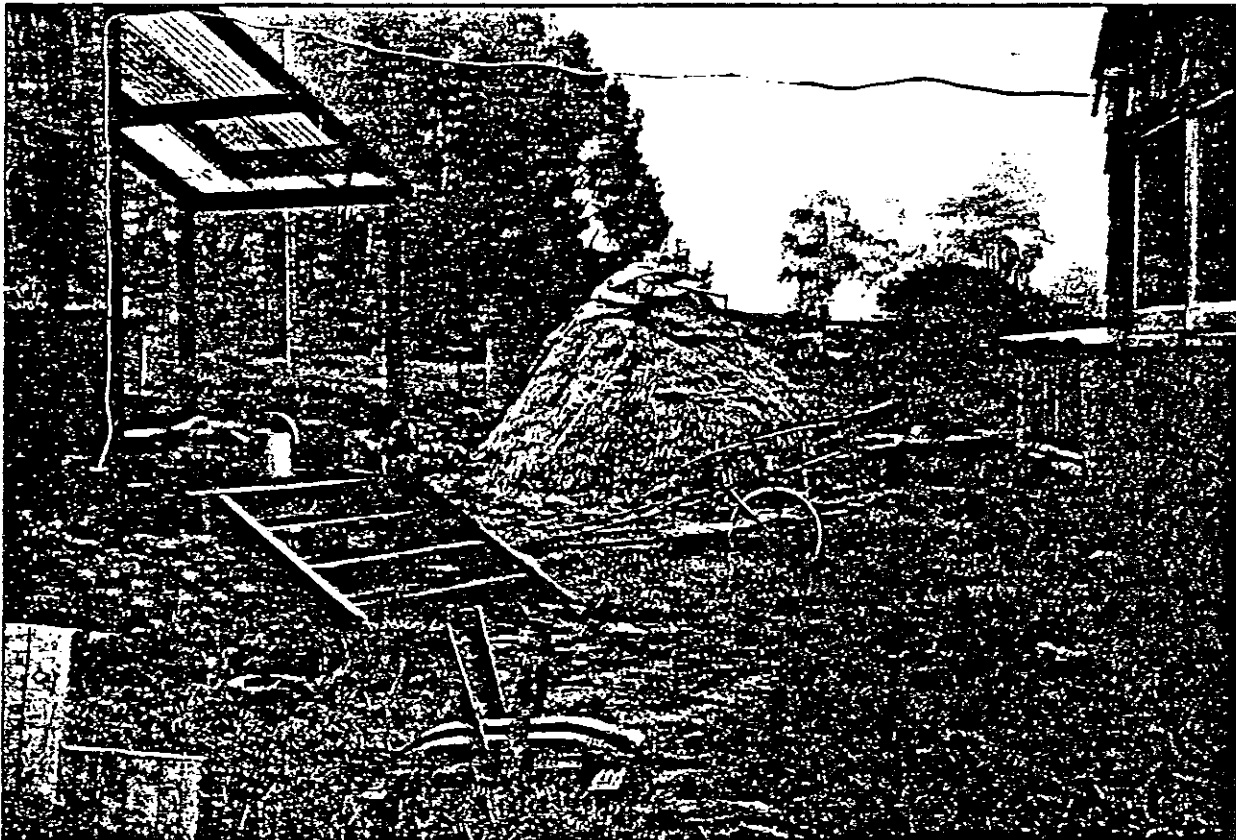
1977 update:

Estimated population: 2,700 +-
 Registered voters (Nov 1977): 844
 Existing dwellings (est): 634 +-
 Assessed valuation (1976-77): \$8,221,322.00
 BCPUD 1977-78 budget: \$160,836.00. Additionally there is \$1,459,300.00 in drought emergency loans, grants and bond issue.
 School District budget (1977-78): from local property taxes. \$353,467.00
 Fire District budget (1977-78): \$42,260.00

Example of Homeowners Tax Obligation (1976-77):

Assume \$47,000.00 appraised value and homeowners exemption claimed; therefore, \$11,875.00 assessed value.

	<u>Rate*</u>	<u>Amount</u>
County government services	2.168	\$218.29
Special District rates	1.955	197.44
School rates	4.420	447.93
		<u>\$863.66</u>



Housing

Ownership and Price of Homes

In the last four years (1970 to 1974), the price of a single family dwelling in Bolinas has increased dramatically. This rapid increase in costs is higher than most other cities in Marin County. The rate of increase is similar to the towns of Ross, Larkspur and Tiburon. The cost of single family residences has been influenced by increased demand, inflation and the ability to achieve high profit margins and, to a lesser extent, the water moratorium. In the \$20,000-\$30,000 range, prices have been rising on an average of \$5,000 per year. The price of \$32,500 (1974 adjustment of 1970 Countywide Plan figure) is considered the breaking point between low/moderate and medium/high cost for a home in Marin County. In that case, almost 70% of the homes in Bolinas are in the medium/high price range. (See Appendix for "Home Trusts" - discussion.)

Owner Built Homes

Development of new building codes and/or modification of existing building codes for "owner/builder/occupant" construction will be pursued. Such modifications should be based on a performance code stating that the owner/builder/occupant shall not create a "hazardous, unsafe, unsanitary, or unsightly building."

In general, County Public Works considers the uniform building code as flexible as necessary to allow experimental construction. The question, however, is one of expense and experimental construction is probably as expensive to justify under UBC as the materials one might save. Therefore, modifications of UBC aimed at reduced construction costs should be pursued.

Rental Housing

General

The Countywide Master Plan recognizes the increasing difficulty for low and medium income families and individuals to find housing in Marin. The elderly and young families with restricted incomes have less and less chance to live here.

The County Planning Department has suggested that Marin try to maintain the 1970 rental price mix. The increase in high cost rental units (1970 price of \$250.00; about \$350.00 in 1974 after inflation) has already made this goal near impossible to achieve. Rentals are considered medium/high above \$275.00. More than 80% of the rentals are in the medium/high range. In 1972, 25% of the Bolinas citizens polled earned less than \$3,000. "Out-law" buildings and shared households are rapidly becoming the only low income housing in Bolinas.

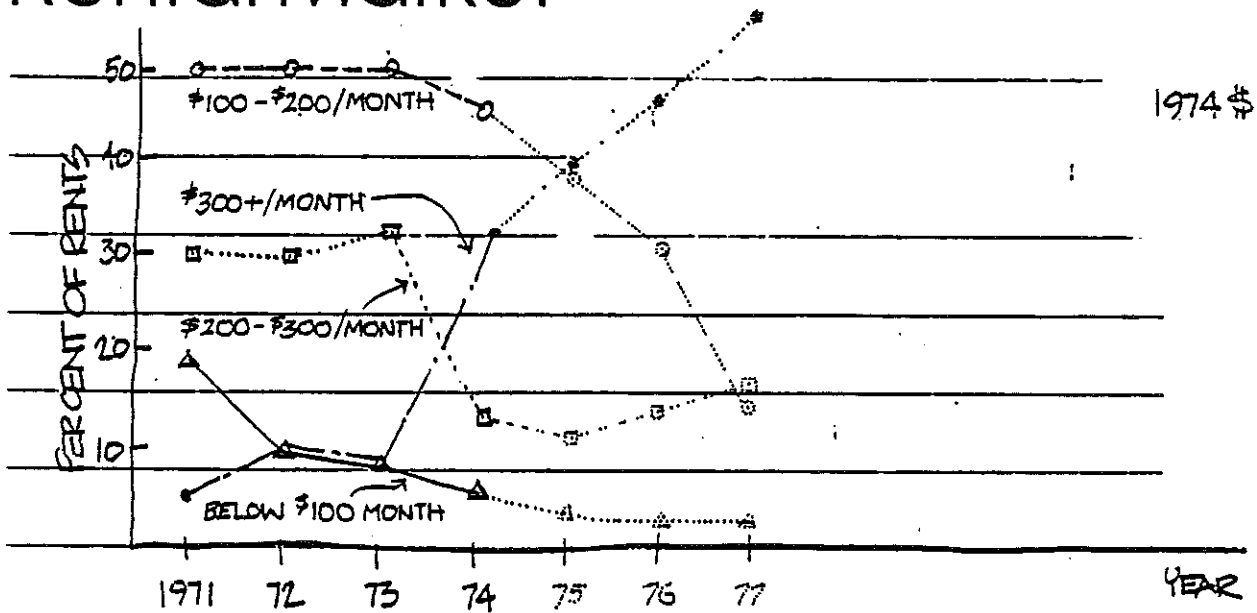
In addition, it is the expressed hope of the Bolinas Plan that rents work in favor of both tenants, and landlords; that shelter, like food, be affordable; that transience be discouraged; that low-income families and individuals not be forced from the town. While these goals are clear, very few members of the Planning Group or citizens of the town want the cumbersome bureaucracy associated with rent control.

Costs of Rent

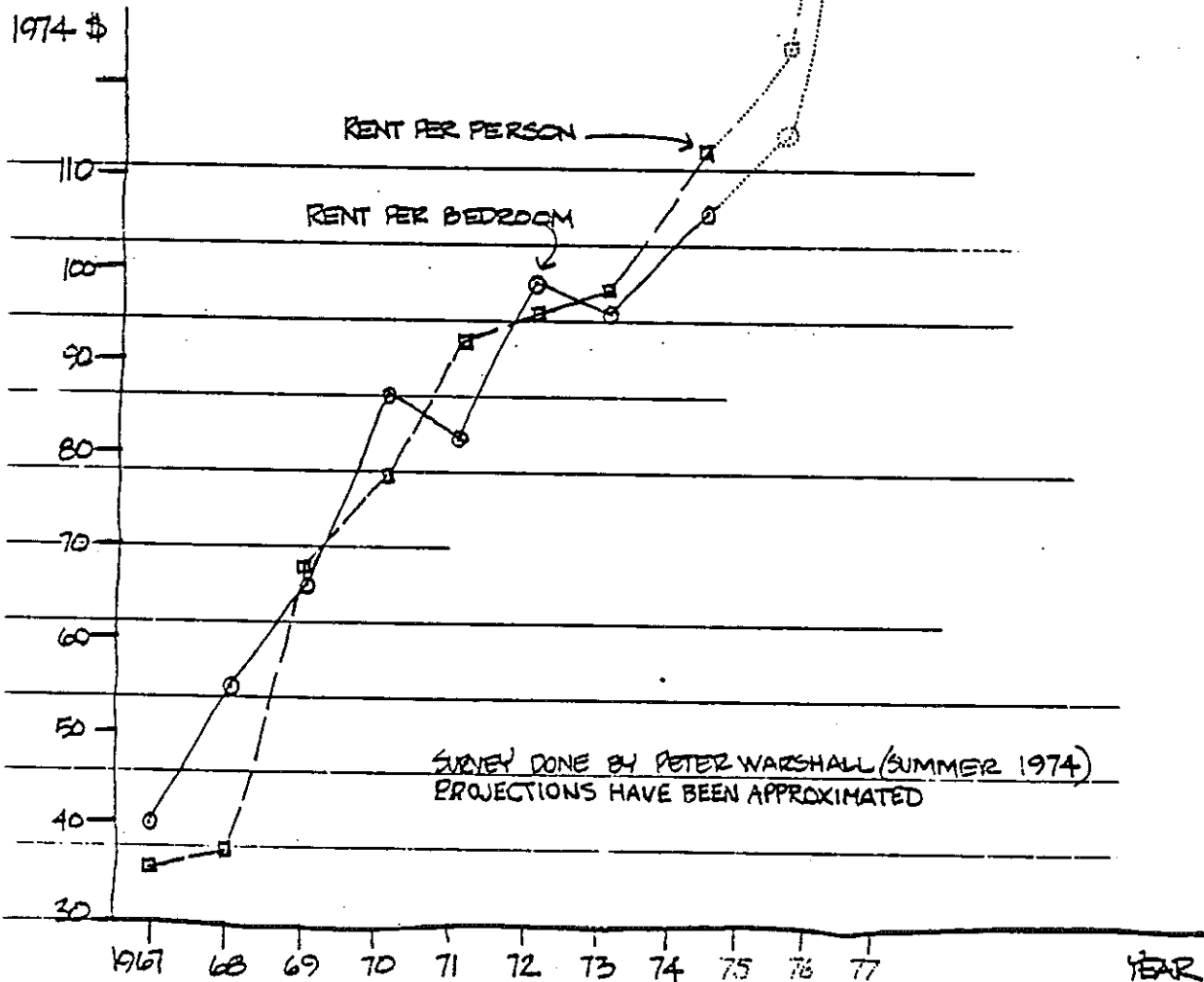
Rents were determined from 1967 through 1974 from 65 houses or rooming situations. The rents are the minimums. They do not include utilities. The rents do not include special conditions such as required gardening or house repair which add up to \$75.00 per month to some rents. In addition, some rents really represent "rooms" with a shared kitchen, living room and bathroom while others represent a complete house. In other words, these rents are not necessarily complete houses or living units. Many are shared households. The percentage of rooms, partially communal households, and single-family dwellings that are \$100.00 or below has decreased steadily from 1970 to 1974. Only 7% of the surveyed rents are \$100.00 or less per month. The percentage of rents above \$300.00 a month has sky-rocketed in 1974 from below 10% (1971) to 33%. The cost of having a room to sleep in (the rent per bedroom) and access to

The prices of homes has skyrocketed. In 1977, an average home sold for \$65,000 with homes doubling in value in a two/three year period.

Rental Market



Rent per Month



bathroom and kitchen has tripled since 1967. This is much more than can be explained by inflation. The rent per bedroom jumped from about \$35.00 per person per month to \$110.00 per person per month. The rent per person showed a similar leap.

In other words, any low-income families (earning below \$3,000 per family) have been forced from Bolinas. Many renters have been forced into out-building housing (with main house, kitchen and/or bathroom) which is still somewhat cheaper and many renters have doubled-up, subrented and/or gone semi-communal in order to make ends meet. Even such "minimal" housing as a school bus, rents from \$35.00 to \$100.00 per month.

Residential Second Units

The policy adopted in the Housing Element of the Marin Countywide Plan for permitting second units in selected single family areas can be implemented in the Bolinas Planning Area as a means to house persons with low and moderate

incomes. Such a policy provides for controlled development of second units, thereby insuring that the community development and environmental quality policies of the Bolinas Community are met. To meet the housing needs of the community and insure compliance with stated community values, clear criteria should be established for the approval of second units. These criteria should establish specific standards by which second units can be allowed in Bolinas. These standards will be applied on a case by case basis through the implementation of Chapter 22.98 (Residential Second Units) of Marin County Code, in the Bolinas Planning Area.

Price of rents has also risen fast. In 1977, the rent per room was between \$150 and \$170, up from \$40 in 1967. Old school buses and "minimal" housing rose to \$150 per month. Because of the high cost of houses and rents, substandard dwellings and additions to existing homes have continued.



Utilities

All mammal communities are based on the availability of fresh, drinkable water. Because of the root nature of this activity, and because there is no other viable governmental form available to the people of Bolinas, the present Board of the Public Utility District campaigned openly during the 1973 election to function as town government any way they were able to within the boundaries of the California Public Utilities Codes.

Bolinas' water system brings water from Arroya Honda, a canyon now within the Point Reyes National Seashore, seven miles to Bolinas. The system is totally gravity fed, and the utility district has a storage capacity of approximately 700,000 gallons; about 8 and one-half days' average use, about five days' average August use, about four days' peak weekend use.

In the month of July, August and September the town uses approximately 10 million gallons of water more than Arroya Honda produces. For this reason, the BCPUD has had to pump water from Pine Gulch Creek east of Bolinas in the latter part of the last three summers.

For the summer 1974, the district purchased its own filtering equipment because it had to use the Pine Gulch Creek emergency setup again. Because of the precariousness of the town's water supply, the Utility District declared a moratorium on the issuance of new water meters in November 1971. In the years 1971-2-3 the community used an average of about 30 million gallons a year. The district estimates an average water use per human of about 56 gallons a day, by far the smallest water use in Marin County. The apparent reasons for this are an intensive water use information program by the district, a generally very high community consciousness about water, high water rates, and a low percentage of luxury appliances. There is no declining scale for larger users. The district has received a general survey of ways to increase its water storage capacity, and is now proceeding with a detailed study of the most likely alternatives. It is also apparent that readily available new or improved water sources are not easily found, and the shortage may well be

with the district for some time. The district also has the responsibility for the antiquated downtown sewer system which empties, untreated, into the Bolinas Lagoon. Because of this conditions, there is now a moratorium on hookups to the downtown sewer, a moratorium which will be lifted when the new downtown collection system, lift station, and sewerage resource system is completed. The resource system will be a series of four ponds with a capacity of 18 million gallons and fifty acres of irrigated flatland. Bids were let for the system in the spring of this year, and as of this writing, work is moving ahead swiftly.

The Public Utilities District is forming a Home Site Waste Disposal District to maintain the functioning of septic tanks on the Mesa, the non-sewered area of Bolinas. All non-functioning waste systems will be pumped, and the effluent trucked to the sewerage ponds. There will be bi-annual inspection of all individual waste disposal systems by the district. Because this is the first such district in the United States, negotiations have begun between Marin County and BCPUD over jurisdictional and taxing authority for the maintenance of Bolinas environmental health. The outcome is still unknown, but the County Economic Impact Report (1974) recommends no county taxations for sanitation services supplied by other organizations in rural areas.

One of the main reasons for the malfunctioning of septic systems on the Mesa was found in the 1973 septic survey to be the poor drainage along and across the Mesa roads. In order to move toward alleviating this situation, and in order to clarify ownership of the roads (the dirt roads were dedicated by the original Mesa subdivider to the County, but the County has never accepted title), the district in 1973 claimed title to the roads in the name of the people of Bolinas. So far the only active road work the district has accomplished was the use of its man-

The chain of title to the Mesa roads has been traced back to the Bolinas Beach Improvement Club, 1927, and was deeded by them to the BCPUD in 1958.



power and equipment for loading, hauling, and grading of several key roads by volunteer groups, Eastern Pacific Transit, and the Opal Road Association during Road Week in the autumn of 1973. But elsewhere in the plan are detailed plans for the maintenance of an adequate system of Mesa roads. Whether this maintenance will be accomplished through the Public Utility District or through a separate Road Assessment District is not yet clear. The Utility District has accepted the Planning Groups road plan as a workable plan for town use.

