



**STINSON BEACH
COMMUNITY PLAN**

THE COMMUNITY PLAN
OF
STINSON BEACH

Revised 1985
Marin County Planning Department
Civic Center
San Rafael, California 94903

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Cover Photo Panoramic View of Stinson Beach & Bolinas, C. 1952

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BOARD OF SUPERVISORS OF THE MARIN COUNTY

RESOLUTION NO. 85-227

A RESOLUTION OF THE MARIN COUNTY BOARD OF SUPERVISORS
CERTIFYING THE ADEQUACY OF THE FINAL ENVIRONMENTAL IMPACT REPORT
CONTAINED WITHIN AND REFERENCED TO THE REVISED STINSON BEACH
COMMUNITY PLAN, AND APPROVING THE REVISED
STINSON BEACH COMMUNITY PLAN

WHEREAS, the citizenery of Stinson Beach petitioned the Marin County Board of Supervisors seeking assistance in the development of a Revised Community Plan, and

WHEREAS, funding was provided to provide professional staff assistance to the community in their quest to develop a Revised Community Plan and to re-assess the goals, policies and objectives of the original Community Plan which was adopted in 1976, and

WHEREAS, a sub-committee of the Stinson Beach Village Association was formed and became the Stinson Beach Planning Group who worked towards the development of a Revised Community Plan and who worked closely with the staff of the Marin County Planning Department, and

WHEREAS, a Revised Draft Plan which incorporated a Draft Environmental Impact Report was prepared by the Stinson Beach Planning Group and was published by the Marin County Planning Department, and

WHEREAS, the Revised Draft Plan and Draft EIR were placed in general circulation by the Planning Department, including forwarding copies of the Draft EIR for distribution by the State Clearinghouse to possibly concerned agencies as required by the California Environmental Quality Act (CEQA), and

WHEREAS, the Planning Department provided public notice of the availability of the Revised Plan and Draft EIR in a manner consistent with State guidelines and local procedures, and

WHEREAS, the Marin County Planning Commission conducted duly noticed public hearings on the adequacy of the Draft EIR and the merits of the Revised Stinson Beach Community Plan on June 3, 1985, and

WHEREAS, the Marin County Planning Commission unanimously recommended approval and certification of the EIR as well as approval of the Revised Plan subject to minor modifications and revisions, and

WHEREAS, public notice was provided to interested members of the public in advance of public hearing by the Board of Supervisors to consider the recommendations of community and the Planning Commission, and

WHEREAS, the Board of Supervisors did review the administrative record and did receive public comment and testimony at a public hearing conducted on June 25, 1985,

THEREFORE, BE IT RESOLVED THAT the Marin County Board of Supervisors does hereby approve and certify as adequate the Final Environmental Impact Report contained within and referenced to the Revised Stinson Beach Community Plan, and

BE IT FURTHER RESOLVED THAT the Marin County Board of Supervisors does hereby approval the goals, policies and objectives contained within the Revised Stinson Beach Community Plan and does further approve minor revisions and modifications as recommended by the Planning Commission.

PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of Marin, State of California, on the 25th day of June, 1985, by the following vote to-wit:

AYES: Supervisors: Al Aramburu, Gary Giacomini, Harold C. Brown, Jr., Bob Roumiguere, Robert B. Stockwell

NOES: Supervisors: -

ABSENT: Supervisors: -


CHAIRMAN

ATTEST:

Van Gillespie
CLERK

PREFACE

Through a cooperative arrangement between residents of Stinson Beach and the staff of the Marin County Planning Department, the first Community Plan for Stinson Beach was formulated and, after requisite public hearings, was adopted by the Marin County Board of Supervisors on May 4, 1976.

The concept of community planning evolved from the 1973 Marin County-wide Plan which set forth broad public planning policies for general application within Marin County. The 1973 Plan further contemplated the development of more detailed local plans which might address issues of local importance and at a higher level of detail.

As contemplated, community plans were intended as relatively short-range action plans with a lifespan of five to seven years, recognizing that there may be need for revision and change based upon current community needs.

Although the original Community Plan for Stinson Beach apparently served the village well, a number of events prompted recognition that a re-evaluation of the 1976 plan would be appropriate. Accordingly, funds and staff time were again allocated in the County Planning Department's budget and a local planning group comprised of interested Stinson Beach residents was revived.

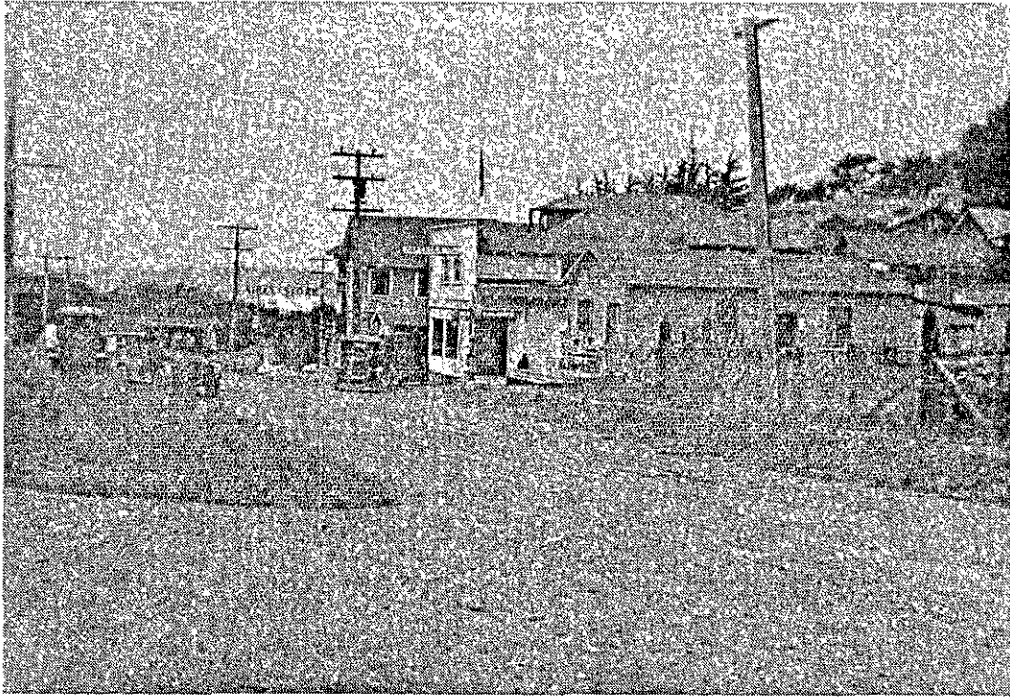
Like the first community planning effort for Stinson Beach, this revised plan represents the cooperative efforts of area residents and the professional staff of the Planning Department. Many of the goals, policies and objectives of the original community plan have not changed; some remain to be implemented. The revised plan also introduced new goals, policies and objectives; the revised plan therefore represents a synthesis of old and new.

As presented on the following pages, the revised plan represents a working draft which will be the subject of public hearings before the Marin County Planning Commission and Board of Supervisors. Through this process, the public will have full opportunity to comment and debate the issues contained within the revised plan.

Comments from individuals on this revised plan are strongly encouraged; they should be directed to the Marin County Planning Department, Room 308, Civic Center, San Rafael, California, 94903.

Rick Borgwardt
Principal Planner

HOW STINSON BEACH CAME TO BE!



Downtown Willow Camp (Stinson Beach), c. 1920

The growth and character of our village has been influenced by the conflict between the lure of our magnificent beach and our geographic isolation. Although we are just 23 miles from San Francisco and its urban areas, we are separated from them by approximately an hour's drive on a narrow, hazardous cliff road, or on an equally hazardous mountain road. It is as though nature had devised the most tempting vacation spot possible, only to make it almost inaccessible.

Because of our wall mountains, the settlers who first came in 1835 to the Spanish grant, Las Baulines Rancho, had to approach by sea. The only safe harbor was the channel mouth of the lagoon at the end of the sandspit which was sheltered from storms by the arm of Duxbury Reef. On the north side of this channel, the harbor village of Bolinas grew up, but the sandspit and the site of our present village, which had no safe harbor, did not develop until land routes were possible. When farming and logging operations started on the east shore of the lagoon and the foothills of our village, the

only access was by sea to Bolinas, by launch across the lagoon, and thence by horseback. The farmers sent their dairy products and the loggers their lumber across the lagoon and out by sea to San Francisco, and their essential supplies were brought back by ship. The first known use of the beach was when herds of cattle were driven to the end of the sandspit and loaded onto vessels in the channel.

The second phase of our development came when land routes were opened up. In 1870 a rough, many curved dirt road was built from Sausalito to the Coast, then along the cliffs to the beach. This road, very slightly modified and with just as many curves, is now State Highway #1. It linked with an equally primitive dirt road along the edge of the lagoon, which was under water at high tide. In spite of the danger of these roads, especially in winter, they were soon used by a horse-drawn stage which brought mail, supplies, and a few hardy travellers to this area. At the same time an eight mile foot trail was developed from Mill Valley over Mt. Tamalpais to the beach. This path became the famous, scenic Dipsea Trail, sections of which were named Cardiac Hill and Steep Ravine, attesting to the difficulty of its ascents and descents. The Dipsea is still hiked by thousands of nature lovers; and since 1905, an annual Dipsea Race attracts crowds of long distance runners and spectators. The third land approach came when a railroad was built from Mill Valley to the top of Mt. Tamalpais in 1896. Halfway up, at West Point Lodge built in 1904, hikers could leave the train and continue on foot down a rough stage road to the beach. (If they wrote ahead, they could sometimes arrange for the stage to meet the train).

To accommodate the hikers and stage passengers, some commercial "tent-cities" sprang up on the beach, and one of these camps, called "Willow Camp", gave the village its first identifiable name. As the tourists increased, a hotel, Dipsea Inn, was opened on the sandspit in 1904. In spite of the difficulty of access, or possibly because of it, a group of beach enthusiasts began to make the pilgrimage on weekends and in summer from places as far distant as Berkeley, Alameda, Oakland, and San Francisco.

The success of these early ventures attracted resort developers, and plans were made for a railroad extension from Mt. Tamalpais down Steep Ravine, along the sandspit over a drawbridge to Bolinas, then up the Olema Valley to Pt. Reyes where a connection could be made with the existing railroad from San Rafael. The earthquake of 1906, one of whose centers was the Olema Valley, brought these plans to an abrupt halt, and they have never been mentioned since!

In spite of the earthquake, 1906 was a momentous year for the village, as the first land development, the Stinson Subdivision No. 1, was opened that year. This tract included most of what we now call Old Town on the hillside of the main street; and since its opening, the name Stinson Beach has been used to identify the whole village. Two large resort hotels with restaurants were soon built on the main road, and small homes and vacation cottages began to appear on the hillside.