The District also maintains and operates: The Mesa Club House for public events, makes its spare offices available to community groups, a day care school, and pays a man to clean up in the downtown area.

For the future the use of alternative power, solar, wind and even perhaps the natural gas that has been noted at several places on the peninsula can form the basis of a new independence locally, directed toward less wasteful and environmentally damaging consumption.

New BCPUD projects include: repair of downtown storm drain and sewer main because of salt-water intrusion into the sewer system. New grants, loans and a bond issue (some from the 1976-77 drought emergency relief funds) has allowed the replacement of the Elm Road/Duxbury Point distribution lines, new water tanks at Terrace Avenue and on Mesa Road. The construction of a 30 acre reservoir (Woodrat Dam) was completed in 1977 and a second small reservoir planned. Some of the six mile distribution lines from the Arroyo Hondo to the storage tanks is to be replaced, and the upper dam on the Arroyo rebuilt. The water hook-up moratorium continued through 1977 although challenged by lawsuit by the Bolinas Property Owners Association.

The Pine Gulch Creek Association was formed in 1976 to ensure their riparian rights and to persuade the BCPUD to decrease, and eventually end, their reliance on the creek for District emergency water. The District pumped 22½ acre ft. from Pine Gulch Creek in 1976 and more than 26 acre ft. in 1977.

The District has had a strict water conservation effort over the last few years, and average water consumption is about 35 gallons per person per day—a savings of up to 30% from 1973.

The Sewer Farm is completed.

Fire Protection District

The Bolinas Fire Department serves a large district that stretches from Audubon Canyon Ranch to Dogtown and the Point Reyes National Seashore and from the top of the Bolinas Ridge to the Pacific Ocean. It serves all the area of the Bolinas Peninsula south of the National Seashore. The Department consists of a paid chief and 26 volunteers who meet twice a week for fire drills. The Fire Department owns three vehicles—a 750 gallon per minute pumping engine, a six-wheel drive combination pumper and tanker with a thousand gallon capacity, and a smaller (300 gpm) Power Wagon used chiefly to fight brush and grass fires. The Pacific Fire Rating Bureau has recommended to the Department that they purchase another engine to back up engine Number One in case two fires break out at once. The Bolinas Fire Department currently has a mutual aid agreement with the County and with Stinson Beach; and when a large fire occurs, the County and Stinson Beach send back-up engines to the fire house, just in case. The district is currently putting money away toward the purchase of the new engine.

The Pacific Fire Rating Bureau, which essentially determines what rates insurance

companies will charge for insurance gives Bolinas a 6, a very high rating for a town its size; but the areas of the fire district that are outside the water district, such as Dogtown and Horseshoe Hill, and the lands north of the gridded mesa are rated at 9, a considerably poorer insurance rating, because of the lack of water. When a fire occurs in these areas, the Fire trucks, with a total capacity of 1,700 gallons, must race back and forth between the outermost hydrant and the burning house or field.

The tax rate within the fire district is 33.5 cents per hundred, the lowest taxed Fire District in the County. The Fire District has never floated a bond. It built (in 1970) and operates a fire house on a one-acre site on Mesa Road. All its assets are paid for. It has no major outstanding debts.

The new engine was purchased in April 1975. In 1976, the District had no major structural fires for the first time in many years, but a 100% increase in emergency calls, not fire related. Two members are EMT trained, two more are in training, and first aid equipment has been expanded. Six new hydrants have been installed on the mesa. The Fire District's tax rate jumped from 36¢ to 52¢ in 1976 mainly due to the staggering 600% increase in State Comprehensive Insurance rates over the last four years (1973-1977).



Police and Courts

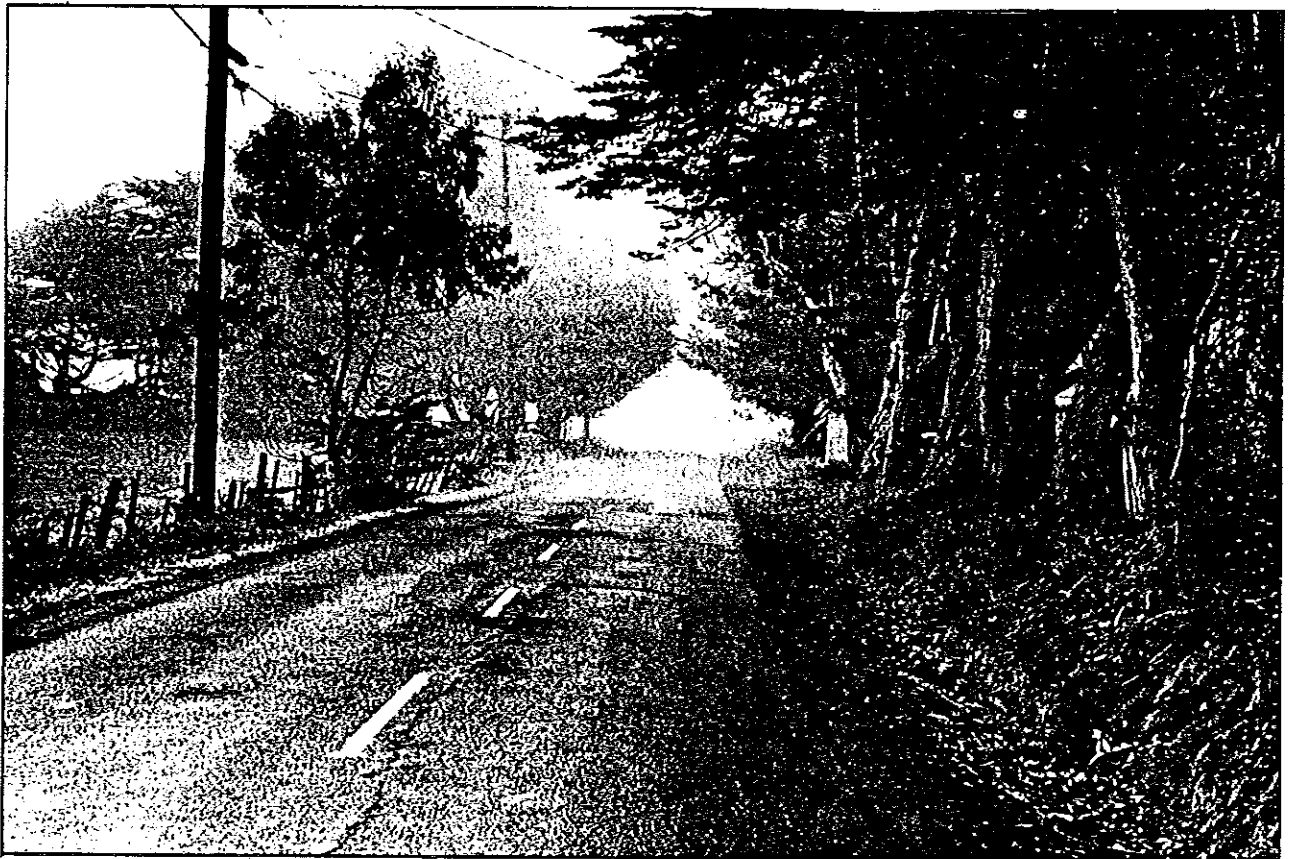
At present, Bolinas is served by two principal police forces: the California Highway Patrol, which is responsible for enforcement of the vehicle code on public highways; and the Marin County Sheriff's Department which patrol the unincorporated areas.

At town meetings with Sheriff Mountanos and various deputies, people have expressed the hope that a more personal form of police protection would be more effective. Officers have such large areas to patrol, that they are rarely able to leave their cars, walk a beat, get to know people and understand the various ins and outs of each town situation. Most people feel the need for police

protection, but view a less depersonalized form of police presence as desirable.

The town has repeatedly expressed enthusiasm over the idea of reinstituting resident sheriffs, or some variation thereof (possibly one resident Sheriff who is assisted and spelled by other deputies on car patrol).

There is a monthly traffic court in Point Reyes. This saves a 60 mile trip for unlucky violators. The Plan would like to suggest exploring the possibility of more court days each month in Point Reyes at which other judicial matters could be taken up.



Schools

The Bolinas/Stinson Beach School is located just south of Pine Gulch Creek on the Bolinas-Olema Road about 7/8 of a mile from the downtown area. One hundred and seventy students from Bolinas and sixty-six children from Stinson Beach attend the school. Education starts with kindergarten and continues through the end of the eighth grade. A five-person elected school board is the ultimate decision-making body for the school, but staff and parent input are strong.

Three committees: finance, curriculum, and buildings and space have recently begun working on long-range solutions to problems which have become more pressing during the last few years as the rate of enrollment has increased and the tax base has decreased because taxable lands have been removed from the rolls for inclusion within the GGNRA and the Pt. Reyes National Seashore.

Financing:

Currently the school is gathering data from the County Assessor's Office, GGNRA, and the U. S. Office of Education, and it appears certain that the school qualifies under PL 874 for federal reimbursement based upon 10% or more of the assessed valuation being removed from the school district's tax rolls for GGNRA and the National Seashore. Lands valued at \$1,358,000 in assessed valuation have been removed from the tax rolls since 1963. The total assessed valuation for real property is \$7,613,000—in other words, the District has lost an amount of money amounting to 1/7 of its assessed valuation.

Growth:

The school is made up of a series of portable classrooms with space for 160 students. Not only has that number been passed, but it is steadily rising. Current enrollment is 236—an increase of 100% in the last ten years. The impact of The Plan on the school is critical in two areas: The growth element of the Plan which was endorsed by the School Board in the Fall of 1973, and the section of the circulation

and transportation element calling for bicycle, equestrian and pedestrian trails along the road leading from the school to other areas of Bolinas. Thus, the school is now asking the questions: What if the influx continues? With continued growth, from where will new building funds come? The school is greatly concerned with the issue of growth within the towns of Bolinas and Stinson Beach. Funding for remodeling of the old school building (not currently used for students) is being sought under a State loan program for earthquake proofing of school buildings (Field Act).

Curriculum:

Curriculum at the school is academically oriented, but children are allowed considerably more freedom of movement within the campus, and more freedom of expression than at schools located within more traditional communities. An activities program stresses jewelry making, arts and crafts, pottery making and organic gardening. There is also a motorcycle and mini-bike repair shop on campus which can be chosen as an afternoon activity. Both chorus and instrumental music are taught by highly qualified local "resource people."

Three critical problem areas immediately facing the school are: The need for more space for learning—both indoors and outdoors; the need to develop a more meaningful program for the Junior High (7-8 Grade) students; and working with administrators at Tamalpais High School in Mill Valley in order to develop a program which would allow the students who commute to Tam High every day the option of attending High School in Bolinas two or more days per week.

The enrollment in 1977 was 244. Problems of crowding have been partially relieved by re-activating the Stinson Beach campus. A permanent solution to the portable and legally unsafe buildings has not yet been found, although an independent geological survey (1977) found the proximity to the fault lines to be less of a threat than had been previously thought. A Community Involvement Program and a Winterditch Program (the three R's) were initiated in 1976. The total school budget is now \$736,000.

Tourist Accommodation

It is the strongly expressed desire of a majority of Bolinasians that the town remain "off the beaten track" and not become another "tourist trap." Because of this very strong local sentiment, this Plan generally has proposed that consumer tourism be discouraged, that a proliferation of trinket shops be discouraged, and only development be encouraged which generally serves the needs of the residents. Eighty-six per cent of the residents responding to the questionnaire agreed that Bolinas should not become a major tourist destination and that elements which attract the tourist should be controlled. However, in any town, there is a need to provide overnight lodgings for friends and relatives, and for a limited number of other people who wish overnight accommodation.

We therefore propose that these visitors to Bolinas be put up at Guest Houses much as one would find in small towns in Europe and the British Isles where they are quite popular. The Guest House proposal has gained favor in Bolinas for several reasons: first, it does not involve any new building; second, it channels money to many local individuals; third, it provides low-cost places to stay in that a range of prices could be assured. At a time when the average motel room in Marin costs just under \$20.00 per night, a room and breakfast in the \$5-\$15 range would be refreshing, and would be possible under this system. But even more important for the visitor, it could provide a glimpse of the real life and people of the town. A youth hostel, with inexpensive, simple accommodations, would be a welcome addition to the community. The use of these facilities by those arriving in private automobiles should be evaluated by the impact of these automobiles on the local environment.

In an R-1 zone, a Guest House is considered a "home occupation" and is allowed by the County without a permit as long as no more than 5 unrelated people reside there. A one foot square sign advertising rooms for rent is permitted.

A great deal of concern has been expressed in opposition to the development of large-scale overnight facilities in the Bolinas Planning Area. The National Park Service Plan for the future of the GGNRA will not be done until late 1976.

Therefore, the Community Plan as short-term strategy for visitor accommodation suggests the following policy:

Any new construction of, or conversion of existing structure to hotel, motel, hostel, lodge, resort, or campground facilities to house in excess of six or more unrelated individuals will require rezoning to an RMP District. Proposal will be evaluated based on the following criteria:

1. The degree to which such facilities would become destinations in their own right (creating their own demand).
2. The degree to which such facilities would disrupt immediate neighbors and the community at large.
3. The availability of waste disposal and water supply services.
4. That access can be provided without unreasonable disturbance of resident traffic patterns.
5. The degree of environmental impact of the project on all natural systems, but especially as increased recreational use, will affect beaches, reefs, wateredge lands, and other recreational areas endangered by overuse.
6. The degree to which architectural and landscape proposals conform to village scale and character.

We would also like to propose that the Park Service build several more "Youth Hostels" in West Marin within or outside of the Federally-owned parklands to accommodate any age visitor who arrives on foot, on bicycle, on horseback or by public transit. Bolinas would be glad to have a hostel within the Planning Area.

See discussion on relationships with surrounding parklands and communities on Page 46.

It is not the proper business, nor is it the duty of Bolinas to provide overnight facilities for tourists just because we are here!

There has been a Bed & Breakfast program ("Guest House") since 1975. The houses are listed at the book store and the program is run by a local committee which finds new houses as necessary. There has been an average of six houses available with a wide range of prices, and they accommodate approximately 500 paying guests a year.

5. Circulation

Objectives
Problems and Proposals
Chart II - Jitney Connections with the Parklands

[See Circulation Display Map]



Traffic Planning-- Objectives

Objectives and proposals of the Community Traffic Plan, including auto, horse, bicycle and pedestrian circulation.

The Plan seeks better service of the existing community and reinforcement of the aims of the Community Plan.

Objectives of the Traffic Plan:

1. Safety:

Keep traffic slow

Minimize straight-a-ways

Minimize arterial intersections

2. Provide all-weather access to all houses

3. Discourage tourist auto access to residential areas

4. Facilitate drainage and improve wildlife and scenic resources:

Avoid crossing drainage systems

Avoid steep slopes and those prone to slide

5. Concentrate energies on most appropriate streets.

6. Allow unneeded streets to return to their natural state.

7. Minimize extent, aid, and costs of improvements while providing access:

Maximize the tasks that may be accomplished by coordination of neighborhood efforts with those of the BCPUD.

"Streets constitute a waste of land and energy."

8. The Plan calls for the creation of safe and well-designed all-weather bicycle, pedestrian and equestrian trails throughout the community.

9. To define small neighborhoods by restricting or eliminating through traffic.

Problems and Proposals

I. Access to the Peninsula

1. The existing major peninsula access, the Bolinas-Olema Road, presently serves the residents generally well, except during periods of heavy winter storms. During storms the road is subject to closure due to inundation, fallen trees and mud slides. Improvements that are needed include raising of the road where it is subject to periodic inundation in the area of the Bolinas School, and improvement of the road in the vicinity of the intersection of Mesa Road in order to improve sight distance.

2. "Horseshoe Hill" Road duplicates the Bolinas-Olema Road. It works very poorly as a general access. It is the proposal of this Plan that "Horseshoe Hill" Road be dead-ended at Highway 1, with a chain gate that may be opened in case of medical, fire or flood emergency. This is suggested for a trial period to evaluate the effects of closure. (See drawing in Appendix; Bolinas Traffic Studies, 1973).

II. Downtown Bolinas

The Plan does not advocate addition (or closing) of any streets in the downtown area.

Regulatory and warning signs are needed to advise motorists that Wharf Road is a dead-end road with an insufficient turnaround and limited parking. Also, signs advising against the use of both Wharf Road and Brighton Avenue by large vehicles are needed. (These actually exist.)

It is apparent that existing parking spaces in the downtown area are more than adequate to serve the existing commercial functions.

Peak period parking (weekends, etc.) is to be leveled off, not encouraged. No "overflow" parking shall be established near the town center, as accommodation of automobiles invariably results in the attraction of more.

It should be noted that there is presently no public land and little private land in the downtown area that could be used for parking expansion.

III. Terrace Avenue

Terrace Avenue is too narrow and populous to handle the heavy traffic it is now experiencing. Our proposal is to dead-end Terrace Avenue at Overlook on an experimental basis. There would be a gate for fire and emergency. It is clear that the natural erosion will remove part of the road someday, and then the through traffic problem will be solved. Alternate access to the Gridded Mesa (now provided by Terrace Avenue) should be studied and implemented if needed.

IV. The Mesa (amended 1997)

The 1996 circulation plan still seeks to alter circulation from an abstract grid to one which reflects the existing residential patterns (which have changed since 1975) and respects surface drainage, the need for emergency vehicle access, traffic distribution, vehicular and pedestrian safety, etc. in order to define existing neighborhoods by restricting or eliminating through traffic except where needed. Street improvements on the Mesa are to be staged with the principal elements given priority.

The streets shall be designated and rated in three categories: 1): Paved – no new streets are expected to be paved in this plan; 2): Neighborhood Access – To be a minimum of 18 feet wide and maintained by the community at large in a fashion to be determined at a later date; and 3): Neighborhood Streets – to be a minimum of 12 feet wide with pullouts wherever possible and maintained by individual neighborhood groups.

The duration and extent of each stage of improvements shall reflect the capability of the community to fund and maintain such improvements. The Mesa Plan is to be achieved through coordination between neighborhoods and the BCPUD. The final 1996 map represents what is considered one good solution with respect to property lines, rights-of-way, etc. Community discussions and traffic studies will be made periodically to see if the desired results are being obtained.

Stage 1: Neighborhood Access Roads

Complete street drainage and road repair on the following:

Poplar from Overlook to the west bluff of the Mesa
Larch from Fern to Hawthorne and Hawthorne from Larch to Alder

Alder from Overlook to Cedar and from Grove to Evergreen

Kale from Alder to Poplar

Larch from Kale to South Ocean Parkway

Rosewood from Elm to Mistle

Mistle from Rosewood to Cherry

Complete optimum drainage of the Alder Creek watershed by cutting Evergreen and installing an adequate culvert on Dogwood at the Alder Creek swale and clearing brush and other obstacles on Alder Creek from the Hawthorne culvert to Agate Beach.

Stage 2: Neighborhood Roads

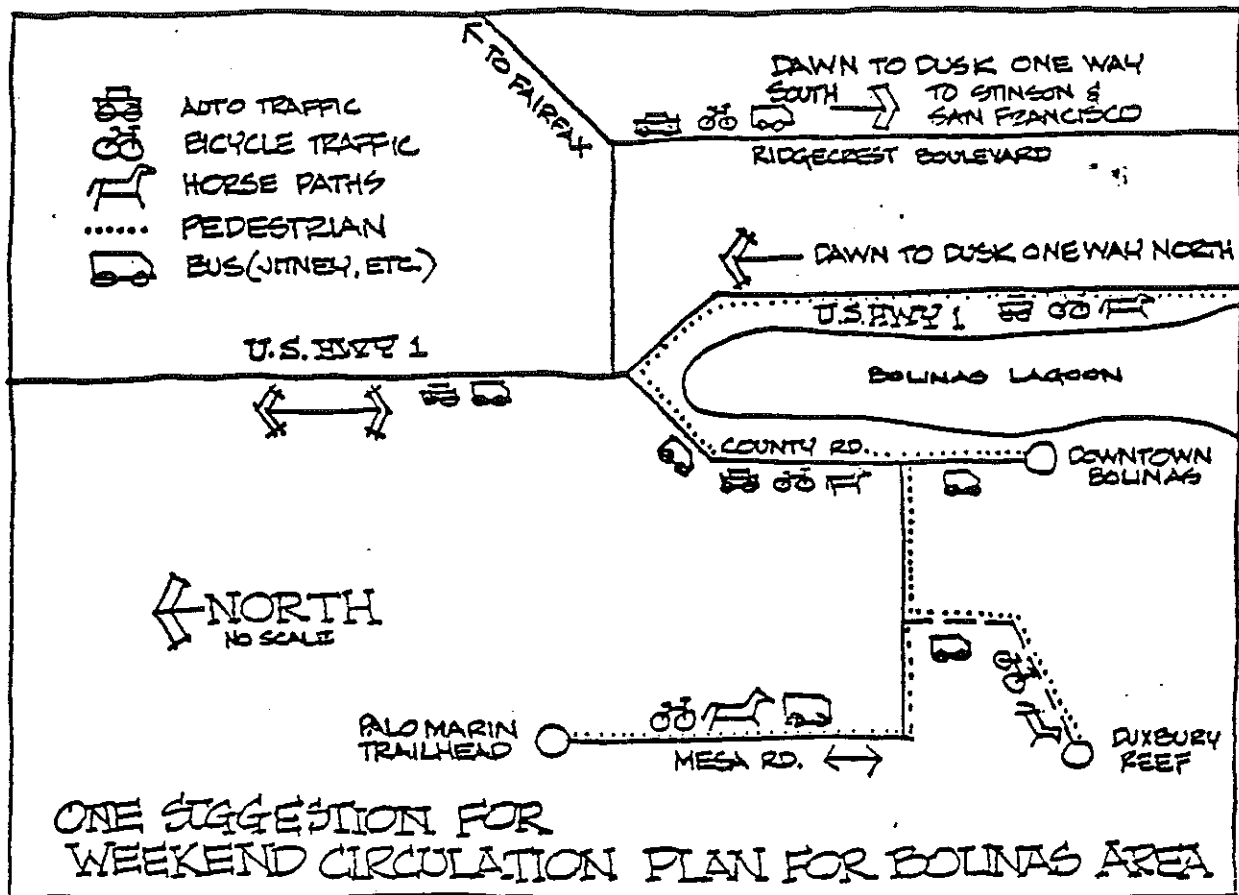
Neighborhoods should consult with the BCPUD in reference to the specific location of water pipes and drainage patterns in their areas and repair and maintain these roads as needed. A pullout should be established and maintained in each block to ensure access for fire or emergency medical equipment.

V. Pedestrian, Horse, and Bicycle Paths

This plan proposed the rights-of-way won from auto traffic be converted to a network of trails wherever possible. This network shall include improved paths connecting residential areas like the Mesa with downtown and especially the school. The byways designated on the Stage III map of the 1975 Circulation Plan are still considered to be the most effective system for scenery and convenience. The shall be respected by subsequent public or private development (they may not be fenced off, dug up, etc.). It is hoped that what improvement needs to be done (streams bridged, bogs drained) will be done concurrently with the upgrading of streets. The paths shown occupy existing rights-of-way or public lands. When on open public land, they shall be a border easement wherever practicable. The Bolinas Community Plan supports a peninsula-wide trail system from the north and east ridges of the peninsula – the system to include access to beaches. Owners would be encouraged to grant easements under the Williamson Act. We endorse the Countywide Bicycle Plan. We add that the closed Horseshoe Hill Road will be an excellent bicycle path.

VI. Mesa Road

Mesa Road is satisfactory as one limited southern access to the Point Reyes National Seashore and bird



observatory under the present traffic conditions. It must be noted, however, that Mesa Road is an integral link in the Bolinas community between the major residential area and the downtown commercial services. If and when Terrace Avenue is terminated it will be the only link.

This Plan, therefore, opposes any increase in non-resident, through traffic as being contrary to the interests and safety of the community.

Mesa Road serves properties between the Gridded Mesa and the southern PRNS boundary which may be subject to future development. Additional residential or tourist facilities in this area will almost certainly have a disruptive effect on the ability of Mesa Road to act as a residential scale street serving the residents of the Gridded Mesa.

Additional residential construction must be constrained by Mesa Road; its narrow, winding, rural character, its pedestrians, bikers, and horsemen, and its critical relation to the existing community.

VII. Jitney Service for West Marin

The Bolinas Peninsula cannot be isolated from the horse, bicycle, or walking paths of the GGNRA/Point

Reyes National Park transportation system. THE PLAN RECOMMENDS A JITNEY SERVICE FOR WEST MARIN during the summer, holidays, and weekends.

The jitney service should be run by West Marin citizens in a manner analogous to Synanon's bus service to Limantour Spit. Locations of major parking areas and jitney stops are shown on the map. Appendix 8 shows possible circulation for the Stinson Beach-Bolinas-Tamalpais area when traffic to the GGNRA intensifies (probably within five years).

The Evergreen Road entrance to the Gridded Mesa was asphalted by the BCPUD in 1976, and the main artery of Poplar Road regraded and graveled.

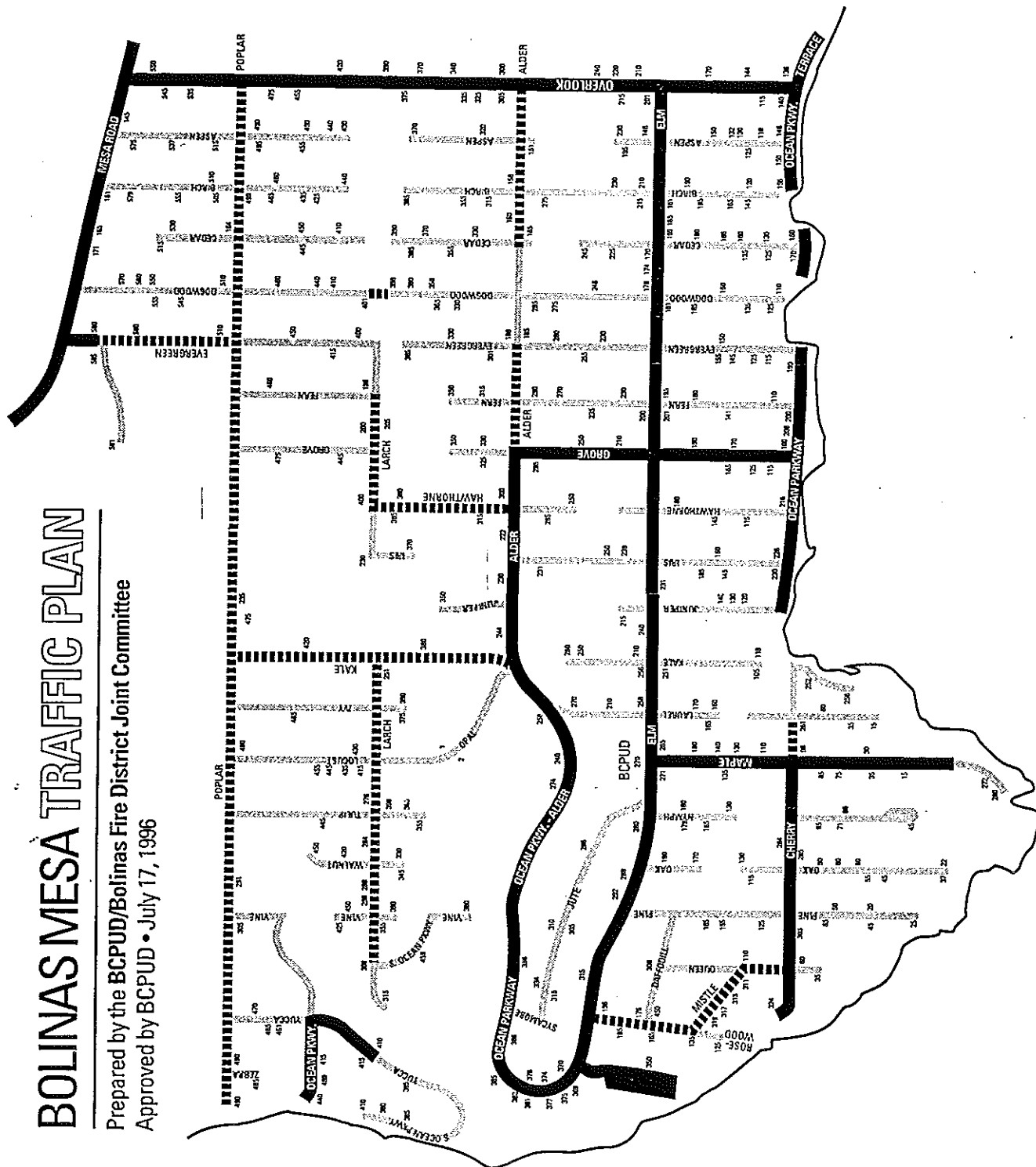
Highway 1 traffic has increased significantly, mainly caused by increased visitor traffic to the parks of the GGNRA and National Seashore. A GGNRA travel study began in 1976.

Prepared by the BCPUD/Bolinas Fire District Joint Committee
Approved by BCPUD • July 17, 1996

Prepared by the BCPUD/Bolinas Fire District Joint Committee
Approved by BCPUD • July 17, 1996

Neighborhood Access Roads
(18 feet minimum width)

Neighborhood Roads (12 feet minimum width with "pullouts")

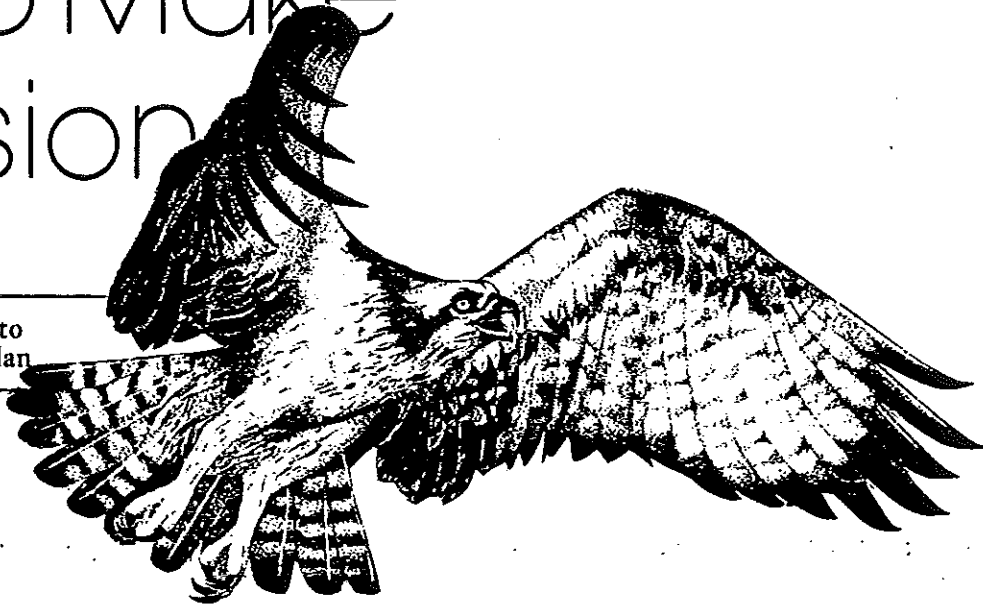


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6.

How To Make The Vision

Discussions on Why and How to
Implement The Community Plan



The question of how to implement the goals set forth in the Bolinas Community Plan is not a simple one. The plan holds forth goals which are just beginning to be articulated in Bolinas, and elsewhere, as desirable and necessary. Very often they transcend the categories in which plans have dealt to date with land-use problems. Even more often, their implementation transcends legal techniques and common practices presently in use by planning commissions.

Bolinas was once a thriving agricultural community, and it was once a fishing port. That the plan seeks to help re-establish these older relationships, older economics, is not an exercise in nostalgia; but rather a first attempt at principles of a community basing itself in long time harmony with the earth, instead of the philosophy of rip and run, the philosophy we are mostly heirs to.

Bolinas' farming and dairying began to fade at the end of the second world war because the advent of cheap gasoline and cheap ammonia for fertilizer made farming on a much larger, machine-intensive scale temporarily economically advantageous. That day is about over. We feel that the close proximity of Bolinas to urban markets and the natural advantages of our climate and soils for coastal crops will once again make Bolinas an agricultural center, and much of the Bolinas Peninsula Community Plan is directed toward that end.

The present day "western" economic system is based on central collection and centralizing distribution. Again, this structure is based on the cheap and radically wasteful use of non-renewable resources. Towns such as Bolinas have the capability of raising a substantial part of their own food; but until we are able to process our own milk, slaughter and sell our own beef and pork we, like most other Americans, will be at the mercy of distant "middlemen" and agribusinessmen who poison the land, the animals, and eventually us to prop up a system which is collapsing from lack of cheap resources to make it go. The Bolinas Peninsula Community Plan suggests (gently) that individuals and communities may need to be responsible for their own power production, e. g., wind, solar, natural gas. The Planning Group urges the BCPUD, the Fire Department, the school, and all other local governing bodies to take cognizance and act on the principle of local materials.

What we can do for ourselves will more likely get done.

A new value system is clearly emerging around the notion of what it means to be a landowner. Land is not a form of currency. Speculation on

land is rejected in The Bolinas Peninsula Community Plan and in the real politics of Bolinas life. In the last three years the community will has operated strongly against large scale real estate speculation but has mostly accepted the formation of land trusts such as the New Land Fund (See appendix) which will hold land and other real property in the interest of community welfare, rather than profit.

The question of taxes, especially the property tax, has not been dealt with adequately in this plan; or anywhere else either. The fact is that the property tax currently supports local services, yet at the same time the Bolinas Peninsula Community Plan advocates ways for larger landowners to pay less tax on their property. Either other sources for community income must be found, and soon, or we will have to do with less government, or at least less government services.

At the root of the Bolinas Peninsula Community Plan is the need for the town of Bolinas to develop its own basic food supply, to establish community stability, and to forge an economic base that is less dependent on outside factors and much more engaged in the materials at hand. The basic working principle of the Plan is balance: Harmony within the human community on this peninsula and harmony with all the other life forms that share this land and the sea and the air.

In essence, the Bolinas Planning Group sees the job of successful planning as one which must be carried out on many fronts. This plan is not simply aimed at putting fewer houses in the right place. It is aimed at fostering a whole and healthy community which can provide its necessities, protect itself from harmful outside intrusion and work out a rate of growth and kind of growth which are consonant with the long term well being of the inhabitants. For a community must primarily exist for those who make it their home, not for transient spectators or absentee developers.