From this beginning until World War II, Stinson Beach showed steady growth. More vacation homes were built, not only in Old Town but in the new beach subdivisions of the Calles and the Patios, to the north of the present Federal Park; a little red school house was built in 1917, and a new road, later aptly called Panoramic Highway, was opened over Mt. Tamalpais in 1928. In the Thirties, social organization of the town began. Because of its isolation, Stinson Beach had become used to looking after itself, and by 1921 a volunteer fire group had been formed. In 1939 the Stinson Beach Fire Protection District was established, the first tax-supported elective body of the town. The Progressive Club, organized in the early 30's, was instrumental in getting the County to take over maintenance of the village roads, to install street lights, and make other improvements. A Community Church group was started in 1931, and later a cultural group called the Allied Arts was formed.

Just before the war, the pattern of the town showed more change as outside forces began to shape the future of the village. The opening of the Golden Gate Bridge made Stinson Beach and the whole of Marin more accessible from San Francisco and the East

Bay, and commuting to these areas became a possibility. In 1939 Willow Camp was sold to the County as a park, and its staff was quartered in the village.

At the beginning of World War II, a Coast Guard unit was quartered near the beach with units attached to look-out posts at Steep Ravine and the bluffs behind the town. *War-workers from the Sausalito shipyards, unable to find accommodations in East Marin, found vacation homes to rent in Stinson and began commuting. For the first time the residents were not only "locals" and tourists, but also workers and servicemen from all over the United States. The village now had to meet the needs of a greatly increased population, but because of gas rationing, it was even more isolated and more thrown back on its own resources.*

From 1945 to 1962 additional changes came to the village. Its size was geographically enlarged by the opening of new subdivisions: the Stinson Beach Highlands on the hills behind Old Town, the second home subdivision of Seadrift on the sandspit, and large parcels of land on Panoramic Highway. The County Park was taken over and further developed by the State, a remote agency, frequently unresponsive to the increasing problems of the town. Another social change taking place was the presence of a larger population of permanent residents, many of whom were retired and had different needs than tourists. There was a demand for more social events, and better utilities and public services were required.

The town groups which already existed, the Volunteer Firemen, the Church, the Progressive Club, the Allied Arts, and a newly organized Parent Teacher Club joined to build a Community Center on the land donated to the village by the Stinson family. Money was raised by a series of beach carnivals and local contributions. With all volunteer labor, the task was accomplished, and in 1949 the Fire House was completed followed by the Community Center Building in 1953, and the Community Church in 1962. Stinson Beach was still looking after itself! In 1960 in an attempt to solve wastewater disposal problems, the Stinson Beach County Water District was established, and the village had its second tax-supported elective body.

Since the beginning of the sixties, a more socially aggressive atmosphere has been noticeable. Whereas the early settlers were mostly businessmen geared to the needs of tourists, the later residents began to worry that too many tourists and too much expansion would endanger the unique beauty of the village and its environs. Various groups banded together to stop construction of major roadway improvements through the village; to save the lagoon from commercial development and make it a County park and wildlife reserve; and to encourage the purchase of remaining undeveloped lands for State or National parks.

In 1972 the Golden Gate National Recreation Area was established as a day-use retreat for urban people. State and Federal park boundaries now encircle the village, leaving it as a small island of development. Although the establishment of these parks was supported by most residents, an ironic situation has developed: the natural beauty around the village is safe for all time, but the village itself is in danger of being destroyed by the ever increasing flood of cars and tourists.

However, the transfer of the beach to the National Park Service was one of the best things to happen to the Village. The rangers have become an integral part of the village infra-structure. They belong to the Volunteer Fire Department, help sheriff's deputies when incidents arise, were invaluable in the two terrible winters of 1982 and 1983 when sections of the town were destroyed, and they also serve on the Fire Department's Ambulance Corps as well as on the Coastal Ambulance which is financed by the federal government to cover medical emergencies during the visitor impacted summer months.

The town's first Community Plan was approved by the Marin Board of Supervisors in May, 1976. That same year the Village Association was formed to pursue the goals and policies of the Community Plan and to provide a forum to discuss matters which could materially affect the village. The Association also keeps the residents informed of decisions made by local, County, State and Federal agencies.

In 1977 the town passed a \$600,000 bond issue to rehabilitate the water system. Since the project was completed in 1983 the village has had an abundant supply of water, although the cost to users has risen. Another major step was the establishment in 1978 of a wastewater management system under the control of the Water District. Except for difficulties during flood conditions the town's control of wastewater meets the Water Quality Control Board's requirements.

In 1984 the greatest problem the town faces is the aftermath of the destructive storms in 1982 and 1983. The beach has not recovered, especially where sand dunes have been obliterated or reduced by two thirds. As yet the installation of over a mile of "armor rock" rip-rap on the sandspit and several concrete sea walls in the Calles have not been evaluated.

The Village Association formed a disaster task force early in 1983 to study whether measures could be taken to mitigate future storm damage. With funds from Marin County and the San Francisco Foundation the task force hired a consulting engineering firm to see what could be done to preserve homes on the beach and to retain the town's greatest asset, its unique four miles of sandy beach. The report is now being evaluated and reviewed by the community. No decision has been reached regarding the many and varied mitigation measures contained in the report.

INTRODUCTION TO THE STINSON BEACH PLAN



Large Oak Tree at Stinson Ranch, c. 1910

In spite of the fact that the residents of Stinson Beach have widely diversified backgrounds, they are united in their attachment to their village, and deeply concerned about its future. It is hoped that the rural atmosphere and the individualistic character of the village CAN BE PRESERVED. The residents are very conscious of the fact that they live in one of the last unspoiled beauty spots of the California coast. They do not wish to see this unique panorama spoiled by unrestricted commercial development, high-rise condominiums, trailer parks, or large parking lots.

Many residents love this place so much that they are willing to sacrifice time and convenience to live here. Certainly the half-hour plus commute to east Marin or San Francisco takes time, tires, and brakes and makes less accessible the ordinary comforts of living in the 80's; i.e. large shopping areas, medical care and hospitalization, high schools and colleges, movies, plays, concerts, etc. The residents sometimes have the

uneasy experience of being cut off from county emergency help if winter slides make roads impassable. Yet these problems have produced an authentic community spirit and feeling of independence. This feeling of community spirit is highlighted in disaster situations, such as existed during the floods of 1945, 1955, 1982, and 1983 when members of our volunteer fire and ambulance corps responded.

This proud "do it yourself" tradition is now threatened by outside forces over which the village has no control. Suddenly it is surrounded by agencies with strange impersonal names e.g. GGNRA, ABAG, State Coastal Commission. These agencies have been preparing plans for Stinson Beach, plans that promote increased tourist and recreational activities, without consideration of the area's geographic isolation or the utilities and facilities designed principally for the resident community.

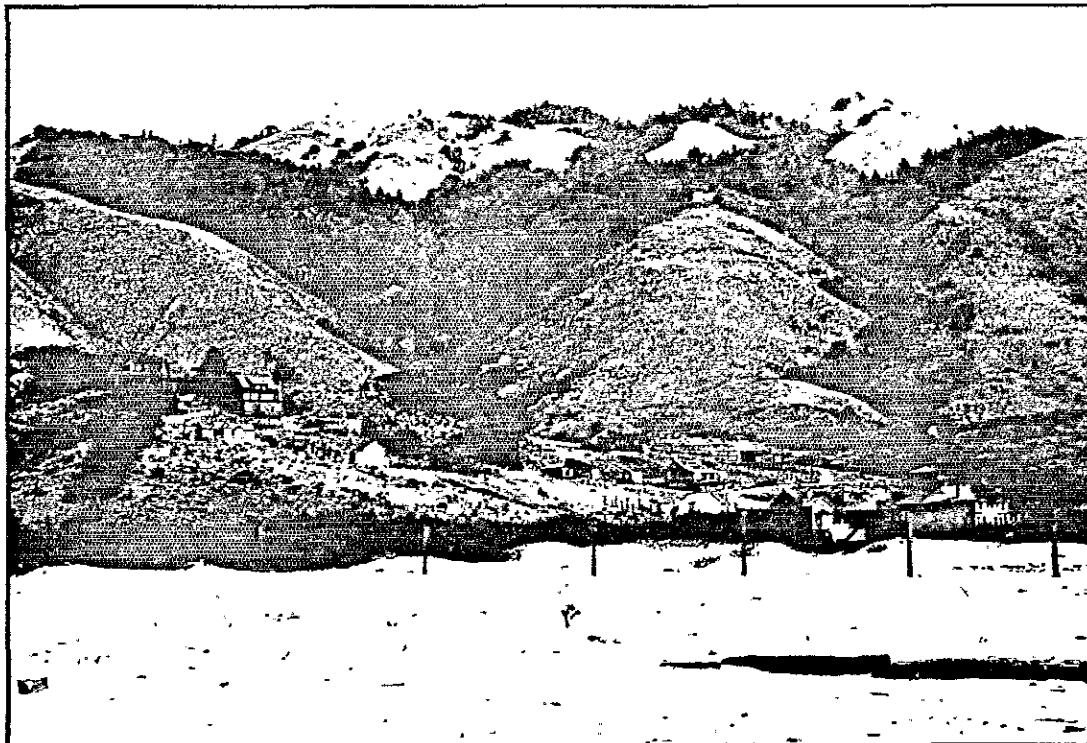
It would be absurd to expect the unincorporated village to finance facilities and services that could cope with the estimated 10,000 to 15,000 tourists who visit the beach on a sunny day. To compound the problem the Golden Gate Transit, GGNRA, and the State Coastal Commission have encouraged inhabitants of the state to visit Stinson Beach, or to drive up the coast, worsening traffic congestion within the village.

The residents of Stinson Beach, grateful for the beauty which surrounds them and willing to work hard to solve their own problems, are concerned by the constant threats to their environment and the individualistic character of the village.

THEREFORE THE FOLLOWING THREE GOALS ARE OF PARAMOUNT IMPORTANCE:

1. The rural atmosphere and individualistic character of the town must be preserved as a prime consideration.
2. The relative safety, security, and privacy of the residents must be maintained and improved.
3. The Stinson Beach Village Association, a monitor organization, must actively pursue the general goals and specific policies of this plan and endeavor to represent the best interests of the town.

STATEMENT OF COMMUNITY PRIORITIES



View of Willow Camp (Stinson Beach) from the Beach, c. 1915

Included within this updated Community Plan are numerous Goals and Policies which residents of Stinson Beach will seek implementation on. It is recognized that these elements represent differing values of importance and significance. Similarly it is recognized that varying degrees of difficulty and cost will be experienced in achieving these Goals and Policies.

Therefore the following priorities have been adopted by the Stinson Beach Village Association to serve as important guidelines for the future direction of our Community. Policy numbers shown in parentheses refer to text position and comment.

PRIORITIES FOR ACTION BY RESIDENTS OF STINSON BEACH:

1. Continue support of the Stinson Beach Fire Protection District activities and the exemplary services provided by the Volunteer Firemen and the Ambulance Corps.
(Policy 6.1 C)

2. Continue support of the Village Association's efforts in upholding elements of the Community Plan; i.e. opposing local offshore oil development, providing review and recommendations on development applications and variances requests. (Policy 2.0 & 4.0 I, J)
3. Support the Community Disaster preparedness plan. (Policy 6.2 C)
4. Support construction of a general-use bridge across Easkoot Creek/Upper Bolinas Lagoon at the site of the old causeway to carry vehicular traffic between Highway #1 and the Seadrift gate. (Policy 1.1 C)
5. Support the Stinson Beach County Water District's efforts in maintaining a wastewater management program. (Policy 6.1 A)
6. Aid in encouraging the following service facilities recommended by residents:
 - a. A baseball/soccer playfield (Policy 7.0 D)
 - b. Cable or satellite television system (Policy 7.0 F)
 - c. Public restrooms in the downtown area (Policy 7.1 K)
 - d. A laundromat (Policy 4.0 D)
7. Discourage any expansion of the areas designated for multi-family housing development. (Policy 4.0 K)

PRIORITIES FOR ACTION BY THE COUNTY OF MARIN:

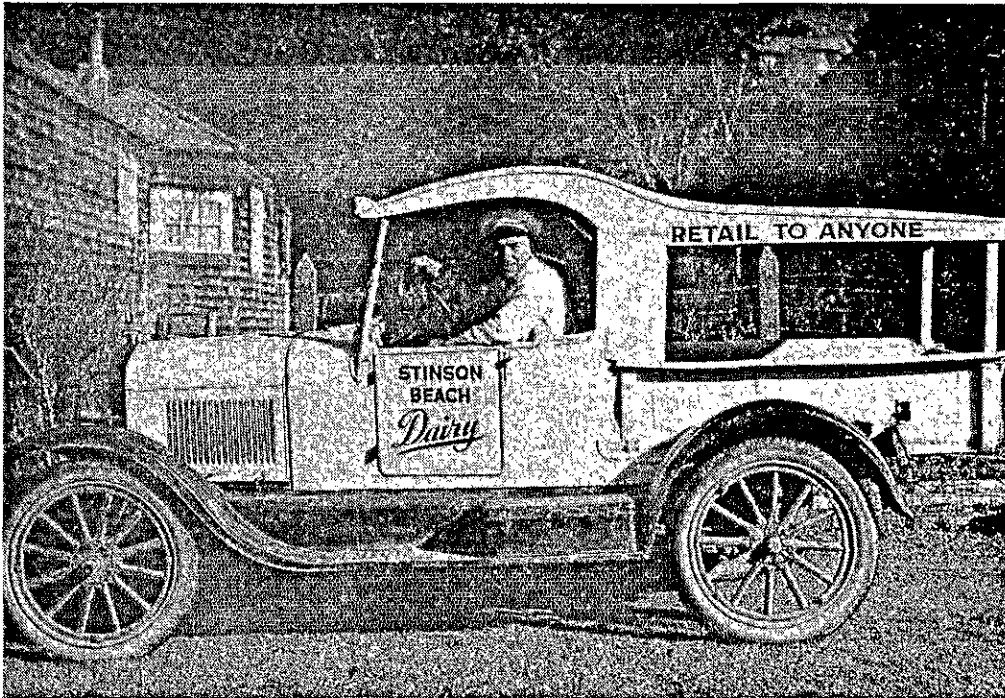
1. Retain current zoning policies and height limits throughout Stinson Beach. (Policy 4.0 A, E, F, G, & H)
2. Develop paved and signed turn-outs along Panoramic Highway. Discourage any programs to widen or straighten Panoramic. (Policy 1.2 A & E)
3. Provide a traffic control officer from the Sheriff's Department at the downtown area on busy weekends throughout the year. (Policy 1.0 E)
4. Support provision of a later bus service for high school students, allowing participation in after-school activities. (Policy 7.0 C)
5. Support over-the-hill shuttle service. (Policy 1.3 H)

6. Develop a program for the eradication of noxious non-native weeds such as pampas grass and broom. (Policy 3.0 F)
7. Address the overwhelming concern of residents about delinquency, loitering and vandalism in the downtown area. (Policies 6.0 C & 7.0 C)

PRIORITIES FOR ACTION BY STATE AND FEDERAL AGENCIES:

1. Develop a southern entrance to the GGNRA Beach Park. (Policy 1.0 A)
2. Develop hostel facilities at Christmas Tree Ranch for hikers and bicyclists. (Policy 7.1 G)
3. Develop a program leading to the eradication of pampas grass and broom. (Policy 3.0 F)
4. Construct a bicycle lane along Highway #1. (Policy 1.2 D)
5. Establish an early warning sign system for traffic and parking conditions in the West Marin parklands. (Policy 1.0 D)
6. Discourage any program to widen or straighten Highway #1 or Panoramic vehicular lanes. (Policy 1.2 E)

CIRCULATION



Dairyman Joe Avila, c. 1924

During the summer season and on three-day weekends, Stinson Beach suffers its worst and most obvious traffic problems. The village is but a 45-minute drive from most of the cities in Marin County, and is within convenient driving and public transit distance from the rest of the Bay Region. With the main beach incorporated into the Golden Gate National Recreation Area (GGNRA) many visitors from near and far have found that Stinson Beach is a great destination in itself and a fine rest stop while traveling along Highway #1.

Traffic congestion is the primary circulation problem. Most park traffic approaches Stinson Beach from the south. Highway #1 runs through the center of the Village and acts as its "Main Street." Motorists destined for the park must pass through this center to reach the park entrance just north of it. A left turn must then be made, across traffic, into the park. Because of insufficient parking within the park on heavy

traffic days and a preference by some visitors for the less crowded county beach which tolerates dogs, the shoulders of nearby streets and Highway #1 are used for parking, both legally and illegally. Some show a complete disregard for "No Parking" signs, time limit parking signs, fire hydrants, driveways and residents' parking areas. Emergency vehicles are sometimes forced to reroute to their destination; vital time may be lost in answering fire, ambulance and police calls.

The development of a southern entrance to the GGNRA beach to relieve downtown traffic congestion is a long-sought community goal. Various proposals have been advanced and studied; the development of such a vehicular entry to the park using an *existing service road in the vicinity of Arenal Avenue at its intersection with Highway #1* appears the most feasible on the basis of right-of-way availability and cost. Egress from the park on crowded days is now augmented by use of the exit at Marine Way which seriously impacts upon the residents of both Marine Way and Arenal Avenue, which must both be traversed to reach the highway. Also, the angled intersection of Marine and Arenal is particularly hazardous for motorists and pedestrians from each of these streets.

Lack of emergency access roads for most parts of the village is another matter of concern. There is only one route serving the Calles, Patios and Seadrift: Calle del Arroyo. There is a flooding problem at the north end of Calle del Arroyo during heavy storms accompanied by high tides. Buena Vista and Calle del Mar are the only exits for Old Town and the Highlands. Because of increased building in the Highlands and Seadrift, which has seen 35 new residences in the last few years, alternative access must be developed.

Other circulation problems of concern to residents and visitors alike include duplication of street names, street lighting and signing, signing for the park, and stop signs for the park's entrances and exits.

Finite parking within the park affects circulation throughout the community. The 1979 GGNRA General Management Plan calculated that a maximum of 9,334 people visit the Stinson Beach/Mount Tamalpais area per day, perhaps 25 to 50 days per year. Since then Stinson Beach has experienced as many as 14,000 visitors per day. Therefore, public transit must be encouraged and information about parking conditions must be disseminated to motorists before they embark on the two approach roads: Highway #1 and Panoramic Highway. New turnouts and guard rails on Highway #1 have improved that road's circulation and safety. Turnouts with appropriate signing are still necessary on Panoramic Highway. Both highways need to provide for bicyclists. This is especially imperative with Steep Ravine cabins now converted to a primitive hostel.

CIRCULATION GOALS AND POLICIES

GENERAL GOALS: VEHICULAR, PEDESTRIAN, AND EQUESTRIAN CIRCULATION WITHIN THE VILLAGE OF STINSON BEACH SHOULD BE IMPROVED OR MODIFIED WHERE NECESSARY AND MAINTAINED REGULARLY.

Objective 1.0: Circulation and traffic conditions should be improved.

Policies:

A. A southern access road to the GGNRA Beach should be constructed utilizing the beach service road right-of-way adjacent to Arenal Avenue. (See Map A.) This would facilitate movement of beach-bound cars and buses directly into the park, freeing the village center of the present congestion and giving visitors an incentive to use the beach parking lot. The ultimate design of the new south entrance should consider, and if possible mitigate, the following:

1. Noise and emission pollutants upon nearby residential properties.
2. Curvatures and gradients suitable for the accommodation of recreational travel busses.
3. The maintenance of ingress and egress of vehicles to homes located to the south of the service road right-of-way.
4. Storage or stacking lanes within State Highway #1 south of the proposed new access road.
5. Sight distance and traffic control measures north of the proposed new access road for vehicular traffic moving southbound.
6. Disruption to and/or relocation of public utilities within and near the proposed new access road, including power, communication, domestic water distribution lines and fire hydrants.

The existing northern access road would remain unchanged except for the elimination of the toll kiosk.

- B. A traffic problem identified at the intersection of Farallones, Lincoln and Belvedere has been mitigated by stop signs there.
- C. Insufficient parking within the Stinson Beach Park impedes circulation throughout the community. We suggest GGNRA investigate using some of their other lands, state and/or county lands in conjunction with a shuttle system. White Gate Ranch is one possibility.
- D. Motorists should be notified of the highway congestion and parking conditions before they commit themselves to Highway #1 or Panoramic Highway. At the minimum, park rangers and/or CHP officers should inform key radio stations when full parking lots are imminent and the highways are at capacity. More effective yet would be signs placed on Highway 101 a couple of miles both north and south of the Stinson Beach/Highway #1 exits indicating the same when conditions warrant.
- E. Continue the traffic control services of the CHP and Sheriff's personnel at the intersection of Highway #1 and Calle del Mar during peak traffic periods.
- F. Certain street names should be modified to omit duplication. (See Map C.)
- G. Worn street names and traffic signs should be replaced.
- H. Safe and easily reached pathways for pedestrians, bicyclists and equestrians should be developed. Limited shoulder improvements along State Highway #1 together with striping could provide a bikeway within Stinson Beach.

Objective 1.1: Emergency/access roads should be developed and maintained.

Policies:

- A. The road from the top of Avenida Farallones to the old Stinson Ranch should be maintained for emergency access. (See Map C.)
- B. If alternative routes cannot be determined and secured and if environmentally feasible, the original fire road near the top of Laurel Avenue south to Panoramic should be reconstructed and maintained. A new vehicular bridge paralleling the foot bridge is necessary. (See Map C.)