Finally, it should be clearly stated that the Bolinas Peninsula Community Plan does not seek so much to stifle growth, as to direct it and suggest which kinds of growth are destructive and which kinds are constructive. Any means which are available must be pressed into the service of this task. The above are only a few. No doubt we will think of more.

he who walks with his house on his head
is heaven he who walks with his house on
his head is heaven he who walks with his
house on his head —Charles Olsen

CHART OF COMPLEX GOVERNMENTAL RELATIONSHIPS AFFECTING BOLINAS ACTIVITIES

Examples of Agencies	Examples of Activities Requiring Agency Review	Building A House	Expanding Bolinas Water Supply	Property Tax Reform	Control of Tourist Traffic	Land Use Regulation (Zoning & New Uses)
● LOCAL AGENCIES						
- Bolinas Public Utilities District		X	X	X	X	X
- Bolinas/Stinson School District				X		X
- Tamalpais High School District				X		X
● MARIN COUNTY AGENCIES						
- Board of Supervisors				X	X	X
- Planning Commission				X	X	X
- Metropolitan Transportation Commission					X	
- Planning Department		X			X	X
- Department of Public Works		X	X		X	X
- Parks & Recreation					X	
- Environmental Services		X	X		X	X
- Open Space District					X	X
- Assessor				X		
- County Counsel				X	X	X
● REGIONAL AGENCIES						
- North Central Coastal Commission		X	X		X	X
- Regional Water Quality Control Board			X			
- Bay Area Sewer Services Agency			X			X
● CALIFORNIA STATE AGENCIES						
- State Coastal Commission		X			X	X
- Water Resources Control Board			X			
- Fish & Game						
- Parks & Recreation					X	
- Public Health			X			
- Department of Transportation					X	
- Board of Equalization				X		
- Department of Education						
● FEDERAL AGENCIES						
- U.S. Park Service (G.G.N.R.A. & Pt. Reyes Seashore)			X		X	
- U.S. Corps of Engineers			X			

How To Implement the Community Plan

In order to effectively implement the Community Plan, two questions must be answered: (1) What does the task of effective implementation consist of? (2) What is the best organization(s) or political structure(s) that can do the job?

The Task

The implementation of the Community Plan will require legal innovations; new sources of money from bond issues, loans, grants, taxes, utility rates; an economic impact report; various traffic and housing studies; revision of the property tax laws; and, most of all, the ability of Bolinas citizens to have an influential voice among the multiple levels of government affecting the plan.

A. Relationship with Various Jurisdictions

Five levels of government must coordinate their activities and participate cooperatively to make the Community Plan work. These are the local Bolinas jurisdictions and organizations, BCPUD, Marin County government, Bay Area government, California State government, and the Federal government.

70% of the Bolinas Planning area is within the Coastal Commission boundaries and requires their permits; settlement of riparian rights and water allotment on Pine Gulch Creek requires the cooperative effort of private landowners, local government (BCPUD), the County (Lagoon Park), the State (riparian laws and Coastal Commission) as well as the Federal government (Pt. Reyes National Seashore, GGNRA). Agricultural and domestic water use must be coordinated along with understanding environmental impacts of water use along the creek.

Table I outlines some major areas where these five levels of government will influence effective

planning. It can be seen that almost every specific action taken to implement the plan requires coordination of local knowledge and desires with several authorities. This fact of life is the major impetus toward some kind of formal Bolinas planning and coordinating body. In summary, its major purposes include:

To represent the Bolinas Community and its interests at all levels of government, especially the appeals level.

To keep the Bolinas Community informed of the numberless meetings and events that affect the Plan.

To inform all commissions, authorities, and other governmental bodies how they may coordinate their activities with the Bolinas Plan.

B. Feedback Between the Community and the Plan

In order to modify, amend, delete, or add from and to the Plan, there needs to be some responsive persons or organization to the ever-changing local conditions.

It is this feedback between community and plan that has caused an upsurge in Bolinas' thought about "home rule," "self-rule," "peninsula government," "watershed government," "ambassadors," "tribal government" to "over-the-hill" authorities, etc. In short, the planning area's relationship to larger government bodies cannot be isolated from the town's sense of internal government. After many meetings, the Planning group recommends that there must be some way to elect "plan representatives" to outside authorities, so that Bolinas can have a non-partisan voice, or at least, a voice for the plan.

C. The Unique Need for Special Legal and Funding Aids

A major task will be researching new ways of

financing and implementing those parts of the Plan requiring funding or legal aid.

The County does not appear to have the budget or manpower to directly aid unincorporated communities in their investigation of the economic and legal alternatives of plan proposals. West Marin is not even mentioned in Table 3-21 (page 3-29, C. W. P.) on Housing Programs for Marin County. Many of the County laws and ordinances, for instance the proposed growth control law, do not apply to Bolinas. In other words, Bolinas (and other West Marin communities) have special planning problems, and the innovations needed will require research and coordination that is distinctly different from the Eastern Urban Corridor.

Thus far, the town has preferred the "Ad Hoc Planning Committee" concept to meet and deal with issues as they surface. The Planning Group rejected the "Planning Advisory Committee" system that was submitted to the County, since all the members had to be appointed by the Board of Supervisors and not elected by local citizens.



Organizational Alternatives For Implementation

A. Design Review Board

The powers of the design review board as they are currently applied in the Tamalpais Valley area are limited to reviewing the design of plans for commercial uses, signs, and multiple dwellings. Since such urban uses rarely occur in Bolinas, and review of this kind would be minimal, the existing design review board option would have little relevance. A farther reaching ordinance of this type could be developed but is not now available.

B. Local Planning Staff

A full-time or part-time planner specifically for the Bolinas planning area (preferably a local resident) would review all land use proposals and report to the County Planning Commission and Staff on their conformance with the Community Plan and their relationship with other agency planning guidelines. This type of advocacy staff might be funded through County planning budget. Local participation in time and money for this work could be forthcoming, though not predictable.

C. Bolinas "Planning Commission"

Recent state legislation (A. B. 2029 and S. B. 767) has enabled County government to appoint local planning bodies for unincorporated areas. Such bodies could have formal advisory and decision making roles *equivalent* to a County Planning Commission and Zoning Administrator. Land use decisions for the planning area could be heard locally replacing the County Planning Commission role. Appeals from decisions and major planning matters (e. g., rezoning and master plans) would continue to be heard by the County Board of Supervisors. Funding would have to be through County Planning budget with some possibility of local participation and/or grants from other interested funding agencies. Staff could be a combination of County Planning and local professional personnel.

D. "Planning Advisory Committee"

This type planning body could review land use proposals in formal advisory role to the County Planning Commission. The County Planning Commission would retain voting power in all decisions. Board of Supervisors would hear major issues and appeals. Further it could, in cooperation with local groups and jurisdictions, undertake specific studies, proposed in the Plan. Cost of materials, and County Staff time could be accomplished through planning department budget. Funds for additional studies would have to be secured per proposal from local, county, regional, state, or federal agencies.

E. Incorporation

This has been a local flirtation for many years. The barriers to incorporation are political and financial. The area cannot pay for all the required municipal services because of a relatively small property tax base (about 6.6 million dollars in assessed valuation 1974-75 rolls). As long as it is possible for unincorporated Bolinas to sufficiently influence its future, there will be little pressure for incorporation. If, however, intensity of development, congestion, and high rates of tourism change the character of Bolinas from a village to a more "urban" setting, incorporation might be appropriate.

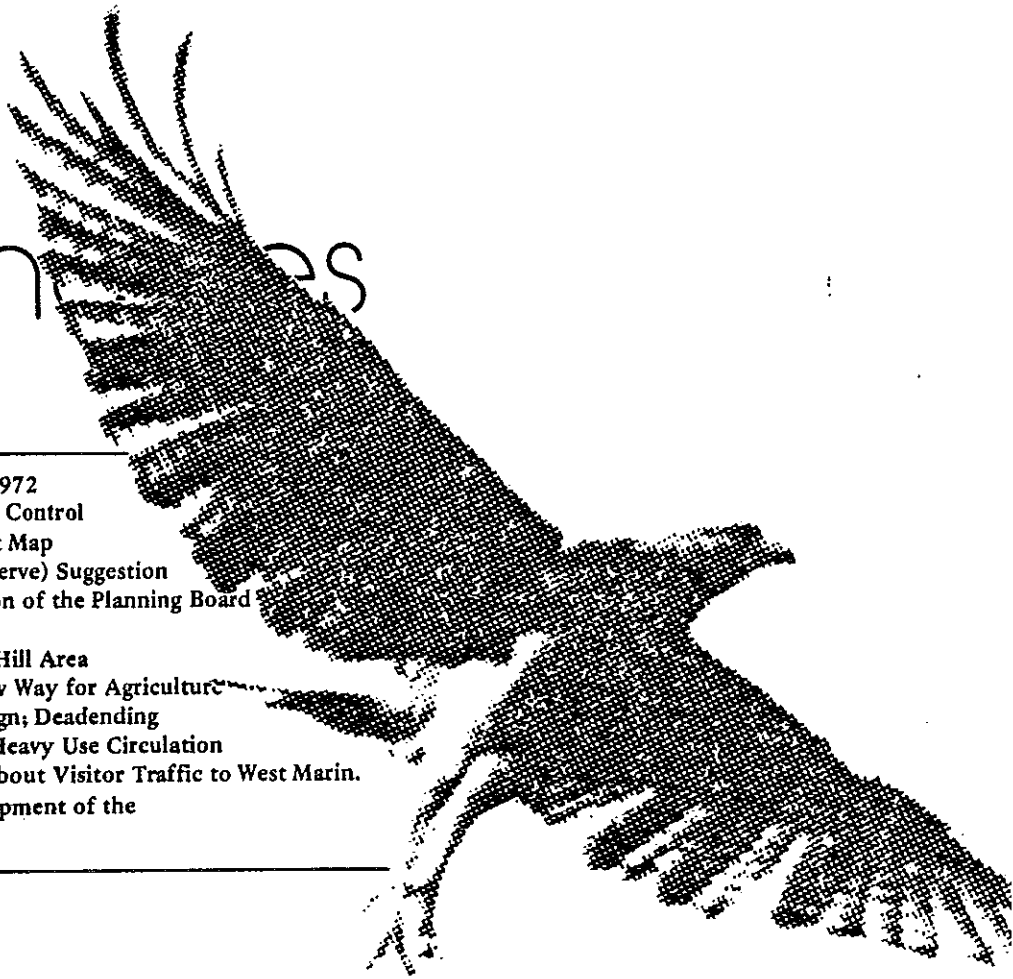
I Love Bolinas

Words by Oceana

I Love Bo·Li·nas — I love Bo·Li·nas — I Love to
smi·leys — That eat at scow·leys — I Love the
feel that o·cean spray — U·pon the Mesa — U·pon the
Pur·ple He·ron, too — I Love the scen·ry, the mountain
Mesa — That's where I meet you ev·'ry day — well, you can
green·ry — I tell you kids you ne·ver blue — well, you can
keep your berk·ley and your in·ver·ness — Just give me
Keep Mill Valley and — all the rest —
B·O·L·I·N·A·S — I love Bo·Li·nas — I love Bo·
Li·nas — I love to feel that o·cean spray. I Love the
12. spray — I love to feel that o·cean

7. Appendices

-
1. Questionnaire/Survey, August 1972
 2. Interim Report: Housing Growth Control
 3. Text Accompanying the Habitat Map
 4. "Home Trust" (Residential Preserve) Suggestion
 5. Suggested Make-Up and Selection of the Planning Board
 6. Bolinas Water Supply
 7. Water Supply in the Horseshoe Hill Area
 8. Paradise Valley Produce—A New Way for Agriculture
 9. Circulation - Road Surface Design; Deadending
Horseshoe Hill Road; Possible Heavy Use Circulation
Plan for Cal. Hwy. 1; A letter about Visitor Traffic to West Marin.
 10. Recommendations on Redevelopment of the
Gridded Mesa
-



1. Questionnaire Survey

August, 1972

A survey of the population of Bolinas and their attitudes toward their town and what they wanted it to be was a first step in making a master plan.

The questions and outline were developed by a volunteer committee consisting of Nancy Bardacke, Alexandra Jacopetti, Libby Meyers, Francine Rissman, Susanna Smail, and Kathy Stevens among others with the professional help of Patrick Holland and Ken Merritt.

A map of Bolinas with each dwelling marked was made, and volunteer canvassers were allotted area maps with from 8 to 12 dwellings. An attempt was made to census each house; although this was not always successful, dwellings in each area were canvassed. The method used was to interview each household (with part I, questions 1 through 15 filled out by interviewer) and then the opinion schedules (parts II and III) were left to be filled out by each person over 18 years. The household questionnaire plus the opinion schedules were then placed in an unmarked envelope and collected by the canvasser. They were tabulated and percents computed by Patrick Holland and Kathy Stevens and other volunteers.

This study was started in March 1972 and completed in August 1972. At that time it was estimated by the Bolinas Community Public Utilities District that there were 480 residences in Bolinas, and replies were received from 242. Therefore, this census can be regarded as 50% of the population, and the survey committee thinks it is representative of the whole population. The number of men and women breaks evenly, and the ages of those interviewed as well as their incomes and their levels of formal education cover the whole spectra rather than concentrating on any one age or income group. The ages represented show 262 respondents between the ages of 18 and 35 and 217 respondents over 35, a fair split. Further, respondents who have lived here longer than eleven years outnumber newcomers (one year or less) by 123 to 108. The bulk of the people (225) have lived here from one to five years, which makes sense since the last five years have seen Bolinas' most rampant development.

If the survey constitutes a representative sample of the town's people, can we use it to support the planning process? The response to question 15 in part II answers this question: 237 questionnaires support the work of the planning group, 135 hold no opinion, and only 15 people do not support our effort. See Tables I and II, page 00.

The last part of the questionnaire deals with the opinions of individuals over age 18. It is here that Bolinas as a community different from other communities is most evident. 93% are glad to be living in Bolinas, 72% feel a sense of involvement in the community, 76% feel Bolinas should remain about the size it is now, and 6% feel that Bolinas could double in size and still be a desirable place to live. 62% feel that there should be a maximum population set for Bolinas, and 89% feel commercial subdivisions are inappropriate.

87% feel that decisions affecting the future of Bolinas should be made within the community. 90% feel that setting aside land as open space is crucial to any master plan, and 77% said they would support a bond issue to preserve open space in the community, so we could expect overwhelming support for such action.

Only 8% of the people feel that Bolinas should expand its tourist facilities, and only 12% favored any straightening and widening of the existing roads from over the hill.

Bolinas has a considerable number of residences occupied only during vacations and weekends plus lots on which no houses have been built. Therefore, Mark Ireland conducted a survey of non-resident property owners in October 1972. Each property owner recorded by the tax assessor with address other than Bolinas was mailed a questionnaire essentially the same as that used in the house to house survey. Returns were received from 148 taxpayers of whom 62 owned houses in Bolinas. 74% of these property owners hope to move to Bolinas some day.

Substantial agreement (60% or more) was shown by both residents and non-resident property owners on the following issues:

(a) Subdivisions, low cost housing, Sea Ranch type developments, land speculation and profit taking in general should be discouraged.

(b) The sewer treatment bond issue was overwhelmingly supported.

(c) The water system needs improvement for the present population. People should learn to use less water. People who use little water should pay less.

(d) The community should make its own decisions for the future and should have its own local government.

(e) Support would be given to an open space bond issue.

(f) Dirt roads should be made more passable but not paved.

Table I. Bolinas House to House Survey, August 1972. Households by Ownership and Occupancy.

HOUSEHOLDS	Number	Per Cent
Total	242	
Owners	156	65% (NOTE)
Renters	85	35
With related persons	174	72%
With unrelated persons	53	23
No answer	13	5
Occupied year round	205	85%
Occupied summers and weekends	37	15
Number of persons	794*	
Average per household	3.28	
Persons under 18 years	224	

*Number given by Head of Household part of survey. Individual surveys were submitted by 511 persons over 18 years old.

Table II. Bolinas House to House Survey, August 1972. Individuals over 18 Years Living in Bolinas by Sex, Age, Education, Marital Status, Occupation, Income, and Length of Residence.

	Number	Per Cent
Total	511	
Sex		
Male	256	50%
Female	255	50
Age		
18-25	114	22%
26-35	148	29
36-50	110	22
51-65	66	13
Over 65	41	8
No answer	32	6
Education		
High school	78	15%
Some college	172	34
College graduate	159	31
Higher degree	79	15
No answer	23	5

Note: On the 1974-75 assessor's rolls, 223 homeowners exemptions were claimed in the planning area. Therefore, 156 owner-resident responses in 1972 represents at least 156% of 223 - 70% of local homeowners. The percentage response is excellent for such a survey.

Table II (cont'd).

	Number	Per Cent
Yearly income		
Under \$1,500	80	16%
\$1,500 to \$3,000	40	8
\$3,000 to \$7,000	66	13
\$7,000 to \$12,000	55	11
\$12,000 to \$17,000	28	7
\$17,000 to \$25,000	24	5
\$25,000 to \$50,000	25	5
Over \$50,000	7	1
No answer	176	34
Length of Residence		
Less than a year	108	21%
1 to 5 years	225	45
6 to 10 years	49	10
11 to 20 years	58	12
21 to 30 years	32	6
Over 30 years	33	6
Marital status		
Single	88	17%
Married	280	55
Cohabiting	52	10
Separated	18	4
Divorced	27	5
Widowed	15	3
Living communally	21	4
No answer	10	2
Occupation or skill		
Professional	160	31%
Artisan	97	19
Laborer	30	6
Managerial	38	7
Homemaker	110	22
Other	76	15
Employed	276	54%
Not employed**	202	39
No answer	33	7

*Total number who answered individual questionnaire. Head of Household survey indicated there should have been 569.

**Other evidence in survey indicates that this does not represent unemployed. Bolinas has a high number of artists, writers, poets and musicians.

Disagreement between residents and non-resident property owners was shown on the following issues:

(a) 62% of residents rejected the idea that Bolinas could double in population and still be a good place to live; however, 57% of non-residents accept this idea.

(b) Only 55% of residents want to enforce existing regulations concerning campers, but 89% of non-residents are in favor of such enforcement.

(c) 47% of residents think the Bolinas Big Mesa should be sewerred soon; 80% of non-residents think this way.

(d) 46% of residents think the water system must be expanded to serve an increased population; 69% of non-residents think so.

(e) 60% of residents would favor fewer roads in Bolinas; only 43% of non-residents agree.

(f) 66% of residents favor more agriculture and local jobs in Bolinas; only 40% of non-residents agree.

(g) 61% of residents would like to see more communal activities like gardens; only 44% of non-residents agree.

(h) 64% of residents approve of farm animals in the community; only 47% of non-residents agree.

Differences should not be magnified. If the answers of both groups are combined, there is a clear majority (55% for Bolinas staying its present size) on most issues, and resolution of other issues would seem possible within normal democratic processes.

We have attached in the appendix the summary

schedules for both surveys. A comparison by percentages of the attitude part of the questionnaire is also attached together with comment on differences taken into consideration by the planning group. This comment was written by Mark Ireland at the time the study was presented to the planning group in December 1972.

Tables of results of the house to house survey are incorporated in the planning areas influenced by them and also attached in the appendix of the summary schedules of the house to house survey and non-resident property owners survey.

We feel that the house to house survey provided a strong basis for planning. It displayed a unique population and a surprising consensus of opinion. From internal evidence such as sex, age, etc., we feel that it can be accepted as representative of the resident population although only 50% was covered.

The bond election of November 1972 also has a close correlation to our survey. The majorities of three to one and five to one again show a strong consensus (See Table III). An example of the validity of the house to house survey is found in a comparison of the percentages supporting the bonds for a sewage treatment plant. In the house to house survey 77% said they agreed or strongly agreed with "I would support a bond issue for effective sewage treatment downtown." In the actual vote for sewer bonds in November 1972, the approval was by 83% of the voters.

Table III. Bolinas November 1972 Election Totals

	Yes	No
Proposition A (Open Space)	501	192
Proposition 17 (Death Penalty)	163	551
Proposition 19 (Marijuana)	555	169
Proposition 20 (Coastline)	555	154
Proposition 22 (Farmworkers)	135	565
Bolinas Sewage Bonds	564	114

Table IV. Bolinas November 1973 Election Totals

Referendum: Shall the BCPUD purchase the 90 acre Sharon Property for sewage treatment plant?	Yes	No
	330	179

Table V. Bolinas March 1975 Election Totals

Referendum:		
The Bolinas Community Public Utility District shall prepare a bond issue for a reservoir in order to end the water moratorium on new water meters?	Yes	No
	57	264
The BCPUD shall prepare a bond issue for major pipeline replacement projects to serve the existing community?	Yes	No
	91	229
Do you basically agree with, and support, the objectives of the Bolinas Community Plan?	Yes	No
	252	92
The Bolinas CPUD shall continue to repair leaks and gradually replace the worst pipes using its regular budget only?	Yes	No
	260	58

Table VI. Bolinas November 1975 Election Totals

Referendum:		
Would you support a \$750,000 bond issue for the purpose of replacing approximately one half of the pipe system? This project would cost about \$60 for each \$100 of assessed valuation. The project would not include any expansion of system or storage facilities.	Yes	No
	25	75

Table VII. Bolinas November 1976 Election Totals

Referendum:		
Should the National Park boundary be extended to southward down to the Bolinas Mesa (Poplar Rd)?	Yes	No
	121	438
Should construction of additional illegal dwellings (10 x 10's, buses, etc) be prohibited?	Yes	No
	259	304
Should present occupancy of illegal dwellings be prohibited?	Yes	No
	180	370

Table VIII. Bolinas November 1977 Election Totals

Referendum:				
A. Would you like to see the parcels (listed below) become part of UGNRA if there are conditions which attempt to meet community concerns about joint local/Federal control of land use, publicity, traffic, water, agriculture and taxes?				
3. What is your vote if we achieve all of the above conditions except joint local/Federal control of land use?				
	A.		3.	
	Yes	No	Yes	No
RCA/TPL	260	154	113	275
Holter	215	198	105	272
Niman/Schell	181	229	96	289
Vierra (BCPUD)	204	202	117	261
Should a public agency, locally controlled, be created to purchase the Holter property if the cost to the average taxpayer does not exceed \$30 per year, and if there are all the conditions as above?				
	Yes	No		
	217	182		

PART ONE

TO BE ANSWERED BY ONE MEMBER OF HOUSEHOLD (TO BE ASKED BY INTERVIEWER)

- (1) How many people make up your household? 794
- (1A) Are they all related? 174 Yes 55 No
- (1B) How many of these people fit into each of the following age categories?
- | | |
|-------------------------|-------------------|
| <u>66</u> preschool | <u>170</u> 26-35 |
| <u>111</u> grade school | <u>118</u> 36-50 |
| <u>47</u> high school | <u>62</u> 51-65 |
| <u>119</u> 18-25 | <u>39</u> over 65 |
- (2) Do you live here: 205 year around 37 summers and weekends?
- (3) Do you own or rent your home? 156 own 85 rent (or board)
- (4) Do you own land in Bolinas? 149 Yes 103 No
- (4A) If yes, how much do you own
- | |
|---------------------------|
| <u>120</u> 1 acre or less |
| <u>23</u> 2-10 acres |
| <u>5</u> 11-30 acres |
| <u>1</u> 31-50 acres |
| <u>3</u> over 50 acres |
- (4B) Would you be willing to donate land to tax-free open space?
- 34 Yes 118 No
22.4
- (5) Are there any animals in this household? 179 Yes 61 No
- (5A) If yes, how many of the following do you have?
- | | |
|---------------------|--|
| <u>217</u> dogs | <u>7</u> goats |
| <u>259</u> cats | <u>28</u> other. Please list: <u>68 Cows; 10 sheep</u> |
| <u>186</u> chickens | |
| <u>40</u> horses | |
- (6) How many cars (trucks, etc.) are there in your household? 387
- (7) Do you have a: 192 septic tank 54 sewer

PART TWO

TO BE ANSWERED BY EVERY MEMBER OF HOUSEHOLD OVER 18
CHECK ONE ANSWER FOR EACH QUESTION.

1. Sex: 256 Male 255 Female
2. Age: 114 18-25 148 26-35 110 36-50 66 51-65 41 over 65
3. I am: 88 Single 27 Divorced 280 Married 15 Widowed 52 Cohabiting 21 Living communally 18 Separated 4 Other. Please explain: _____
4. Education: 78 High school graduate 172 Some college 159 College graduate 79 Higher degrees. List: _____
5. Occupation or skill:
- | | |
|-------------------------|--|
| <u>140</u> Professional | <u>38</u> Managerial |
| <u>97</u> Artisan | <u>110</u> Homemaker |
| <u>30</u> Laborer | <u>66</u> Other. Please explain: _____ |
6. Are you presently employed? 276 Yes 202 No
7. Do you work in: 115 West Marin 129 At home 52 East Marin 39 Other. Please explain: 57 San Francisco
8. How do you get to work?
- | | |
|---------------------------|------------------------------|
| <u>68</u> Walk or bicycle | <u>10</u> Bus |
| <u>179</u> Car | <u>23</u> Hitch |
| <u>5</u> Car pool | <u>121</u> Work where I live |
9. How often do you go over the hill for errands and shopping?
- | |
|---------------------------|
| <u>122</u> Twice a week |
| <u>157</u> Once a week |
| <u>94</u> Twice a month |
| <u>38</u> Once a month |
| <u>48</u> Rarely or never |

10. Do you use the bus: 10 Daily 86 Rarely 11 Weekly 359 Never
11. How long have you lived in Bolinas?
- | | |
|-----------------------------|-------------------------|
| <u>108</u> Less than a year | <u>58</u> 11 - 20 years |
| <u>225</u> 1 - 5 years | <u>32</u> 21 - 30 years |
| <u>49</u> 6 - 10 years | <u>33</u> over 30 years |
12. Your estimated yearly income:
- | | |
|----------------------------|-----------------------------|
| <u>80</u> \$1,500 or under | <u>38</u> \$12,000 - 17,000 |
| <u>40</u> 1,500 - 3,000 | <u>24</u> 17,000 - 25,000 |
| <u>66</u> 3,000 - 7,000 | <u>25</u> 25,000 - 50,000 |
| <u>55</u> 7,000 - 12,000 | <u>7</u> over 50,000 |
13. Please indicate by letter whether you patronize each of the following Bolinas businesses:
- F = Frequently
O = Occasionally
N = Never
- | | |
|--|---------------------------------------|
| The Bolinas Store <u>260-130-21</u> | Ferrario's Hardware <u>168-213-40</u> |
| Smiley's bar <u>41-157-216</u> | The Purple Heron <u>449-875-147</u> |
| Snarley's deli <u>7-152-234</u> | Don's Liquors <u>129-194-2</u> |
| Scowley's restaurant <u>44-156-222</u> | the public library <u>60-165-175</u> |
| The Gibson House <u>14-199-197</u> | the garage <u>62-197-147</u> |
| Tarrantino's <u>16-184-205</u> | the laundromat <u>107-134-153</u> |
14. Did you know about the Bolinas Planning Group before this survey?
- 282 Yes 107 No
15. Do you support the work of the Planning Group? 237 Yes 15 No 125 No opinion

PART THREE

CHECK ONE OPINION CATEGORY FOR EACH QUESTION
The numbers given here are percentages

- | | Strongly Agree | Agree | Disagree | Strongly Disagree | Undecided |
|---|----------------|------------|------------|-------------------|------------|
| 1. I am glad to be living in Bolinas. | <u>69</u> | <u>24</u> | <u>14</u> | <u>24</u> | <u>3</u> |
| 2. I see myself living in Bolinas for many years. | <u>40</u> | <u>32</u> | <u>7</u> | <u>2</u> | <u>19</u> |
| 3. I feel I know Bolinas and its needs fairly well. | <u>23</u> | <u>58</u> | <u>7</u> | <u>1</u> | <u>11</u> |
| 4. I feel a sense of involvement in the community. | <u>24</u> | <u>48</u> | <u>13</u> | <u>3</u> | <u>11</u> |
| 5. Bolinas should remain about the size it is now. | <u>48</u> | <u>28</u> | <u>10</u> | <u>3</u> | <u>11</u> |
| 6. Handled carefully, Bolinas could double in size and still be a highly desirable place to live. | <u>64</u> | <u>20</u> | <u>20</u> | <u>41</u> | <u>12</u> |
| 7. There should be a maximum population set for Bolinas. | <u>39</u> | <u>23</u> | <u>12</u> | <u>84</u> | <u>174</u> |
| 8. People who have lived in Bolinas a long time should have more say in community development than those who have moved here only recently. | <u>15</u> | <u>17</u> | <u>38</u> | <u>21</u> | <u>84</u> |
| 9. I feel commercial subdivisions are inappropriate for Bolinas. | <u>74</u> | <u>15</u> | <u>4</u> | <u>4</u> | <u>3</u> |
| 10. A Sea Ranch type development would be acceptable for this community. | <u>6</u> | <u>104</u> | <u>234</u> | <u>50</u> | <u>10</u> |
| 11. Speculation and profit taking on Bolinas land and development should be discouraged. | <u>574</u> | <u>25</u> | <u>8</u> | <u>44</u> | <u>5</u> |
| 12. The number of new homes built in Bolinas each year should be regulated by the community. | <u>42</u> | <u>354</u> | <u>12</u> | <u>54</u> | <u>5</u> |
| 13. Bolinas should develop a low cost housing program. | <u>9</u> | <u>134</u> | <u>234</u> | <u>38</u> | <u>16</u> |
| 14. There should be strict enforcement of laws against people living in trucks and temporary dwellings in Bolinas. | <u>32</u> | <u>17</u> | <u>21</u> | <u>19</u> | <u>11</u> |
| 15. It's important that something be done soon about the discharge of raw sewage into the channel from downtown Bolinas. | <u>76</u> | <u>20</u> | <u>1</u> | <u>1</u> | <u>2</u> |
| 16. I would support a bond issue for effective sewage treatment downtown. | <u>444</u> | <u>28</u> | <u>44</u> | <u>5</u> | <u>13</u> |
| 17. Bolinas Mesa should be severed in the near future. | <u>234</u> | <u>14</u> | <u>22</u> | <u>224</u> | <u>18</u> |
| 18. Our present water system should be improved to supply our existing population. | <u>45</u> | <u>37</u> | <u>5</u> | <u>3</u> | <u>9</u> |
| 19. People should learn to use less water. | <u>394</u> | <u>304</u> | <u>144</u> | <u>6</u> | <u>94</u> |
| 20. The water supply must be expanded to serve an increased population. | <u>15</u> | <u>24</u> | <u>26</u> | <u>21</u> | <u>14</u> |
| 21. People who use little water should be charged less than heavy water-users. | <u>38</u> | <u>334</u> | <u>114</u> | <u>7</u> | <u>10</u> |

PART THREE (CONT'D)

	Strongly Agree	Agree	Disagree	Strongly Disagree	Undecided
22. I will oppose any plans for Bolinas that threaten to raise property taxes.	23	18 1/2	28	7	23 1/2
23. A protest against rising property taxes should be organized.	25	26 1/2	17	3 1/2	27
24. Decisions affecting the future of Bolinas should be made within the community.	57 1/2	30 1/2	5	2	5
25. Bolinas should have its own local government.	38 1/2	28	13 1/2	7 1/2	15 1/2
26. The preservation of the lagoon and Duxbury Reef is very important to me.	75	21	1	0	3
27. Setting aside land as open space is crucial for any Master Plan.	66	24 1/2	3	1 1/2	5
28. I would support a bond issue to preserve open space in the community.	51	26	6 1/2	5 1/2	11
29. I want to see the dirt roads in Bolinas paved.	44	7	30 1/2	39	13
30. Some of the dirt roads here should be made more passable, though not necessarily paved.	23	50	9	11	7
31. I would like to have fewer roads in Bolinas.	34	27 1/2	21	7 1/2	18
32. I would welcome any plans that would minimize the use of the automobile in Bolinas.	37	30	17	6	10
33. Non-resident automobiles should be restricted from entering Bolinas.	21 1/2	16 1/2	30	18	14
34. There should be more horse, bicycle and pedestrian paths in Bolinas.	42	34	9 1/2	4 1/2	10
35. I would like to see a delivery service started as one way to decrease car use.	31	30 1/2	15 1/2	6	27
36. There should be stricter traffic enforcement in Bolinas.	23 1/2	25 1/2	23 1/2	11	16 1/2
37. I'm in favor of a shuttle service to East Marin (and perhaps San Francisco) for errands and shopping.	25	49	11	6	19
38. The existing roads to Bolinas from over the hill should be straightened and widened.	5 1/2	7	23	60	4 1/2
39. I feel the lack of commercial (business) facilities in Bolinas and would like to see more made available.	4 1/2	9	30 1/2	49	7
40. Bolinas needs an extensive health-care facility.	21	30	21	13	15
41. I feel our present police protection is adequate.	19	41 1/2	17	8	14 1/2
42. I feel our present fire protection is adequate.	10 1/2	40 1/2	21	7	21
43. If there were jobs available in Bolinas I would work here.	24	33	19	7	17
44. I am more interested in subsistence living than making money.	21	28 1/2	22 1/2	15	13
45. Bolinas should expand its tourist industry (more accommodations, restaurants, shops, etc.).	3	5 1/2	25	60 1/2	6
46. I would like to see Bolinas become an agricultural area.	27 1/2	33 1/2	15 1/2	9 1/2	18
47. I would like to see more land in Bolinas used for providing food to the community.	32	38	11	6	13
48. I want to see Bolinas become economically self-sufficient.	25	31	16	10	18
49. There should be more parks in the Bolinas area, especially ones with playgrounds for children.	25	30	20 1/2	10	14 1/2
50. I would support a bond issue for a high school in Bolinas/Stinson Beach.	11 1/2	15	22 1/2	28	23
51. Bolinas and Stinson Beach should work their problems out together as much as possible.	19	43	13	8	17
52. I would like to see more communal activities in Bolinas, for example, communal gardens.	22	30 1/2	13 1/2	15 1/2	18 1/2
53. People should be allowed to have farm animals in Bolinas.	26	38	11	13	12
54. Tighter controls on dogs running free in Bolinas should be imposed.	52	25 1/2	9	6 1/2	7



2. Interim Report

December, 1975

The Regulation of the Number of Houses in Bolinas

The County Planning Department and the Bolinas Planning Group have tried to formulate goals for the number of single family houses and the phasing of housing growth but, at present, County and Bolinas goals differ. The Bolinas Community and the County Planning Commission also differ on how these goals should be implemented. This Appendix briefly describes how this situation arose and the essential differences between County and community desires.

The Countywide Plan (Revision O, 1973) recommended that 120 dwellings could be added during the 1970-1990 time period. This growth was based on maintaining the rural character and preserving agriculture in West Marin. More growth was considered disruptive to rural (vs. suburban) activities. As applied to Bolinas, 120 units in 20 years means a 1% growth rate, or 6 to 8 houses per year. In 1990, the total number of houses would be about 750.

The Bolinas Planning Group, after much argumentation, agreed that applying the 120 dwelling unit target as a 1% annual growth rate was a reasonable way to preserve agriculture, the fabric of town life, and the land base needed for self-sufficiency. The 1% growth was recommended in the Community Plan.

Although all planners agreed there were major difficulties in attaining this goal, it appeared that all planners agreed that growth at this scale *was* the goal.

As the Bolinas Plan worked its way from the local community and through the County Planning Department, many issues related to the growth goals in rural areas were discussed. These included: (1) Traditional County zoning methods appeared only partially adequate because of the existing number of small lots, and because zoning regulations are subject to change. Bolinas Mesa was a particularly thorny problem because of the 1927 Smadbeck small lot subdivision. (2) Building codes and health codes were only partially adequate, land-use regulators.¹

(3) The Coastal Commission permit zone only covers part of Bolinas, and the Coastal Commission did not want to extend tight control over single family dwellings.²

1. In fact, Bolinas was attempting to become a "model" community with decreased energy consumption, decreased water use, and new techniques in waste disposal. These attempts are now causing renovations in building and health codes on a State level.