- C. A bridge for general use should be constructed reconnecting Highway #1 to the Old Seadrift causeway at the northerly end of Calle del Arroyo in order to provide better access to the Patios and Seadrift. The specific location and alignment of the bridge and connecting roadways should take careful consideration of the extremely sensitive *environmental conditions of this location*.
- D. All emergency roads should be gated AND LOCKED TO PREVENT unauthorized use by motor vehicles. Note: most emergency roads in Marin County have been traditionally used on a courtesy basis for hikers, bicyclers and equestrians. This policy should continue.
- E. Follow the recommendations of the Disaster Task Force Committee regarding flooding along Calle del Arroyo, and determine with the help of Marin County Public Works Department means of financing remedial measures.

Objective 1.2: Highway safety should be improved.

Policies:

- A. More turnout areas, large enough for busses, should be established along Panoramic Highway. Signs stating "slow traffic use turnouts" and "turnout, X miles ahead" should be posted on Panoramic Highway and Southbound Highway #1.
- B. Guard rails should be constructed along Panoramic Highway where there are hazardous turns or steep bluffs.
- C. Road center reflectors, lines, and roadside white lines should be maintained on Highway #1 and Panoramic Highway.
- D. Bicycling is hazardous on both Panoramic Highway and Highway #1 for bicyclists and motorists. Paved and signed bicycle paths should be constructed.
- E. Neither Panoramic nor Highway #1 should be widened or straightened.

Objective 1.3: Public transit should be encouraged as a means of alleviating traffic problems.

Policies:

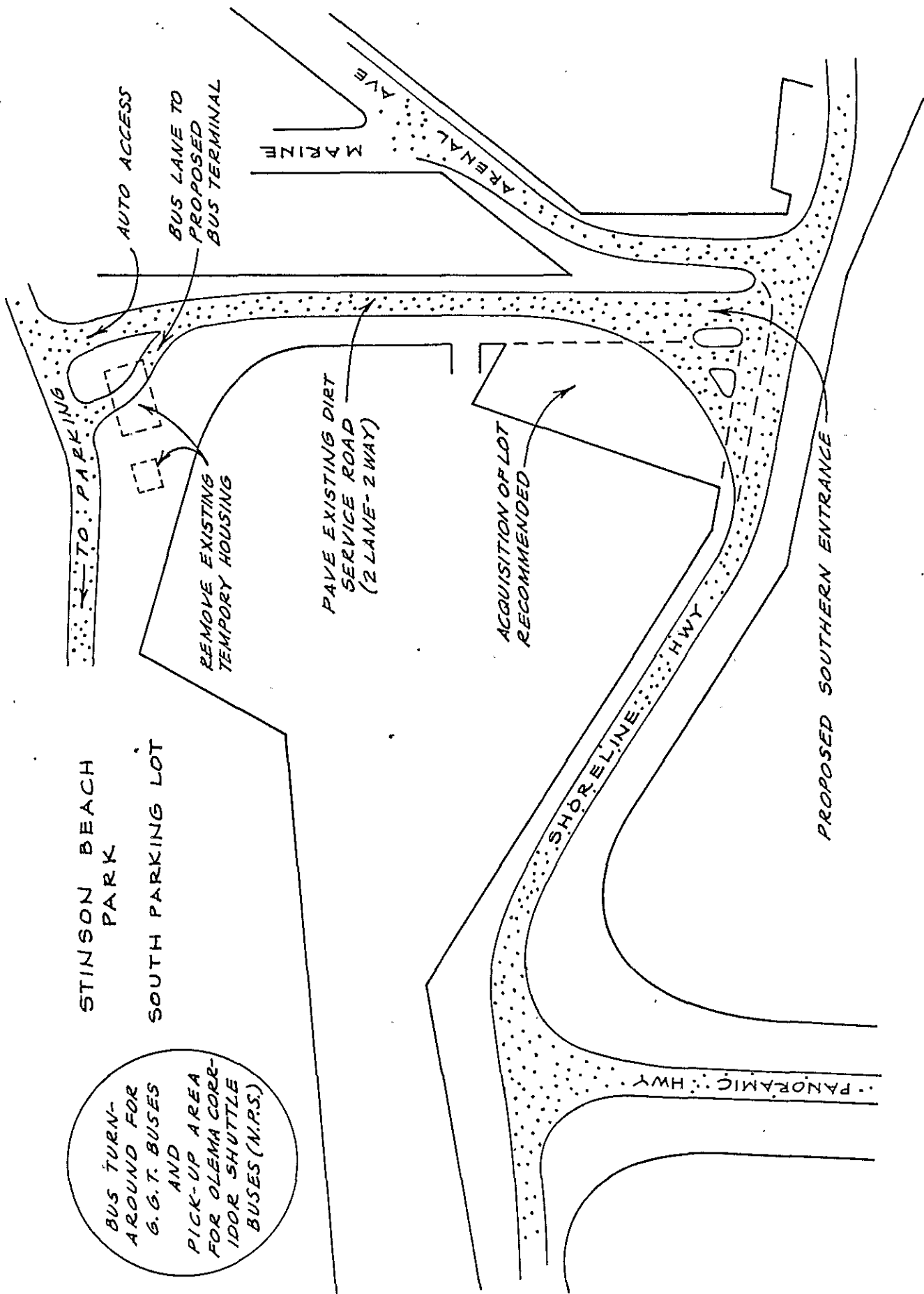
- A. Recreational busses should discharge and receive passengers within the Stinson Beach GGNRA Park to minimize traffic congestion.
- B. A shuttle service utilizing mini-busses should connect on schedule with recreation travel busses in the south park area. (See Map A.) This system, if provided, would serve passengers destined to and from the Olema corridor and the Pt. Reyes National Seashore. These busses would exit and enter through the existing northern access road to the GGNRA Beach Park.
- C. Shuttle bus service should be developed if an additional parking area can be instituted outside the GGNRA Beach Park.
- D. Visible, attractive bus schedules should be posted at all major transit stops and within the town. Road areas should be clearly marked for bus stops within the village.
- E. "No Parking" signs with fees for violations noted should be posted.
- F. During commuter periods, busses may continue to pass through the village, stopping northbound at a transit shelter on Highway #1 in the vicinity of Calle del Mar; southbound on Highway #1 at transit shelters at Calle del Arroyo and at Calle del Mar.
- G. No more stop signs should be erected in the village.
- H. The over-the-hill stage should be reactivated.
- I. A staging area and information kiosk should be developed in the downtown area of Stinson Beach.

Objective 1.4: Parking restrictions must be clarified and enforcement continued.

Policies:

- A. Parking signs with fees for violations on the ocean side of Calle del Arroyo should state "No Parking This Side" and should be kept clear of shrubbery.

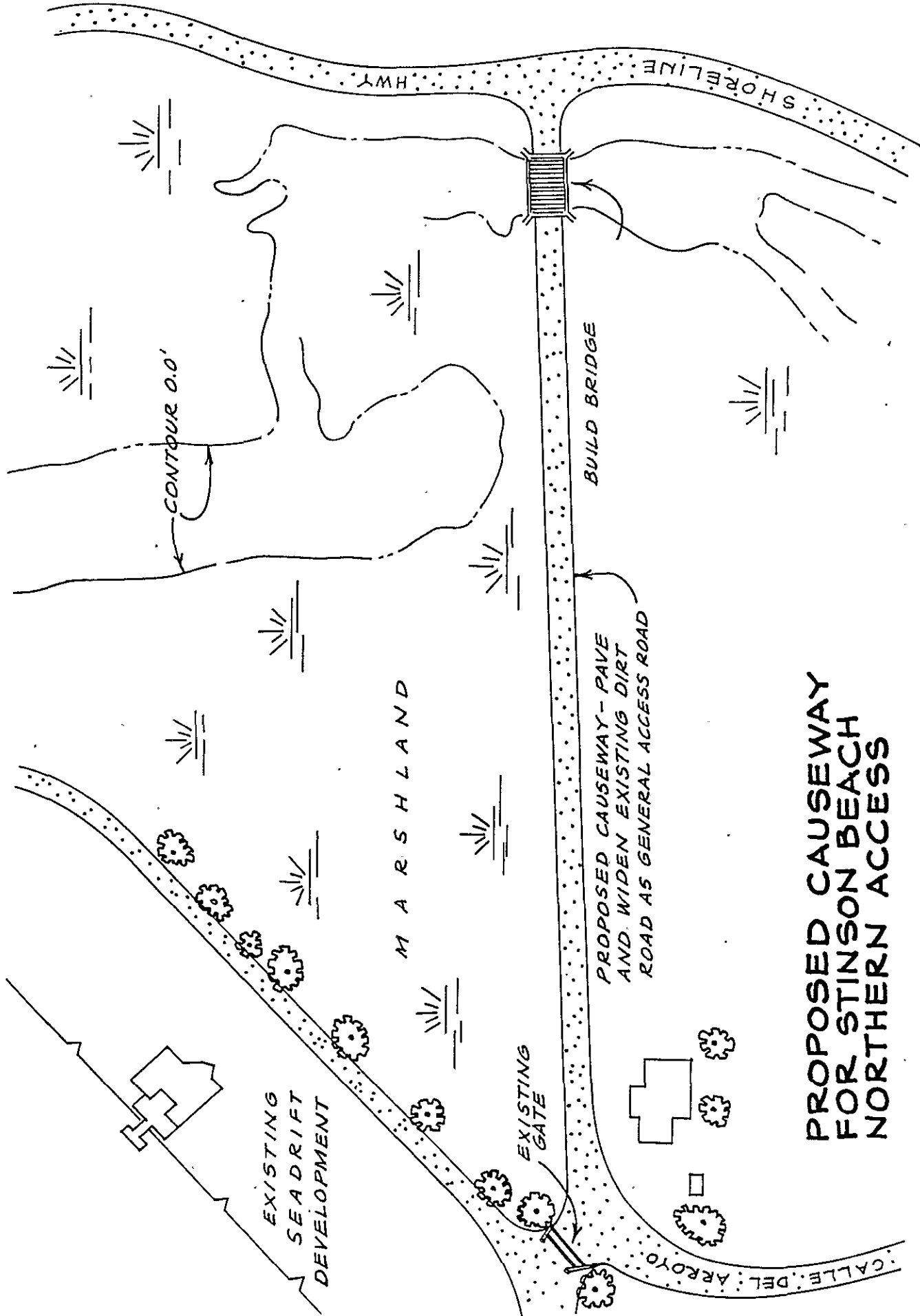
- B. Prohibition of overnight parking within the village should be signed and then enforced. Problem areas include Belvedere, near the church, the intersection of Arenal and Calle del Mar, and the old hotel site.
- C. Continue the Sheriff's parking enforcement program during periods of high visitation to the GGNRA Beach Park. An officer should be used to control traffic in the downtown area during these periods throughout the year. (See Policy 1.3 G above)



BUS TURN-AROUND FOR G.G.T. BUSES AND PICK-UP AREA FOR OLEMA CORRIDOR SHUTTLE BUSES (N.R.S.)

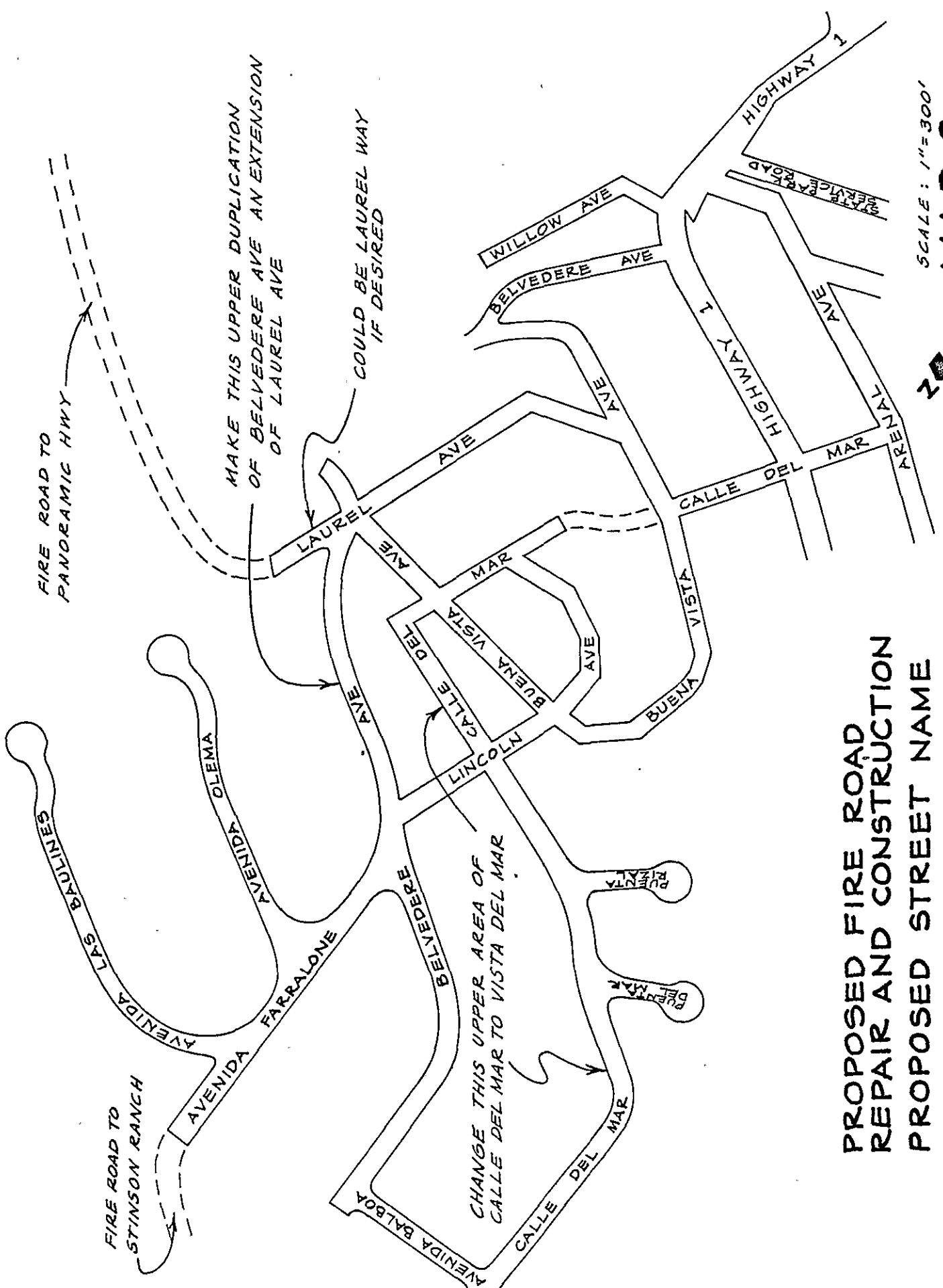
SCALE: 1"=100'
MAP A

PROPOSED SOUTHERN ENTRANCE TO STINSON BEACH PARK



SCALE: 1"=100'
MAP B

**PROPOSED CAUSEWAY
 FOR STINSON BEACH
 NORTHERN ACCESS**

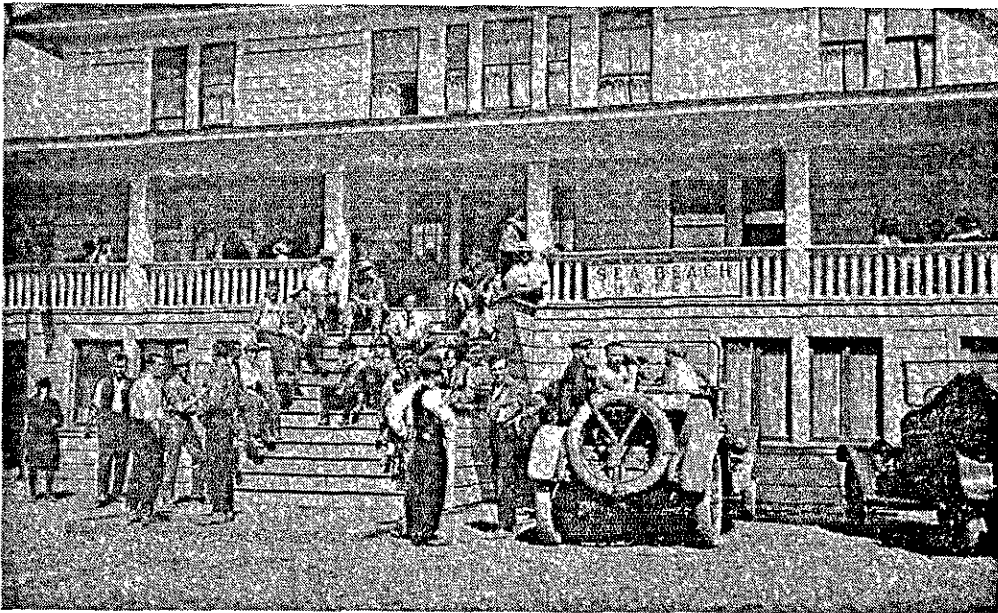


PROPOSED FIRE ROAD
 REPAIR AND CONSTRUCTION
 PROPOSED STREET NAME

SCALE: 1"=300'

MAP C

COMMUNICATION



A Gathering Probably for the Dispea Race, c. 1915

Stinson Beach has some well established lines of communication but more need to be developed.

The formation of the Stinson Beach Village Association on May 10, 1976, provided a local forum for discussion of ideas and policies which materially affect the village. The Association also acts as a liaison between the village and outside agencies.

To further the dissemination of news, the Village Association has maintained a bulletin board next to the post office. The Association also mails minutes of its meetings to over one hundred and fifty sustaining members and copies of their proceedings to the Stinson Beach Library. There are auxiliary bulletin boards at Ed's Superette, the book store and the Community Center.

New residents often find it difficult to learn of local groups and activities. It has been suggested that the Association print an informative pamphlet which would be sent to new post office box holders. Another suggestion is that a visitor's kiosk be placed in the center of town for the posting of essential information.

Two West Marin newspapers, the COASTAL POST and the POINT REYES LIGHT, cover *Stinson Beach* activities. Residents should be encouraged to use the newspapers as forums by writing letters to the editors.

COMMUNICATIONS GOALS AND POLICIES

GENERAL GOALS: BETTER COMMUNICATION WITHIN THE TOWN SHOULD BE DEVELOPED. COMMUNICATION BETWEEN THE TOWN AND OUTSIDE AGENCIES SHOULD BE FURTHER DEVELOPED.

Objective 2.0: More methods should be developed for increasing the flow of information.

Policies:

- A. An information pamphlet about local groups, their purpose, meeting times and places should be printed and distributed to residents, especially newcomers.
- B. A kiosk on which bus schedules and church, school, fire, water and emergency numbers and information could be posted is needed, centered in town, on Highway #1.
- C. Residents should be encouraged to make better use of those modes of communication which currently exist.
 1. Participation and membership in the Community Center groups: Allied Arts, Community Church, Parent-Teachers Club, Stinson Beach Volunteer Firemen, and the Stinson Beach Village Association.
 2. Utilize the local newspapers to spread information.
 3. Utilize the town bulletin boards.
 4. Refer to the County branch library as a source of information on Village and County activities.

THE ENVIRONMENT



Panoramic View from the End of the Sandspit, c. 1929

NATIVE FEATURES AND CHARACTERISTICS

1. Nature of Terrain:

This beach area is characterized by a long strip of sandy beach, dunes, rip-rap and beach grass and by steep hills and narrow canyons rising approximately 1000 feet on the shoulder of Mt. Tamalpais. The hillsides around and above the village are chapparal covered, supplemented with home plantings of decorative shrubs, evergreens and deciduous trees. The sand and sea grass areas abuts on the ocean and Bolinas Lagoon as well as the salt marshes. The canyons are heavily grown over with laurel, buckeye, alder, and willow along the watersheds, and red fir and redwood on the slopes.

2. Wildlife:

The beach, lagoon, marsh, hillsides, and canyons attract a large variety of land and sea mammals, fish and birds. The lagoon and marshes serve as a resting place for thousands of birds on the Pacific flyway. Clouds of Monarch butterflies frequent and breed in cypress and pine clumps in the village.

3. Problems:

Domestic and feral animals threaten the wildlife, but the area of semi-wilderness maintained by the parks surrounding the village allow for the replenishment of the fairly numerous wild species now here. The lagoon area is monitored occasionally by a County naturalist and Audubon Canyon Ranch, Pt. Reyes Bird Observatory and GGNRA provide protection of the beach, the canyons and upland meadows. The over-planting of Monterey pines have obliterated many views, and utility poles, wires, and transformers blight views also. Non-indigenous plants are spoiling and endangering the terrain.

4. The Presence of Man:

Since arriving in what is now Stinson Beach man has wrought many changes in the environment. *Narrow circuitous streets cut the contours of the hillsides, a solid wall of rip-rap rims half of the beach, and the build-out of subdivided lots reduces open space.* Few changes demonstrate reasonable sympathy for native conditions.

ENVIRONMENTAL GOALS AND POLICIES

GENERAL GOALS: THE NATURAL RESOURCES OF THE TOWN SHOULD BE PRESERVED, PROTECTED AND, WHERE NECESSARY AND FEASIBLE, RESTORED.

Objective 3.0: Flora and fauna within the town should be preserved and maintained.