2. The Coastal Zone now includes all of the Bolinas planning area.

(4) Bolinas voters essentially restricted growth by voting for a small sewage treatment plant for the downtown area, keeping septic tanks in the Mesa area and rejecting three proposals that would lead to an increase in water storage for BCPUD residents.³ The BCPUD covers only part of the Planning Area. (5) Finally, Bolinas is not wealthy enough to incorporate, or fund the public purchase of lands having large growth potential. Other methods of growth control (transfer of development rights, redevelopment) have not yet been studied.

Without existing mechanisms for growth control in rural areas, the County Planning Department and Planning Commission need either to develop a rural area growth control ordinance, or modify the countywide figures. In June of this year, the Planning Commission requested a new look at the Countywide Plan growth targets for West Marin. The reasons were many: Inevitable legal battles could be costly for the County; other goals seemed to deserve more attention (like preserving low income housing), and the disruption of recent growth in the villages was apparently not severe. By the time of the November hearing, the targets had been re-examined and the Bolinas Community Plan recommendation was changed.

In its place (Staff Report 10/7/75), the Planning Commission stated:

that West Marin towns maintain their "historical growth rates" into the future;

that the Bolinas historical growth rate (calculated from 1960 to 1975) was 14 to 18 houses per year;

that this growth rate was acceptable to the County Planning Commission, because up to 1975 it had not significantly disrupted the physical or social fabric of Bolinas;

that housing growth numbers should not be further controlled, unless the 14-18 houses/year growth rate began destroying the fabric of town life, and/or actual housing growth was much higher than 18 houses per year.

The Bolinas Planning Group responded to these changes by:

reasserting their belief that it was worth County time and money to pursue legal growth control ordinances for single family dwellings;

questioning the use of "historical growth rates" as

3. These votes are, at best, stop-gap measures—providing time, but not housing growth control.

forecasters of future growth or setting future growth rates;

reasserting their preference for a 1% growth rate, rather than the historical growth rate of 1960 to 1975 (about 3%);

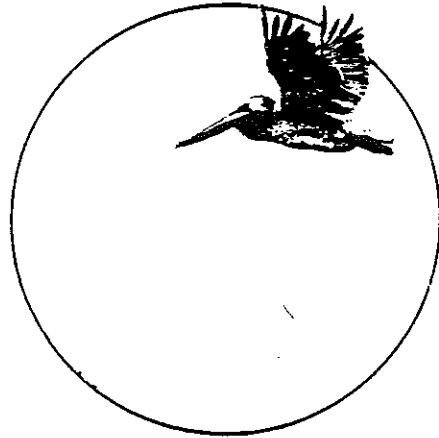
stating their belief that the physical and social fabric (especially agriculture) has already been significantly disrupted by the historical growth rate; and

reasserting that there was a strong need to decelerate the growth rate.

The Bolinas Planning Group has tried to document disruptive effects of the historical growth rate (e. g., loss of Tacherras' sheep ranch because of dogs; decrease in quail because of cats; overpopulation in the school; and the summer water emergency within the BCPUD). At this point in time (December 1975), the County Planning Staff has not indicated what they consider "significant" disruption.

The County itself has run into problems with the "historical growth rate." For instance, Point Reyes has a historical growth rate of 2-3 houses/year. Is this small growth rate to be maintained? What controls, if any, does the County have if the Bolinas or West Marin growth rate begins to accelerate? More theoretically, how far back does one start when calculating "historical" growth rates (1960? 1848?); are historical growth rates always the "best" growth rate in terms of land-use policy?

Marin has strangely come a full circle. County land-use policy has reverted to traditional zoning, health and building codes. But, now these traditional land-use regulations are themselves changing. The Bolinas Community still wants a legal basis for housing growth but, without County support, we have neither the money nor the legal capability to pursue this goal.



3. Bolinas Habitat Map

Bolinas Peninsula can be successfully described as four different land habitats:

1. Grassland
2. Riparian vegetation
3. Coastal scrub
4. Disturbed coastal scrub

and four water areas:

1. Pacific Ocean coastline
2. Duxbury Reef and Agate Beach
3. Bolinas Bay
4. Bolinas Lagoon

1. Grassland

The extent of indigenous grassland habitat on the Point Reyes Peninsula before the coming of Europeans is unknown. The habitat today is the result of agricultural practices that have taken place over the two centuries. There are 58 native and 33 introduced species of the grass family found in this habitat or associated with it. Included in this association are the grassy mesa and flats that are covered with low annuals and perennials and the more moist swales of grasses, sedges, and rushes.

Certain grassland areas marked on the habitat map on which water stands during the winter are surprisingly important to the shorebirds wintering on the Lagoon. Gary Page and Lynne Stenzel, who are completing a three-year study of the Lagoon for the Point Reyes Bird Observatory have reported¹ that the results of 16 censuses show shorebirds (Black-bellied Plover, Killdeer, Dunlin, Least Sandpiper, Western Sandpiper, Common Snipe, Greater Yellowlegs) and also Water Pipit and Western Meadowlark use Area 1, and Area 2 is used by Killdeer, Common Snipe, Willit, Marbled Godwit, Least Sandpiper, Greater Yellowlegs, and Long and Short-billed Dowitchers. It is clear that the shorebirds feed in these pastures when suitable habitat on Bolinas Lagoon is unavailable, and at times substantial percentages of the Lagoon population are found there. (100% of the Black-bellied Plover, 41% of the Killdeer, 19% of the Dunlin, 14% of the Least Sandpipers, 12% of the Dowitchers). Grazing seems to improve these areas as shorebird feeding habitat since tall vegetation obstructs movements of these feeding birds. The section of this area to the South of Mesa Road will be used for the sewage treatment plant and will no longer be grazing land, so it is recommended that area to the North of Mesa Road remain zoned for agricultural use.

The entire mesa became a quail refuge in the 1920's, probably to prohibit hunting. In recent years and most markedly during the past five years, the quail population has decreased as the number of cats has increased. Cats have also reduced the number of voles, the main source of food for the endangered White-tailed Kite. The quail preserve and feeding areas of the White-tailed Kite are

marked on the map.

The Black-tailed Deer and Gray Fox use both the grassland and the coastal scrub.

2. Riparian Vegetation

Riparian vegetation is locally variable but is in the wooded canyons, sedimented valley water courses, isolated islands of wind-pruned California Laurel and Coast Live Oak, and fresh water marshes formed near the mouths of creeks. This vegetation includes Big-Leaf Maple, Red Alder, California Laurel (also called Bay), California Hazel, Yellow Willow, and California Live Oak. Areas which are in this association are largely along the West side of Bolinas Lagoon in the Pine Gulch Creek area.

Pine Gulch Creek is the main freshwater source of Bolinas Lagoon. It is very important as a source of irrigation water and emergency water supply for Bolinas. It may still be used as a salmon and steelhead spawning area. The wooded habitat along the creek is a rich area for birds and animals.

3. Coastal Scrub

Coastal Scrub is the most widespread plant community on the Bolinas Peninsula. The two major plant species characterizing coastal scrub are Coyote Bush (*Baccharis sp*) and California Sagebrush (*Artemisia californica*). Other common species usually found in coastal scrub are Poison Oak (*Rhus diversiloba*), Sticky Monkey Flower (*Mimulus aurantiacus*), and Coffeeberry (*Rhamnus californica*). Blackberry (*Rubus vitifolius*), and Lupine (*Lupinus-sp*) occur in disturbed areas. Coast Scrub is richest and densest along the cliffs and slopes of water courses. When heavily grazed, coastal scrub turns into annual grasslands.

Studies at Point Reyes Bird Observatory have shown that the denser the stand of coastal scrub, the larger the populations of birds and the greater the number of species. Therefore, four recommendations about native vegetation can be made: (1) Residents should be encouraged to leave areas of their land as coastal scrub or allow it to return to Coastal Scrub. (Hedgerows of coastal scrub along property lines would be especially useful). It is estimated that a dense stand of coastal scrub about 15 feet wide would keep the breeding populations safe and provide some of the food necessary for survival. (2) Some unbuildable 20 x 100 lots be allowed to keep their coastal scrub vegetation. (3) Paths be narrowly cut through the larger stands of coastal scrub or that people, horses, etc., make paths around the outside of these larger stands. (4) Planting of native vegetations be encouraged among local residents. Specifically, Coffeeberry appears to be both a good hedge as well as a good habitat for birds and mammals.

There are certain species of birds and mammals that need coastal scrub habitat to eat and reproduce. These birds and mammals are not "generalists" like the chickadee that use the coastal scrub but are not dependent on it. These animals must have coastal scrub to complete their life cycle. The most unique bird in the coastal scrub complex is the Wrentit. This bird lives only along the narrow band of central California Coast. The Wrentit is a year-round resident. Other year-round resident birds in coastal scrub are White-crowned Sparrows, Rufous-sided Towhee Song Sparrow and Bewick's Wren. California Quail, House Finch, Scrub Jay, and Flicker use the coastal scrub but are not so completely dependent on it as these other five species. In summer, both the Allen's and Rufous Hummingbirds are dependent on the Sticky Monkey Flower. In winter, the Golden-crowned Sparrow, Ruby-crowned Kinglet, Fox Sparrow, and Hermit Thrush are all denizens of coastal scrub.

The most common hawks and their prey are listed below. Increasing development has brought a loss of habitat to many of the coastal scrub mammals because clearing and replacing of his habitat by non-native plants. Even more important, development has brought domestic cats which survive partly on catfood and partly on hunting, and dogs which delight in chasing deer and all smaller mammals. The domestic cat, especially when it becomes feral, is a direct competitor with hawks. The Bolinas Planning Group Survey discovered that there are more cats than there are homes in Bolinas; and in ecological terms, the density of domestic cats is greater than one per acre. Cats have been seen with dead gophers, shrews, lizards, voles, mice, most species of passerine birds, young quail and young rabbits. It is believed that the presence of cats and dogs has forced the Gray Fox from the Mesa area and probably caused a reduction in deer, hawks, and quail. Even though the Bolinas area is considered a quail reserve, there is no regulatory power to control the number of cats.

Common Mammals of the Coastal Scrub

Meadow Vole
White-footed Deer Mouse
Brush Rabbit
Black-tailed Jackrabbit
Shrews (3-4 species)
Gray Fox
Raccoon
Mule Deer
Striped Skunk

Common Hawks of Bolinas Mesa and Their Prey

Sparrow Hawk of Kestrel (about 20% of diet is small mammals and birds)
Red-tailed Hawk (Rabbit and meadow vole and mice)
Red-shouldered Hawk (Meadow vole)
Sharp-shinned and Cooper's Hawk (Small Flocking Birds)
White-tailed Kite (Voles and mice)

4. Disturbed Coastal Scrub

In Bolinas many introduced plant species are found among the native coastal scrub. Anywhere houses have been built and agriculture undertaken the native coastal scrub is invaded by new species. Eucalyptus, cypress, and

other trees are conspicuous examples and are found in groves throughout the coastal scrub. These trees serve as resting places for wintering Monarch Butterflies and are noted on the map. One such grove is an official sanctuary under the ownership of Audubon Canyon Ranch. Although each grove is not used every year, all the groves have been used extensively in recent years.

Water Areas

1. Duxbury Reef

The importance of this reef, reputedly the second largest of its kind on the Pacific Coast, was recently recognized by its elevation to State Marine Preserve status. Like any other rich invertebrate area, it is vulnerable to human predation whether for sport or for idle curiosity. Ingrained attitudes that such areas are there to be exploited make the limited surveillance it receives (from a County employee under State contract) inadequate for proper protection.

2. Bolinas Lagoon

The lagoon was transferred from the State to the County, conditionally after the dissolution of the Harbor District, then finally after the State Lands Commission accepted the County's plan for the Lagoon.

Bolinas Lagoon is a County Park. An Advisory commission appointed by the Board of Supervisors will help the County make planning decisions. The commission includes representatives from the Army Corps of Engineers, California Department of Fish and Game, College of Marin, Audubon Canyon Ranch, and Point Reyes Bird Observatory, as well as representatives from the Bolinas and Sausalito Beach communities.

Notable habitats on the Bolinas Lagoon are the cypress trees overlooking the harbor, a roost for Black-crowned Night Herons, and the mixed evergreen and coastal scrub slopes of the Francisco Mesa.

3. Bolinas Beach

The invertebrate resources of this beach, cockles, gaper clams, crabs, and mussels, receive no special protection, being subject only to the rather permissive Fish and Game regulations. No monitoring program or limited harvesting provision has been established for this or any other habitat not protected by Duxbury Reef Marine Preserve.

See map on page 28.



Helen Strong

4. "Home Trust" (Residential Preserve)

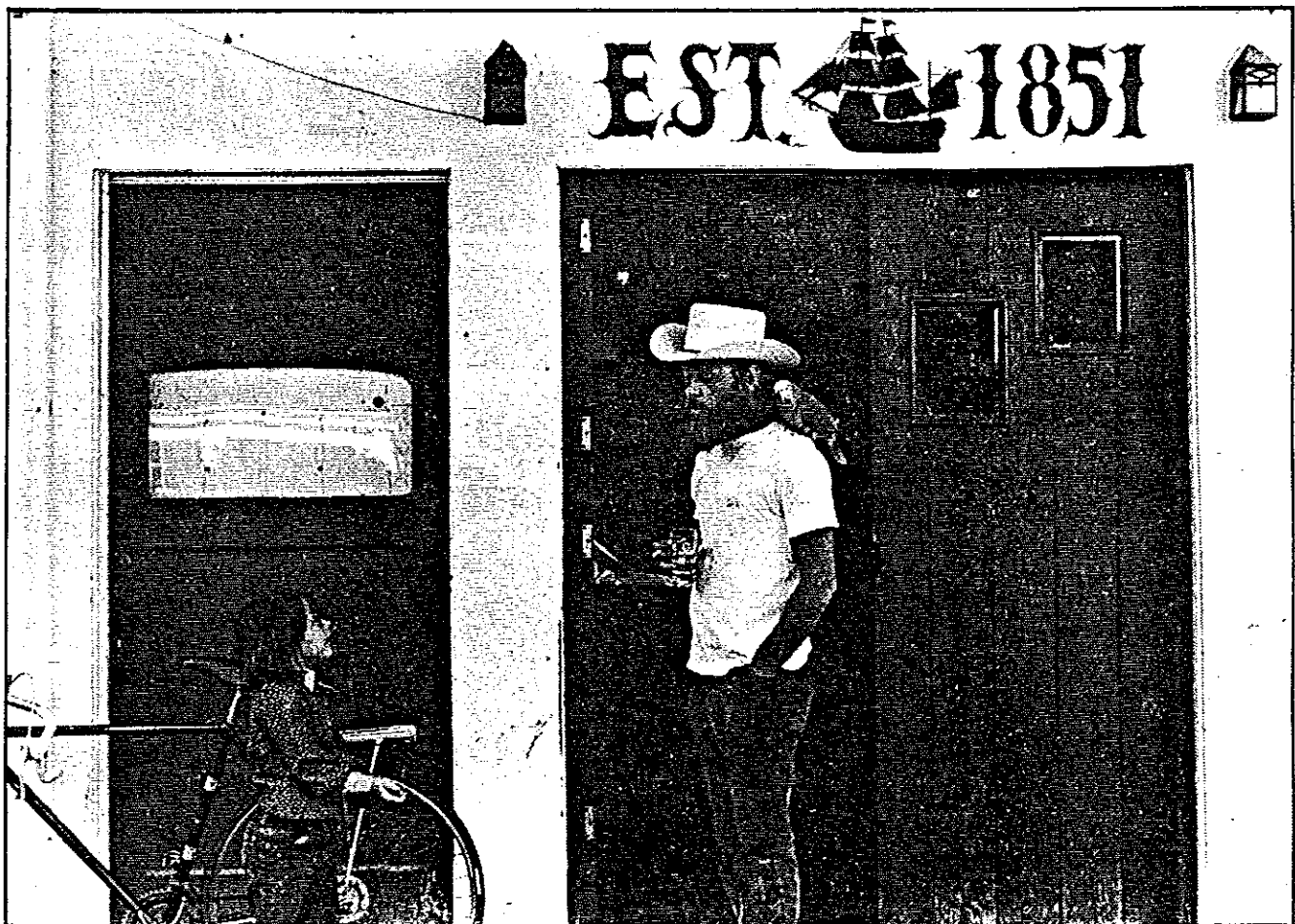
Property Taxes, Houses, Stabilizing Rents, and Purchase Prices

Two major suggestions that would be new precedents in tax and land reform have been suggested. These suggestions would help to meet the County goal to maintain low/moderate priced houses and rents. First, a "Home Trust" could be formed. A "Home Trust" (modelled on the New Land Trust) would be an agreement by members never to sell their land or houses. The Home Trust would own the land in perpetuum. This would remove it from the Tax Assessor's claim of "marketable value." The improvements could only be sold back to the Trust at a percentage of what the Trust member had spent on the *original* purchase plus added

improvements. This would remove "speculative" buying of homes and also prevent assessment of homes in terms of speculation prices. The resulting tax reduction would benefit low/moderate income families and increase community stability. These houses would, in essence, form a Residential Preserve.

Second, the Home Trust itself could begin to purchase homes in Bolinas. These homes would be rented at a lower rent because of tax reductions on land and improvements. Rent would go toward mortgage and complete ownership by the Trust.

In summary, study is needed to find initial funding for a Home Trust, to investigate tax effects in terms of state law, and determine exact legal definitions.



5. Planning Board

Suggested Make-Up and Election of Planning Board

One of the most asked questions by local residents, property owners, and County officials is: How many members will the planning board have? Who will they be? and How will they become part of the board?