Policies:

- A. Owners should be encouraged to preserve large cypress trees which accommodate the annual Monarch butterfly migration.
- B. Owners should be encouraged to preserve large bay tree clumps unless they represent a fire or safety hazard.
- C. Endorse and support the Bolinas Lagoon Plan.
- D. If environmentally feasible, restore the original channel of Easkoot Creek to flow into the lagoon in the vicinity of the old causeway between Calle del Arroyo and Highway #1 to improve the hydraulic action of the lagoon. Such restorative work could be accomplished independent of or coincident with the reconstruction of the causeway for emergency circulation improvement as recommended by Policy 1.1 C. (Page 17)
- E. Seek study and evaluation of combining circulation improvements proposed in this Plan with flood control measures in the GGNRA beach lands adjoining the downtown area.
- F. Seek voluntary removal, from private and public lands, of non-indigenous plant life (e.g., pampas grass and broom) especially in the vicinity of Calle del Arroyo and Seadrift and of Calle del Mar and Balboa.
- G. All trees bordering Easkoot Creek and its tributaries should be preserved if they do not impede stream flow.
- H. The alder grove at the junction of Stinson Creek and the lagoon should be preserved in its natural state.

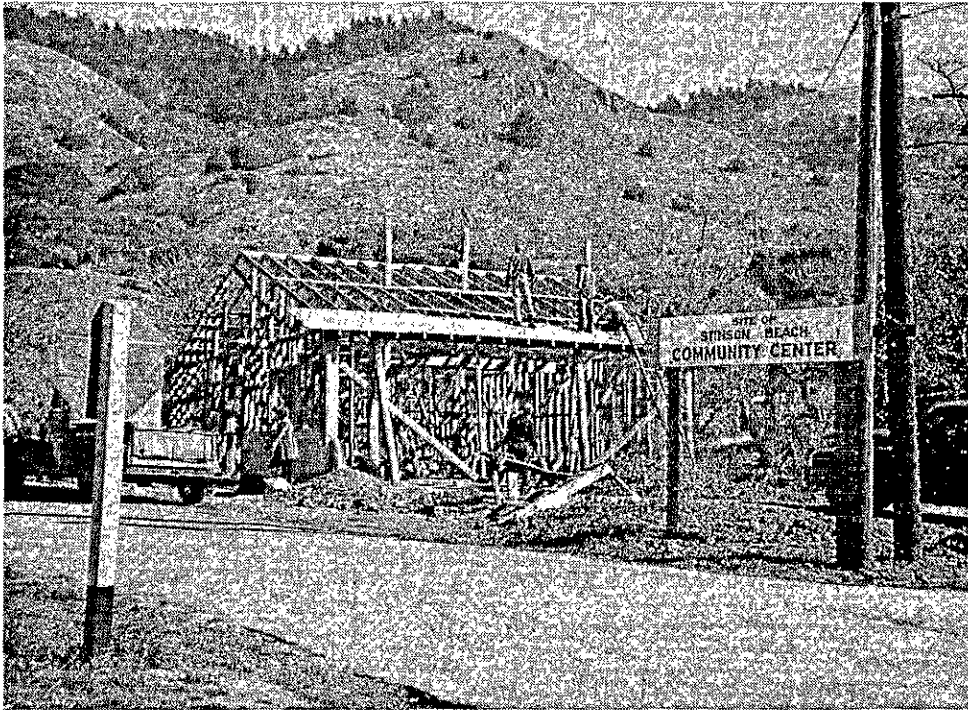
- I. Seek preservation of the undeveloped strip of land within Seadrift that lies between Dipsea Road and the lagoon for open space and lagoon protection purposes.
- J. Refer to and support the Bolinas Lagoon Plan concerning the intrusion of people, dogs, horses and boats in the lagoon.
- K. Seek retention of the Marin County Lagoon Naturalist.

Objective 3.1: A town beautification program should be developed.

Policies:

- A. Seek funding from the County, P.G.&E., and other sources to underground electrical power and communication lines throughout the village.
- B. Urge the county to enforce all applicable codes on signs, zoning densities, and illegally inhabited trailers and vehicles.
- C. Promote mutual agreement on control of the height of trees which inhibit views and overgrown branches which create safety hazards.
- D. Maintain cooperation with property owners, the Sheriff's office and the Highway Patrol in the removal of abandoned vehicles.
- E. Require the design of new commercial structures to conform with the rustic, low profile appearance of the buildings located along Highway #1.
- F. Stinson Beach Village Association strongly recommends that a national conservation and alternate energy program be enacted prior to any energy facility development of the ecologically sensitive northern California coast.
- G. The integrity of the Federal Marine Sanctuary, off-shore from Stinson Beach, must be defended from any other acts which negatively impact the environment, attempts to exploit the area for mineral, oil and gas exploration, and off shore dumping of toxic wastes. Tracts for Lease or Sale should be opposed in coordination with Marin County authorities and the Marin Conservation League.

LAND USE



**Construction of the Firehouse, the First Building
of The Community Center, January 21, 1949**

Stinson Beach has limited opportunity for future expansion since federal and state lands (Golden Gate National Recreation Area and Mount Tamalpais State Park) and the Pacific Ocean surround the village. Accordingly, all future residential and commercial activities will occur solely within these confines. Stinson Beach is already extensively developed and there remain few opportunities for growth.

Presence of the GGNRA has significantly increased the number of day-use visitors to and through the village. If not reasonably controlled this condition could result in substantial pressures for both high density residential uses within the community and increased tourist serving commercial uses. With pressures left unchecked, the cottages which currently provide a good stock of low and moderate cost dwelling units could give way to expensive single and multiple residential units. Also opportunities for the development of resident serving commercial uses within the community could be sacrificed if tourist serving commercial uses are expanded.

While some design review is provided for the downtown area through its Village Commercial-Residential (VCR) zoning, design review for the residential and Highway Commercial areas may be warranted. If so, the existing County Service Area #8 (CSA #8) may provide the necessary framework. Moreover, recorded public opinion believes that the Village Association should continue to review and comment on land use issues, such as variances, land use permits, coastal permits, etc.

A major facet of village life - land use - is not under local control. The Village Association acts as an advisory body only when requested by the County Building or Planning Departments.

Stinson Beach remains affordable for people with low and moderate incomes, in part through the existence of a number of illegal second (and third) units. Currently the county is not expending its limited resources in seeking out and abating these zoning violations. It has, however, enacted an ordinance for the purpose of allowing communities in the unincorporated areas to legalize through regulation, existing second units. The County's standards for legalizing existing second units coincide with village opinion. It is also believed that any application for a new second unit should meet all current property development standards of the residential zoning district in which it is to be located. As housing costs continue to escalate and second units become more endemic, such regulation may become necessary to protect the health and safety of property users and the community.

Considering the limitations of water and wastewater control and fire protection services, the village believes that the construction of multi-family housing, such as condos, apartments, and townhouses should be discouraged.

LAND USE GOALS AND POLICIES

GENERAL GOALS: MAINTAIN THE PRESENT BALANCE BETWEEN COMMERCIAL, RESIDENTIAL AND RECREATIONAL USES WITHIN STINSON BEACH. FOSTER THE MAINTENANCE OF THE PRESENT SOCIO-ECONOMIC DIVERSITY AND LEVELS WITHIN THE TOWN.

Objective 4.0: Restructure land use controls to reflect the general and specific goals of this plan.

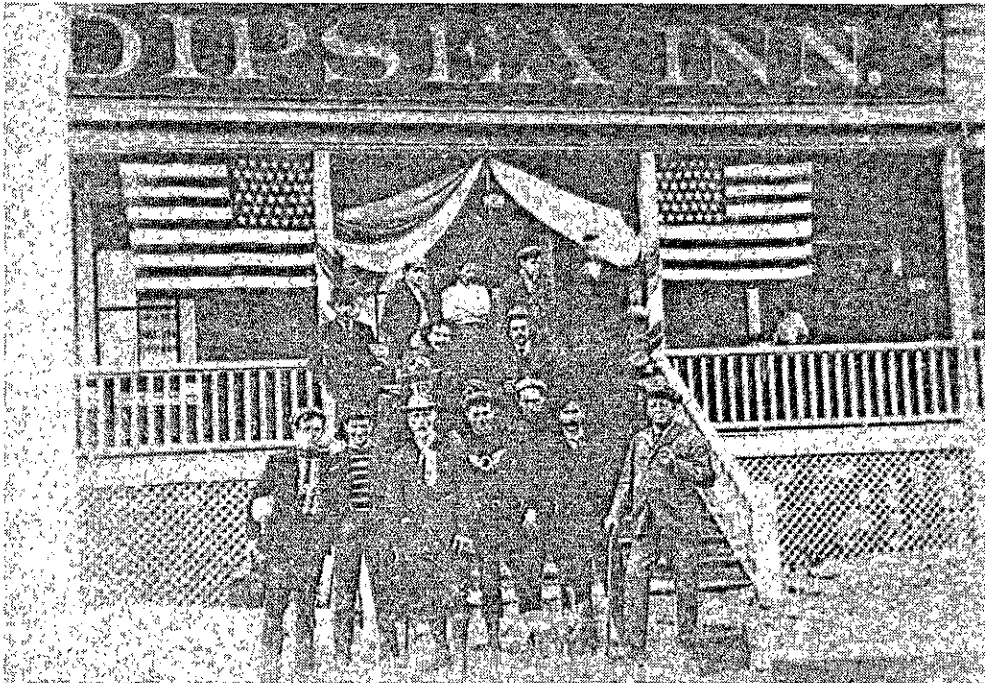
Policies:

- A. Maintain the current potential single family residential densities throughout the community by retention of the existing zoning.
- B. Existing second units should be legalized in accordance with the requirements for the Grant of a use permit as described in Section 22.98.071, Marin County Ordinance No. 2681. Also, the Stinson Beach Water District must certify that the on-site waste disposal system is capable of accommodating the needs of the second unit and that there is adequate water available.
- C. A use permit for a new second unit should adhere to the standards described in Section 22.98.091, Marin County Ordinance No. 2681, except as modified below.
 1. The Stinson Beach Water District must certify that the on-site waste disposal system is capable of accommodating the needs of the second unit and that adequate water is available.
 2. A minimum of one additional off-street parking space is provided.
 3. New detached second units should be permitted only on lots of an acre or more in size, and then only if such a unit would be a less obtrusive alternative.
 4. The new unit shall not unreasonably infringe on the use and enjoyment of neighboring property with respect to light, air, privacy and view.
 5. A separate entrance shall be required if feasible

- D. Maintain the present limits of potential commercial development and activity within the historic downtown area, encourage opportunities for additional resident-serving commercial uses, particularly a laundromat. Limit the establishment of additional visitor oriented facilities by maintaining current zoning.
- E. Within the downtown C-VCR zoned district, no major new visitor serving uses shall be encouraged. Franchised establishments, and others which purvey fast food or take-out foods and/or which create odor, litter or traffic problems, are strongly discouraged.
- F. Maintain the existing C-H-1 and C-R-Z zoning along State Highway #1 south of Calle del Arroyo to recognize established structures and to permit the construction of a limited number of apartment units to serve as a buffer for established residential uses immediately to the west. The following design standards should be observed for new construction:
1. New or replacement structures should, insofar as possible, be located on the ocean side of Easkoot Creek.
 2. Maintain Easkoot Creek and the vegetation along its banks.
 3. Provide access only off the Calles to Highway #1; create no new or additional vehicular access points directly on to the Highway.
- G. Maintain the maximum height for buildings throughout Stinson Beach at 25 feet, except in the Highlands where 17 feet is appropriate and in Seadrift where the height limit specified in the subdivision C.C. & RS and the Local Coastal Plan shall be maintained.
- H. Maintain existing zoning densities for any land proposed for public acquisition; seek reclassification of such lands, only after actual public acquisition, to the OA (Open Area) zoning. Current publicly owned land should remain in OA.
- I. Support strict enforcement of County codes and ordinances.

- J. Variance applications should be screened by the Stinson Beach Village Association with due consideration of the unique characteristics of the subject parcel, the applicant's needs, the neighbors' concerns, and the spirit of applicable zoning.
- K. Other than in the area noted in Section F above, discourage any further development of multi-unit housing.

POLITICAL STRUCTURE



**Gathering at the Dipsea Inn, on the Beach
Across from the Old Causeway, 1906**

Stinson Beach, being unincorporated, is reliant upon the County of Marin or the State of California to provide most needed services.

Currently six organizations serve the village:

1. The Stinson Beach County Water District is administered by a board of five elected representatives who serve four-year terms. It operates and manages the local water supply and monitors the community's individual onsite waste-water systems, and controls the franchise for garbage collection.
2. The Stinson Beach Fire Protection District is administered by a board of five elected representatives who serve four-year terms. The board oversees the Stinson Beach Volunteer Fire Department and the Stinson Beach Volunteer Ambulance Corps. The Volunteer Fire Department furnishes fire protection and rescue work while the Volunteer Ambulance Corps provides emergency medical treatment and

transportation. The board has also developed the Stinson Beach Disaster Plan for inclusion within the Marin County-wide Disaster Plan. (See Appendix A12.)

3. The Bolinas-Stinson Unified School District consists of five elected representatives who serve terms of four years. The District is responsible for education of kindergarten through eighth grade children, development of curriculum, employment of personnel, transportation of its pupils, maintenance of buildings and grounds, and preparation and administration of budgets.
4. The Stinson Beach Flood Control Advisory Board (Zone 5) consists of five appointed representatives who must be resident electors of the zone and who serve in an advisory and budgetary capacity for the Board of Supervisors, acting as the Marin County Flood Control and Water Conservation District. Present flood control zone policy is to maintain Easkoot Creek only.
5. County Service Area #8 is administered by the Board of Supervisors. Staff support is provided by the Department of Public Works. CSA #8 was originally established to provide limited street lighting in Stinson Beach on an as-needed basis.
6. The Stinson Beach Village Association is a volunteer organization established in 1976 to implement the newly adopted Stinson Beach Community Plan and to closely monitor those activities that may affect the quality of village life.

The Village Association is open to all interested residents and property owners for an annual \$2 basic or \$15 sustaining membership fee. Meeting on the first Saturday of every month, the Association is presided over by two co-coordinators, each elected for alternate two-year terms.

Operating as a not-for-profit organization, the Village Association endeavors to:

- (a) Insure that the Community Plan is properly implemented and, as necessary, updated.
- (b) Monitor the actions of all local, state and federal agencies and groups which may have an impact on Stinson Beach.

- (c) Inform village residents and property owners of pending actions by outside agencies and their probable impacts.
- (d) Serve as a community forum to discuss issues and as appropriate, arrive at a consensus on those issues.
- (e) Serve as a lobbying and liason representative with other agencies and groups to convey to them community attitudes and policy positions.
- (f) Keep the village informed of its activities and those of other agencies and groups by posting announcements and minutes of its monthly meetings on the community information board next to the post office, and by mailing copies of its minutes to the sustaining members.

The Village Association has significantly contributed to the community's influence over decisions made by agencies and others affecting Stinson Beach, but without governing and enforcement powers the Association is able to act only as an advisory or lobbying agency.

POLITICAL STRUCTURE GOALS AND POLICIES

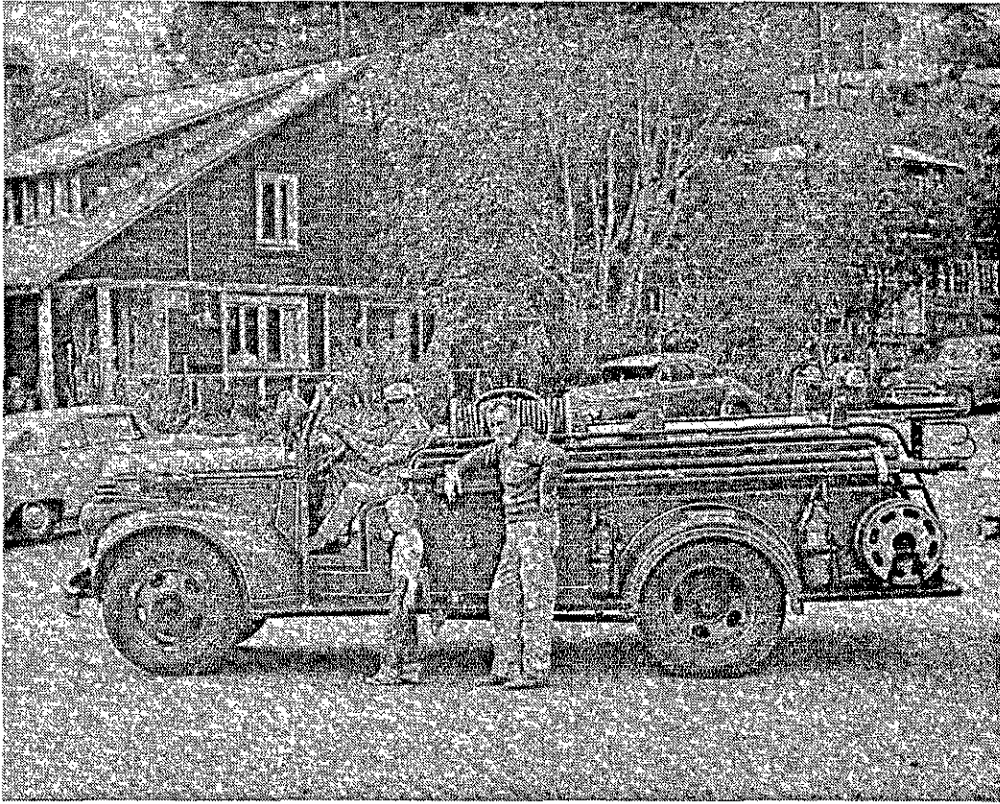
GENERAL GOALS: THE POLITICAL REPRESENTATIVES OF THE VILLAGE SHOULD BE RESPONSIVE AND RESPONSIBLE TO THE TOWNSPEOPLE AND THE TOWNSPEOPLE SHOULD BE ENCOURAGED TO BE RESPONSIVE TO THE POLITICAL NEEDS OF THE VILLAGE.

Objective 5.0: *Information about the operation of all political and governmental agencies should be readily available to the community.*

Policies:

- A. Continue the work of the Stinson Beach Village Association and encourage membership and participation by village residents and property owners.
- B. Periodically conduct surveys to determine community attitudes and needs regarding the village's political structure and provide results and recommendations to appropriate agencies.
- C. Determine whether Stinson Beach desires a design review board.
- D. Request that all local districts post meeting and budget hearing dates, agendas and minutes.
- E. Continue support for the School Board policy of alternating their regular meetings between Stinson Beach and Bolinas.
- F. Encourage balanced representation on all locally elected Boards.
- G. Increase the Stinson Beach Flood Control Board, Zone 5, membership from five to seven, with one member from each neighborhood, i.e. Panoramic, Downtown, Old Town, Calles, Patios, Highlands, and Seadrift.
- H. Form a community committee to monitor the current disaster plan.
- I. Maintain support for advisory committees such as the Library Improvement Society and the Bolinas Lagoon Technical Advisory Committee.

PUBLIC HEALTH AND SAFETY



**Firemen Lloyd Roach, Robert Airey and
Small Friend, July 18, 1959**

As an unincorporated village, Stinson Beach is dependent upon the county for public health and safety services. However, monitoring the status of public health and safety in the village, as well as formulating plans to prevent or eliminate health and safety hazards must be the responsibility of the village.

At present, residents make their own individual health plans. They depend heavily on the local health sources, the well-trained volunteer ambulance services of the Fire District, the Pt. Reyes paramedic ambulance and on the Marin Coastal Ambulance which presently is in operation from May to October. The county offers the occasional services of a public health nurse, a sanitarian and a social worker, but because of the residents' limited awareness of these services there is no regular contact with the county for them. The availability of these services and of health care offerings under the 1975 Health Care Act needs to be repeatedly published. As a gesture toward a request for a

local health clinic, the County Department of Health and Human Services has scheduled a bi-weekly, quarter-day visit by a public health nurse who should be able to estimate the extent and type of health services most needed. In addition, because of the increase in population since 1976, the county should accept more responsibility for health services.

Stinson Beach does not seem to be a lawless community, but it has registered a strong desire for improved police protection. The fact that many of the homes in the village are second homes, lived in only part of the time, and are, therefore, subject to burglaries, requires more frequent and vigilant sheriff's patrols. Burglaries could be investigated more vigorously and the Sheriff's Department should continue an educational program on home protection. Park rangers have been deputized by the county and will in an emergency support the sheriff's law enforcement actions.

The unleashed dogs of Stinson Beach cause a multitude of problems. The County Humane Society should respond to complaints when warranted. Horses, within the Village will be policed by the owners themselves, at their request, so as not to endanger pedestrian traffic within the village. There is marked opposition to their being ridden on the beach.

The community has benefited from improvements in both water supply and wastewater disposal systems. The Water District has installed new lines, a filtration system, new tanks and new wells to meet Department of Health Services requirements. The expansion of lines and upgrading of fire hydrants is continuing and has provided a marked improvement in fire fighting capability.

The Stinson Beach Water District is enforcing the correct operation of on site septic systems and approved alternatives in accordance with State Regional Water Quality Control requirements. All systems are regularly inspected and upgraded when necessary.

Each year the Fire Department surveys the town and issues warnings to residents who have obvious fire hazards such as weedy, overgrown lots, piles of rubbish next to buildings or fences, tree limbs overhanging chimneys. This survey should continue and be supported.

Certain lesser physical improvements should be made to improve the quality of village public health and safety. The state and/or the county should continue to clear weeds along roads and clean drainage ditches before an actual hazard exists. And finally, an end-of-summer clean-up day could be initiated by local residents.