Most people seemed satisfied with 5 members, though a few wanted 6 or 7. To represent various sections of the Bolinas planning area, the board should have 2 members who are *resident property and home owners*; 2 members who are *resident voters but do not own property* ("renters"); and 1 member who is a *non-resident property owner*. This last member should represent the small property owners (e. g., owner of parcels within the

village expansion area)—not the large agricultural parcels.

According to law, the Bolinas Planning Board can be appointed by the Board of Supervisors just as the County planning board. The Board of Supervisors can also decide to pass an ordinance which makes an *election* the basis for appointing planning board members. We recommend *election* of the *resident* property owners and renters but *appointment* of the non-resident land owner. The non-resident land owner could be chosen from a list given to the Supervisors by the Property Owners Association and other Bolinas organizations.



6. Water Supply

Our water use, averaged out over the year, is approximately 87,000 gallons a day. This is based on a year's total water sales of 32 million gallons in 1971, the year (November) that the ban on new water meter sales began. In 1972 and 1973, the town used about 31 million gallons each year. Given a probably low population estimate of about fifteen hundred humans, this averages out to about 56 gallons per person per day.

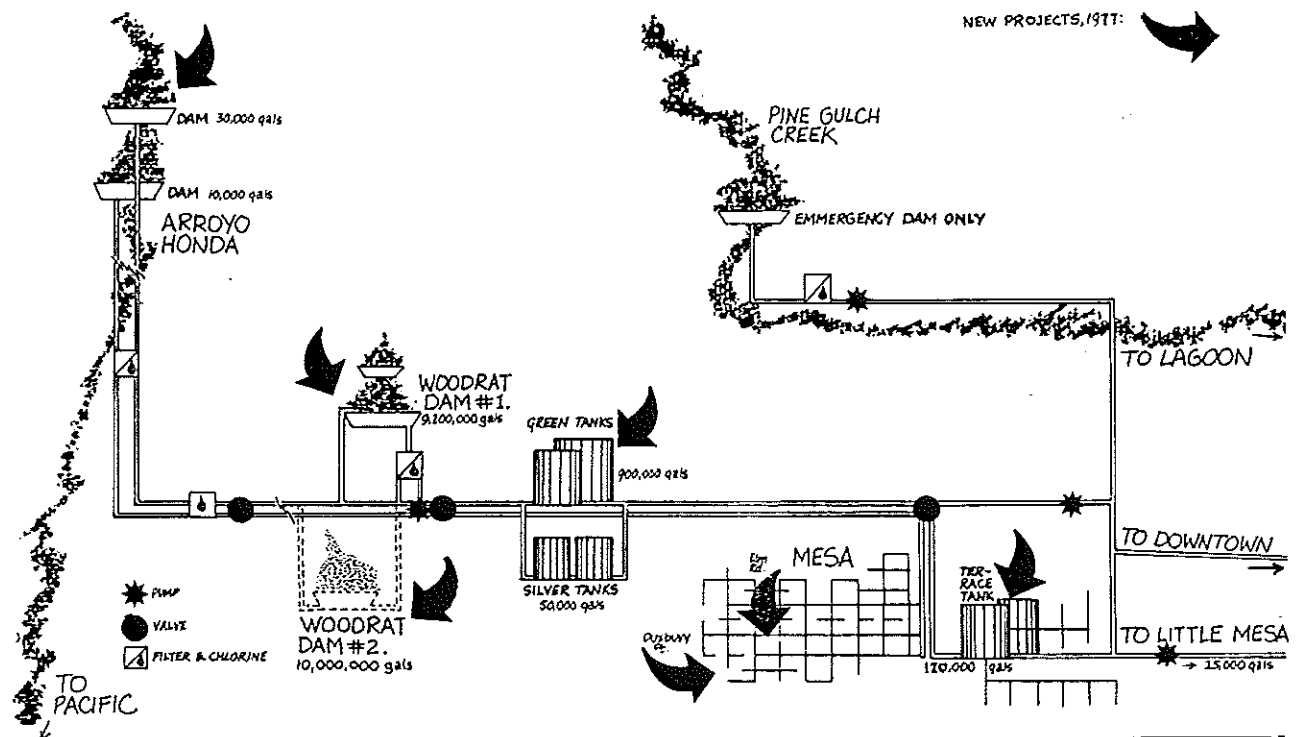
Our present water storage capacity is approximately 700,000 gallons, in steel and redwood tanks, or about five days normal August use. Most summer weekends we use approximately 150,000 gallons of water. On two weekends a year—July 4th and Labor Day—we use approximately 300,000 gallons of water.

There is a deficit (we use more water than Arroyo Hondo produces) of about 30 acre feet, about ten million gallons in the months of July, August, and September. We often use nearly as much water as Arroyo Hondo produces in June. All through the end of the dry season we pump water from Pine Gulch Creek through a sand filter set up on Middleton's property.

Bolinas has water rights along Arroyo Hondo of

approximately 165 acre feet a year (55 million gallons). Fairly sketchy records estimate an average yearly flow down Arroyo Hondo of at least a thousand feet a year. 32 million gallons, our average yearly water use, is around one hundred acre feet a year. The entire Arroyo Hondo watershed, including dams and filter plant, is within the boundaries of the Point Reyes National Seashore. Bolinas has applied for water rights on Pine Gulch Creek of one cubic foot per second or 650,000 gallons a day or 237 million gallons per year.

The town, through the utilities district owns seventy acres of land along upper Pine Gulch Creek. Rough preliminary cost estimates in August of 1973 put the cost of a 70 acre foot dam on the property and transmission lines and pumps at \$325,000. Estimates at that time for variously sized and placed reservoirs between Arroyo Hondo and town ranged from \$180,000 to \$650,000. This information was digested from a "Preliminary Evaluation of the Water Supply Potential Available to the Bolinas Community Public Utility District" published in August of 1973.



7. Water Supply in the Horseshoe Hill Area

Evidence exists which indicates the present Horseshoe Hill water supply could not support many more dwellings because of the actual quantity and nature of the water supply and because of the potential conflicts between septic systems and water supply.

In 1964, the Horseshoe Hill Neighborhood Association hired a sanitary and hydraulic engineering firm to study their water supply after a number of property owners reported a gradual lowering of water levels in their wells during a period of normal rainfall.

While the report indicated far more information was required before any conclusions could be drawn, it did make several statements which point out the need to hold the area to a low density.

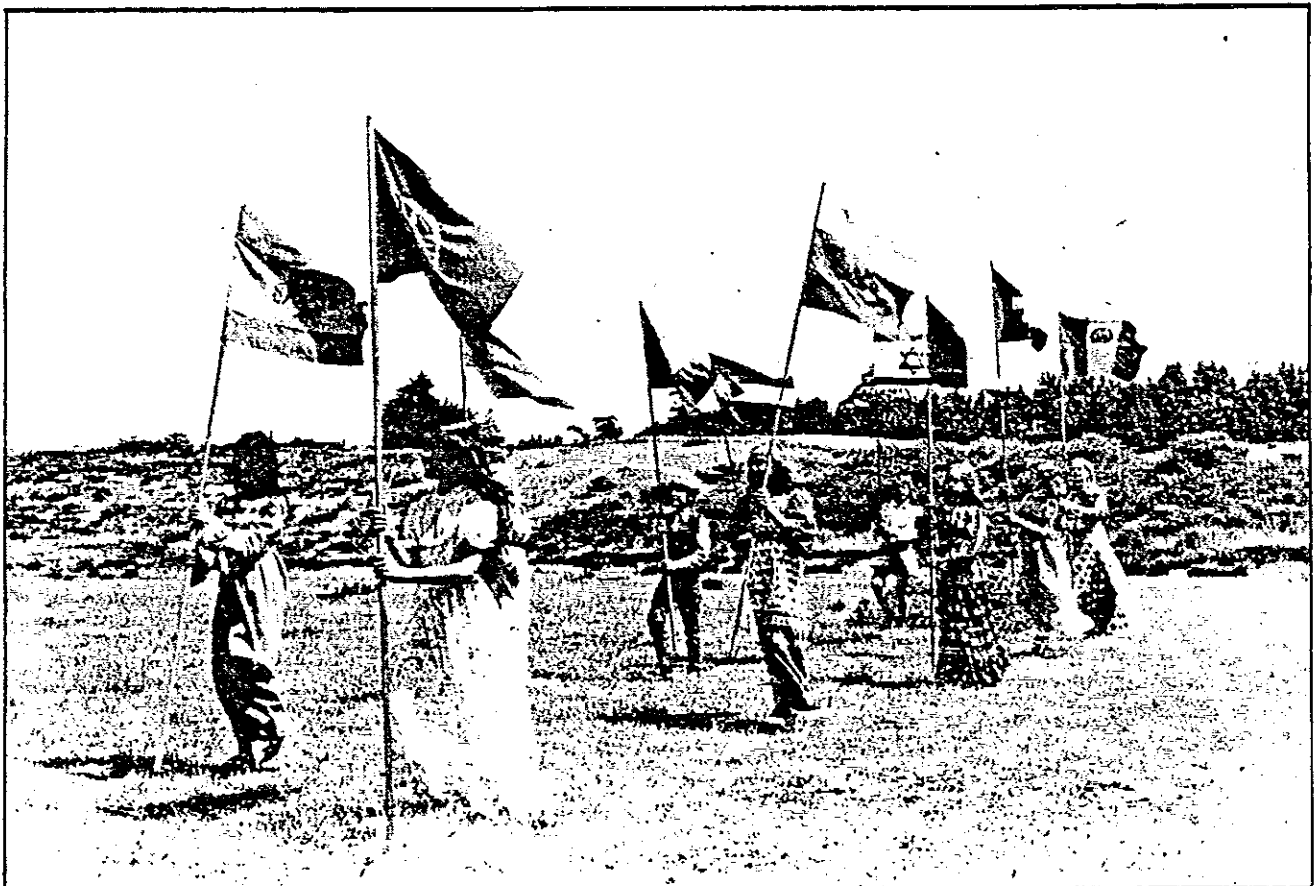
"While these deep wells appear to be good producers, the small recharge rate possible from rainfall on a relatively small outcrop surface area will limit the

quantity of water that can be pumped from these strata without seriously lowering the water level."

"The deep water aquifers are dependent on rainfall on a relatively small surface area for replenishment. As a result, it is believed that small lots with private wells could cause a drastic lowering of the water table."

"Restrict the development of the land on both sides of the Upper Road to large parcels, since the deep water-bearing strata come to the surface in the area West of the Upper Road, and could be contaminated by too great a concentration of septic tanks."

To assure an adequate supply and quality of water for the Horseshoe Hill area it is recommended that it be zoned A-5 by expanding the adjacent A-5 zoning. This would allow for an approximate twelve dwelling increase from the existing twenty-nine dwellings.



8. Paradise Valley Produce-- A New Way for Agriculture?

The Paradise Valley Project intends to provide low-cost owner built housing for community members; to research and develop power resources for domestic and agricultural uses and to experiment in agricultural viability in relation to soils, crops, climate, water and marketing potential of organic farm and garden products. Information is now being gathered through a (1½ acre) pilot garden, containing both fruits and vegetables.

Paradise Valley Produce will be planning and phasing all of its activity around the ideas of self-sufficiency to provide food for itself as well as the town of Bolinas. The New Land Fund holds title to the land in an effort to remove the property from future speculation and profiteering.

Average dwelling costs for valley homes is under \$3,000. This has been possible through owner-design and construction of homes, by using recycled materials, and through combining utilities in a central building. All structures are community owned and may be sold for no more than the costs of construction. Rent control has been achieved through a 99-year lease agreement.

Through labor-intensive farming several full-time jobs will be available to the residents of the Valley as well as part-time employment for townspeople. The P. V. P. experiment and others like it will be seeking to preserve the rural character of West Marin through the production of food for local consumption and a gradual decrease in dependence upon outside sources for survival. These goals are the goals of the Bolinas Community Plan and are consistent with the Countywide Plan which seeks to encourage low and moderate income housing, to pro-

mote new jobs in Marin, to maintain agriculture as a way of life in Marin, and to preserve the rural character and small village atmosphere of West Marin. Paradise Valley Produce is an agricultural experiment; an attempt to prove the continued viability of agriculture in Marin through multi-family farming. The energy crisis and resulting high cost of food transportation make it evident that remote communities must depend more and more on local self-sufficiency. In the case of the town of Bolinas and Paradise Valley Produce, ample fertile agricultural lands are still undeveloped and available. But to make agriculture once again viable, a reduction in taxes will be necessary. P. V. P. will be applying under the provisions of the Williamson Act for an agricultural contract. The full 47.68 acres presently lies within the boundaries of the County designated Agricultural Preserve lands.

All of the families involved in P. V. P. have live in Bolinas at least three years, and most longer. Aside from the occasional new baby, P. V. P. will not increase the population of Bolinas. The endeavor of P. V. P. to modify some of the inflexibilities of the Building and Health codes to meet the changing demands of energy and food shortages have already inspired support from the community at large. It is hoped that others may be able to follow suit on similar pieces of land and benefit from inexpensive housing, sensible energy consumption and home grown food.

Paradise Valley continues to grow garlic, comfrey, onions and shallots, and raise hogs, goats and one milk cow.

9. Circulation

Road Surface Design

Road design begins with drainage. Water must be channeled away from roads in ditches and through culverts to the nearest natural courses.

Once the road edges have been ditched and drainage has been achieved the road surface must be graded and crowned. The softer the proposed surface, the higher the crown must be. The profiled bed is then spread with 3 to 4 layers of gravel or crushed stone. Rock sizes diminish as the foundation is built up. The number of layers needed depends on the sturdiness and texture of the earth bed. Compaction of these layers of gravel produces an adequate but impermanent surface.

The cost of the compacted gravel road described above might run in the area of \$.40/sq. ft. or \$20,000-\$25,000/mile at present commercial rates. The extent of such roads proposed by the Mesa Plan is .7 miles or about \$17,500 worth.

The "armor coat" process is the next step toward achieving a durable surface. It was the process in use prior to the development of the present asphalt paving.

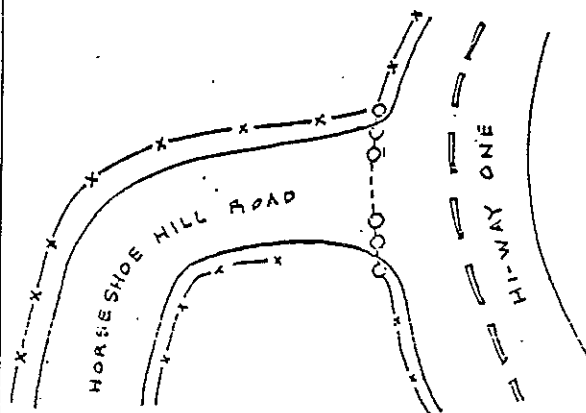
Armor coating consists of applying a coat of emulsified asphalt to the compacted gravel base described above. This, in turn, is spread with a finish of crushed rock and oiled. The asphalt serves to bond the base materials together. The alternate layers may be repeated to increase the permanency of the road. The texture of the running surface may be varied by a choice of gravel sizes.

Armor coating represents an additional cost of \$.07-\$.08/sq. foot over the compacted gravel road or about \$.48/sq. foot total. Completion of the streets in the plan proposal would mean about .65 miles of street for approximately \$30,000.

The cost figures given use current commercial estimates. It is probably that a local agency, e. g., the BCPUD, with coordinated use of a loader-grader, dump-truck, and roller could achieve the same results at a fraction of the cost.

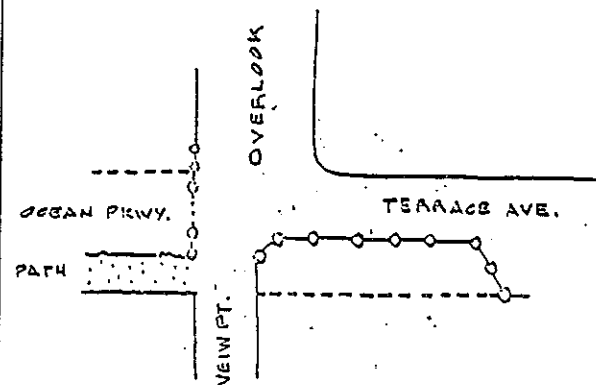
Note: The County Department of Public Works (Fall 1974) has estimated that asphaltic concrete construction and "armor coat" construction will be equivalent in cost with armor coat having higher maintenance costs.

Dead-ending Horseshoe Hill Road:

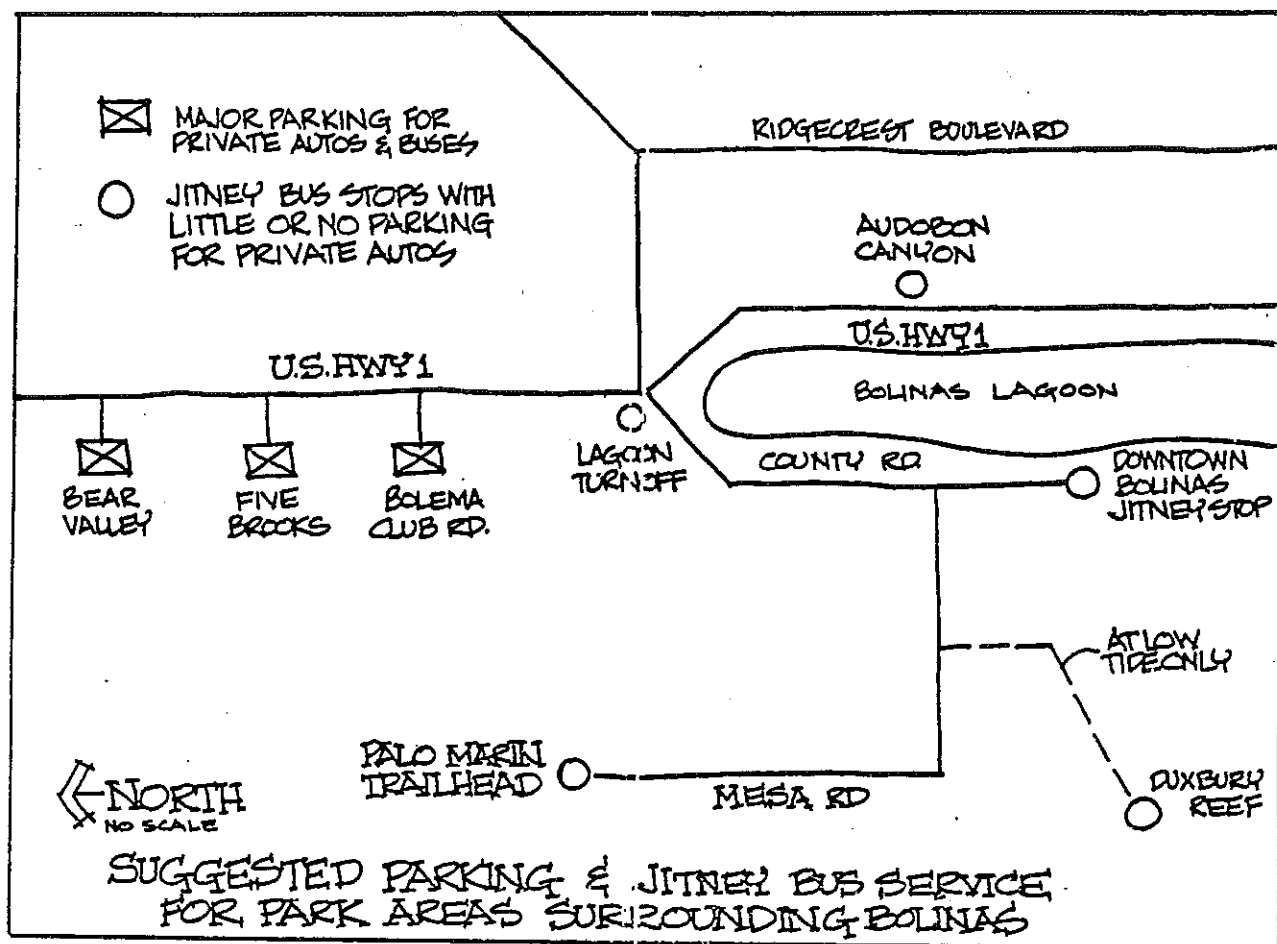


Road to be closed by a chained gate flanked by heavy peeled poles (3'-4' in height, 2' apart) set in concrete. Poles to be connected with chains to ends of R.O.V.

Traffic diverter on Terrace and closure of Ocean Parkway:



Both obstacles could be cheaply constructed with heavy peeled poles set in concrete, 2'-3' in height, at 4' spaces with correct rails. Return closed section to nature.



"Summertime, Weekend, and Holiday Daylight Hours Heavy Use Circulation Plan"

Bolinas has experienced its first overflow of traffic in Summer 1974. As private cars increasingly use West Marin, there will be a great need for an overall circulation plan. The map shows a suggested plan compatible with the Bolinas Peninsula Community Plan.

Note:

1. Ridge Road is one-way.
2. Highway 1 is one-way north. Lane nearest lagoon is closed from morning to dusk for private autos. This lane becomes a horse, bicycle, and walking path.
3. Access to Stinson from Bolinas is lengthy from 9:00 a.m. to 7:00 p.m.
4. Fire access problems can be worked out easily.
5. This plan requires *no new* construction.
6. Use is on heavily travelled weekends and holidays.

The GGNRA Travel Study 1974-1977

This three year local/Federal project produced the following findings that directly affect the Planning Area:

- The potential demand for visitation to the parks is many times greater than current use levels;
- That there be four round-trip shuttle bus trips per day connecting Palomarin with busses from Inverness, Olema, Stinson Beach and San Francisco.
- Even if busses were frequent and free, at best 92% of visitors would still travel by automobile, a projected 6% decrease.
- The only constraint on auto visitation is when Highway One becomes bumper-to bumper.
- That there could be as much as a 1300% increase in auto traffic north of Stinson.
- That Marin County's support of the removal of the main constraint on auto traffic to West Marin—the construction of a Tam Junction four-lane by-pass—portends massive increases in visitor traffic. No countermeasures proposed.
- No auto restraints recommended such as contained in this Plan.
- That there be a Transportation Implementation Committee, with a representative of a Citizen's Advisory group, to monitor the Park Service's progress with the travel recommendations. By the end of 1977, the Park Service had not met with this ongoing review body, and the work of the Study has gone unheeded.

A. R. Tartaul
9/27/71

VISITOR TRAFFIC TO WEST MARIN

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The destructive impact of heavy auto traffic is threatening the quality of the West Marin environment. Visitors traveling to West Marin beaches and parks and the Point Reyes National Seashore already use Highway 1 and Panoramic Highway. The addition of GREY travel will make the situation much worse.

This problem will certainly not be solved by current simplistic proposals for large scale visitor bus service over Highway 1 or Panoramic. Busing visitors to West Marin contributes nothing to traffic reduction and environmental protection, unless drivers of private autos are currently (and enforceably) restricted in their use of the roads.

Bus traffic, added to autos, will simply magnify the problem. Since Highway 1 and Panoramic are not now suitable routes for buses, road improvements would inevitably have to be made to permit safer and faster operations. These improvements will, in turn, facilitate increased auto use. All of this will result in more vehicles and more pollution.

The planning fact remains -- Highway 1 and Panoramic are not and should not be considered as major access routes to West Marin parks and recreation areas. Political assurance that Highway 1 will never be allowed to become a freeway is nice to have, but descriptive in that it diverts attention from the very real traffic problems that already exist.

Alternate modes and routes of visitor transport must be found that will reduce traffic on Highway 1 and Panoramic, rather than add to it. The people who live in West Marin urge that this policy direction be adopted now by all planning agencies involved in developing West Marin as a nature oriented, recreation resources for the San Francisco Bay Area.

Until substantive programs for providing alternate visitor transportation modes and routes are initiated, West Marin residents are advocating deliberate retention of those features of existing Highways that are de facto deterrents to the increase of auto traffic: narrow roads, sharp curves, steep grades, natural terrain restrictions, etc., all serve to hold down vehicle volume. Any proposed improvement to Highway 1 or Panoramic will therefore be watched carefully to determine its impact on traffic and the priority requirements of environmental protection.

Unless effective pollution-free transportation systems can be instituted to handle visitor traffic, irreplaceable scenic areas of West Marin will also be destroyed, as pleasant places to live, and as social and recreational retreats for the people of the San Francisco Bay Area.

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San Francisco Bay Chapter

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The above safety suggestions avoid expensive and possibly destructive earth moving activity. It may also be noted that these alternatives have been previously suggested (verbally and in writing) to the State District Engineer and his staff and that to date there is no evidence of intention to act on them. In this respect, Mr. Lowmeyer has made it clear that while he appreciates suggestions from the public, he is influenced primarily by the guidance he receives from the County through the Director of Public Works.

It is therefore respectfully requested that the Board of Supervisors consider the above proposals as an alternative basis for developing a continuing safety improvement program on Route 1 from Tam Valley to Sausalito, and that the State District Engineer be so advised.

Sincerely yours,

Ann & Robert Tartaul
ANN AND ROBERT TARTAUL
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Sausalito, California 94960

NOTES: (1) This statement is also supported by and reflects the viewpoints of:

Sierra Club Conservation Committee (San Francisco)
Sausalito Beach Projects
Sausalito Beach Planning Group
Bolinas Future Studies
Bolinas Planning Group

(2) An earlier and directly related statement, re: West Marin Traffic, is attached for background information.

10. Redevelopment of the Gridded Mesa

The gridded mesa is divided into 1,618 assessor's parcels (1971 tally). 384 of the parcels (about 25%) have homes built on them. 646 parcels (about 40%) are unimproved lots under 60' x 100' in size. These lots are too small, to comply with present zoning and septic tank ordinances and cannot be built upon. In addition, many of the lots above 60' x 100' are so situated that septic tank leach fields and/or home building are unacceptable except by special engineering or combination with adjacent lots. In short, many property owners are stuck with unbuildable parcels. Some do not know that health and building ordinances, coastal commission review, water shortages, and growth laws have drastically reduced their chances of building. As taxes increase, these property owners have become increasingly irate. Some method of redoing this mosaic of buildable and unbuildable lots is a major goal of the Bolinas Plan. A study of land capability must be done in order to determine the fair market value of each parcel. Then, a method of purchase can be decided. Suggestions have included:

1. Direct open space purchase.
2. "Renting" of unimproved land for open space and agriculture.
3. Redevelopment by purchase of all unimproved parcels, recombining into larger parcels and sell back to interested property owners.
4. Leaving parcels to vagaries of market and development and legal ups and downs.

Whichever method is adopted, a cost and tax analysis by either a local planning body or/and the County must be done. This will require funding. Redevelopment might include special provisions to allow purchase by long-time land owners, retired persons, low/moderate income purchasers, etc.

The following recommendations were made by Peter Harris based on the preliminary draft circulated in June 1974. The recommendations concerning economic evaluation of proposed zoning has been incorporated into the Plan objectives. The recommendation concerning Mesa redevelopment is considered as a proposal for study by the Community Planning Board.

RECOMMENDATION 1 (VARIATION SUGGESTED AS PART OF THE PLAN)

A Planning Council along the lines of the Community Council should be appointed by the County Planning Commission from names submitted to them by the Planning Group and other interested parties. The makeup of the Planning Council would include three members representing the Planning Group and the present majority of residents, at least one member representing the present local minority, and at least one member representing non-resident property owners.

The task of this group shall be to formulate specific proposals for implementation by the County, from studies already completed by the Planning

Group, and to continue more in depth studies where they seem necessary. The Planning Council shall be given a deadline of perhaps one year to complete its work; and during that time, the County Planning Department shall seek the comments of the Planning Council on any major development proposals.

RECOMMENDATION 2 (ADOPTED INTO THE PLAN)

In addition, the Planning Council shall be charged to examine the economic ramifications of any major policy changes that it recommends, such as public acquisition of certain lands or any further "down" zoning. The Planning Council shall, in the formulation of major policy changes, be under the burden of having to demonstrate that fair and equitable procedures for implementation can be used and that the policy change recommended has a sound economic basis.

RECOMMENDATION 3 (ADOPTED INTO PLAN)

A request shall be made of the Planning Department and the Coastal Commission to declare a one year moratorium on development on the Gridded Mesa, to allow the Planning Council to examine the possibility of redevelopment of this area.

I have spent some time thinking about the many complex problems presented by the Gridded Mesa. There are literally thousands of tiny lots in this area which, if allowed to develop, would require public work projects for sewers, water, drainage, and roads. Future development of these city size lots would irretrievably alter the rural setting of Bolinas and degrade the surrounding environment significantly. The continued presence of these undeveloped lots constitutes the greatest planning threat to the area. The original subdivision was made with the assent of the County, and by "grandfathering" of recent zoning laws these lots are to this day legal building sites and their ownership too widely dispersed to expect their gradually collecting into larger sites.

I have come to the conclusion that the problems presented by the Gridded Mesa cannot be dealt with properly except by an agency with the power of condemnation and long term financing capabilities so that purchase of these lots and re-subdivision of the area under new guidelines could become a realistic alternative. Such powers and resources are available to a properly constituted Redevelopment Agency.

One possible scenario which I feel is workable and sound could take shape as follows:

The Redevelopment Agency would be given authority over the Gridded Mesa, and all undeveloped lots in this area would be purchased through condemnation. These lots along with the additional land which would result from the abandonment of the many unnecessary roads would then be subdivided into sites ranging in size from 3/4 to 3 acres, size being determined by topography, drainage, and other environmental considerations. These larger lots would allow the continued use of septic tank systems and significantly reduce the demand for public works improvements.

Existing houses would be left in private ownership, and access to these houses would be used as a basis for the design of a new road system. Owners of these houses would be given the opportunity to enlarge their sites by acquiring adjoining land from the Redevelopment Agency.

Unimproved property owners would be given the opportunity to repurchase their land in the form of a larger site, or to select any other site. The remaining sites would then be offered to the public.

Each buildable site would be assigned a date at which time that site could be developed. The dates would be assigned to assure a predictable growth rate over 20 years. Prices would be partially determined by the development dates.

Money for Redevelopment projects such as this is available in the form of grants and long term loans from State and Federal agencies. The prices of the lots would be calculated to help repay these loans so that there would be no unreasonable burden on the tax base.

This is certainly not the only possible scheme for Redevelopment, and many a variation on my suggestions could and should be considered. What this scheme demonstrates to me, though, is that a Redevelopment Agency could deal with the problems of the Gridded Mesa and meet two important tests in doing so:

It would provide a fair and equitable procedure insuring protection for the rights of private individuals, and it appears to me to be economically sound.

11. Problems in Maintaining Existing Low-cost Rentals

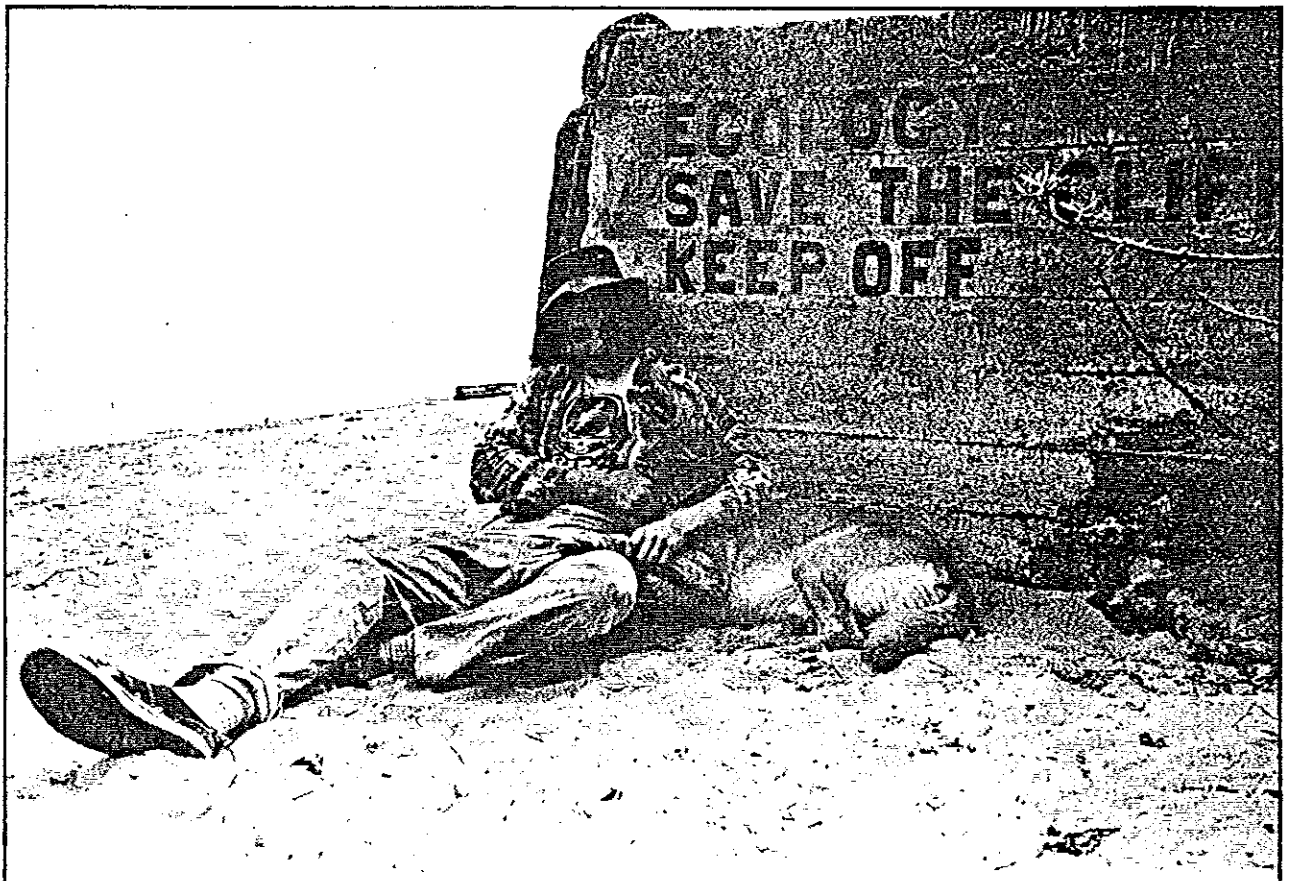
The present renting system in Bolinas works against the ideals of a strong, self-sufficient community. Ideally, every citizen in Bolinas would be a landed citizen—not subject to the capricious and inflationary rental market. Landed citizens are more secure about their source of shelter and are more likely to be concerned for the community's land, water, and social existence. A permanent resident does not waste time looking for a new place to rent and is more likely to understand the history and needs of Bolinas community life. The present trends—higher and profit-oriented rents, multiple renting units, over-the-hill advertising to attract wealthier renters, no leases and increased pressure to stop the conversion of trucks and buses into semi-permanent homes—definitely increase the transient nature of the Bolinas population, the need to commute, and the elimination of low-income families.

A rental cost survey revealed two types of landlords. The first landlord wanted to earn house payments and

perhaps insurance and taxes by renting. But, nothing more. These landlords were most concerned about *who* rented and tended to rent only to persons who were well known in Bolinas and had been residents for a few years. These rents have remained stable—usually between \$100.00 and \$200.00 per month.

The second landlord was interested in making payments, taxes and insurance *plus profit*. These landlords tended to advertise in newspapers to pick up the wealthier over-the-hill renter—a person unfamiliar with Bolinas community life and usually a commuter. These rents start at \$350.00 per month. This second kind of landlordism definitely works against a strong Bolinas community. It supplies homes to the wealthy, not to already established locals who are in need of a place to live.

See footnotes on page 51.



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