A long-standing proposal by the Fire District and supported by the Village Association is to re-establish the causeway between the Seadrift gate and Highway #1 to alleviate a danger to the Calles, the Patios and Seadrift. The construction of a bridge or re-establishment of the causeway at that point would provide a second general use outlet for traffic from the northerly section of Stinson Beach. This problem should be addressed by the County and CALTRANS. It has been proposed that before any building be allowed southeasterly of the Seadrift fence, the owner of that land deed a county-approved easement to the county for the construction of a new causeway and street.

A disaster plan for the community has been prepared by a special committee and distributed by the Stinson Beach Village Association to residents and landlords. See Appendix II Page A 12 for copy of the plan. A separate plan for the Tamalpais District of the National Park Service is part of a general plan created by the Golden Gate Recreation Area and is consistent with the Stinson Beach Plan.

PUBLIC HEALTH AND SAFETY GOALS AND POLICIES

GENERAL GOALS: THE STATUS OF PHYSICAL HEALTH, SAFETY AND WELFARE OF THE COMMUNITY MUST BE CONTINUOUSLY MONITORED. PLANS FOR ELIMINATING AND PREVENTING PRESENT AND POTENTIAL PUBLIC HEALTH AND SAFETY HAZARDS MUST BE DEVELOPED.

Objective 6.0: Direct services for public health and safety should be improved.

Policies:

- A. Continue to seek health clinic services on alternate weeks from the County.
- B. Try to get the County to support better local emergency medical services.
- C. Seek from the Sheriff's Department increased and improved law enforcement services.
- D. Publicize the Sheriff's Department educational program on property protection.
- E. Seek response from the Humane Society when dog problems exist.

Objective 6.1: Continue improvement on the water supply system, wastewater management, and the elimination of fire hazards.

Policies:

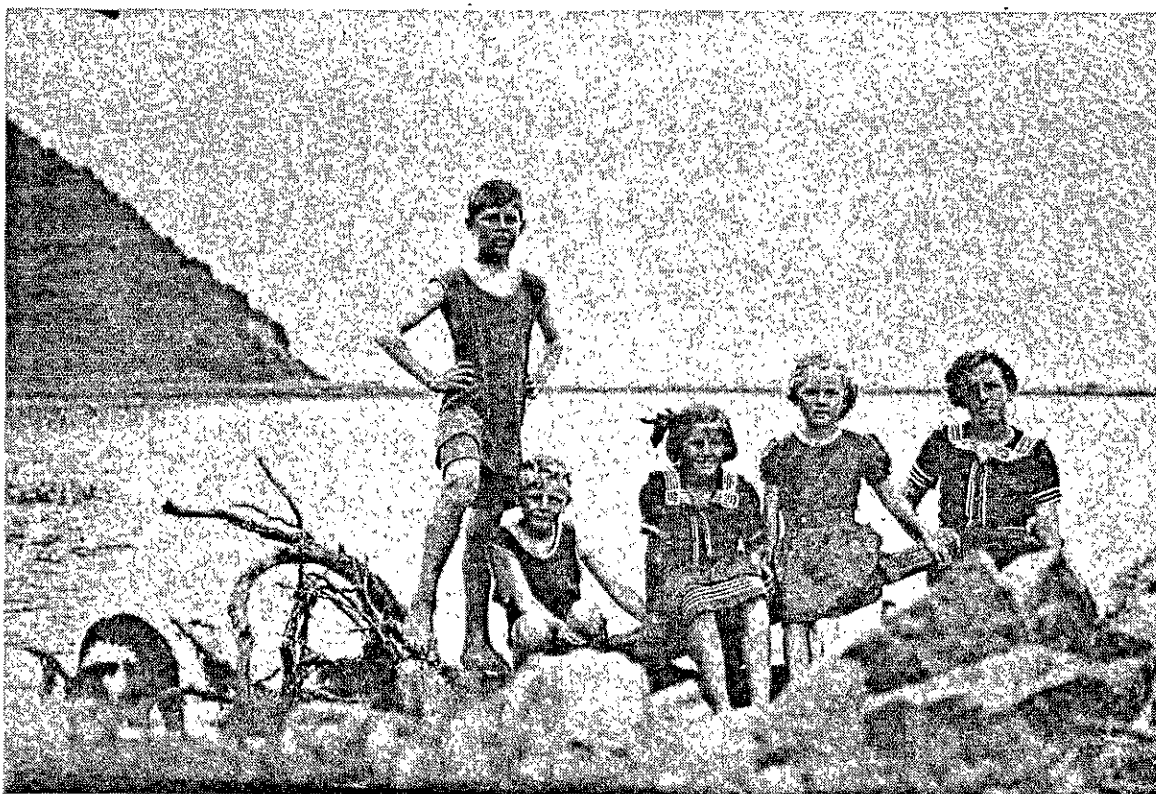
- A. Support the Stinson Beach Water District in its continued operation of alternatives and economically feasible wastewater systems.
- B. Support the Stinson Beach Water District in its continuing efforts to improve the local water supply and distribution system.
- C. Support the Stinson Beach Fire District in its attempts to prevent fires.
- D. Support the Stinson Beach Fire District in its sponsorship of the Stinson Beach Volunteer Ambulance Corps and the seasonal Marin Coastal Ambulance.
- E. Support the coordination of water control between the Fire Department and the Water District for operation in times of emergency.

Objective 6.2: The conditions for public health and safety should be improved.

Policies:

- A. Support efforts to re-establish the causeway between Highway #1 and the Seadrift Gate for general use.
- B. Urge the county to keep clean gutters, culverts and streams within the village.
- C. Urge continued attention to the local disaster plan that delineates the availability and provision of public health and safety services.

RECREATION



**Play in Bolinas Lagoon-Sandspit in the Background- L. to R.
Dick Dunn, Ros Dunn, Betty Bibbens, Lorna Doug 7, Aroa Bibbens,
c. 1910**

The primary recreational focus in Stinson Beach, for residents and visitors alike, is the crescent-shaped, three mile long beach. The feature which makes Stinson Beach unique is the remarkable range of beach experiences available to the users. One can choose the noisy, crowded social milieu of the GGNRA beach, which has picnic and restroom facilities, parking lots, recreational equipment and lifeguards, or the user can choose the county's Upton Beach which has no facilities but tolerates dogs, or there is the more remote Seadrift beach area. The residents of Stinson Beach wish to retain this range of beach experience and they do not want the beach to become a Coney Island.

Being surrounded by parklands, Stinson Beach residents and visitors may also enjoy many non-beach related pursuits such as hiking, wild flower identification, bird watching, seal watching, musseling in season and picnicking. Hiking trails are maintained by the GGNRA and the State Park.

Because of the extensive parkland in this area, the LCP (Local Coastal Program) recommends that recreational development be in those areas rather than in private lands. This recommendation includes development of visitor-serving facilities, hiking and equestrian trails, primitive camping hostels at the Steep Ravine cabin site and improved parking and support facilities at Red Rock Beach and Christmas Tree Ranch (Morse Gulch). Stinson Beach is pleased with the development by the State Park of the Steep Ravine cabins and campsites, and concurs with all of the recommendations.

There are residents of Stinson Beach who for reasons of health, age or personal preference do not participate in the previously mentioned recreational activities. Their interests must also be considered. Particular attention should be directed toward those unable to leave their homes. For example cable television and library support services are two possibilities that are popular with a majority of the residents.

The young people in town need local recreational facilities. At one time a Lagoon Recreational Group, now defunct, had movies, games and plays in buildings. Lacking both adult leadership and a suitable building, the young currently have had no activities. Most people feel that this situation should be corrected, and that suitable outdoor playing fields for both teenagers and young adults should be found. Efforts are being made to use some of the parklands, but there are problems of liability and non-resident use.

The Stinson Beach Montessori School, sponsored by the Parent-Teachers Club and temporarily partially funded by the Buck Trust, was started at the Community Center in 1972 and has fulfilled a real need. Volunteers built a playground for the school which has wide-spread support and use.

Recreation for adults consists of various Community Center activities, e.g. barbeques, dinners, bingo, luncheons with guest speakers, political meetings and musical productions. The three buildings of the Community Center were built by volunteer labor and subscription funds. It is organized as a corporation operated by a Board of Directors

appointed by each of the five member organizations - Allied Arts, Community Church, Parent-Teachers Club, Village Association, and the Volunteer Firemen.

The Stinson Beach Community Library, part of the Marin County library system, has a children's corner and an extensive adult section including a number of large print books.

RECREATION GOALS AND POLICIES

GENERAL GOALS: RESIDENT ORIENTED RECREATIONAL FACILITIES SHOULD BE PROVIDED WITHIN THE VILLAGE. VISITOR ORIENTED RECREATIONAL FACILITIES SHOULD NOT BE SUBSTANTIALLY INCREASED, BUT IMPROVEMENTS SHOULD BE MADE THROUGH COOPERATION WITH THE NATIONAL PARK SERVICE AND THE STATE PARK SYSTEM.

Objective 7.0: Existing resident oriented recreational facilities should be improved and new ones developed.

Policies:

- A. Continue use of the Community Center as a place for civic and cultural events and activities.
- B. Continue operation of the local County Library branch at Stinson Beach.
- C. Encourage adult leadership for a meaningful recreational program for the youth of the community. Support a later bus service for high school students, allowing participation in after school activities.
- D. In an area unfrequented by tourists, secure land suitable for use as a daytime playfield, and develop a baseball diamond/soccer field and basketball court.
- E. Equestrian activities are popular but most areas for pasturing or stable uses are now included in the GGNRA. The community should request from the Park Service a suitable site or sites for such uses providing there is no adverse environmental impact.
- F. The community strongly endorses continued use of the "pony pasture" at Panoramic Highway and Highway 1 for equestrian use and opposes the intentions of the National Park Service to eliminate this historic and symbolically important occupancy. The "pony pasture" provides a rural entry statement to the community and further represents the rural quality of West Marin.

G. Cable or satellite TV should be developed.

Objective 7.1: Visitor oriented facilities and activities should not be substantially increased and should be provided through cooperation with the National and State Parks.

Policies:

- A. The GGNRA must provide emergency medical care, including ambulance service with trained personnel for park visitors.
- B. The unique and diverse use pattern of the entire beach should be maintained; the development of new support facilities i.e. new beach parking lots, lifeguard stations, and bath houses, should be strongly discouraged.
- C. The existing mutual aid agreement between the National Park Service, the County and the Stinson Beach Fire Protection District should be maintained to provide adequate public protection during periods of wildfires, beach disturbances, cliff rescues, traffic control and similar emergencies.
- D. Additional recreational activities should be provided in the GGNRA Park, such as tether ball, volley ball and basketball courts.
- E. Tent, trailer or recreational vehicle camping facilities should not be developed within the visual range of the village.
- F. Existing hiking trails around and within Stinson Beach must be maintained and repaired on a regular basis.
- G. The GGNRA General Management Plan objective of camping and hostel facilities should be developed for hikers and bicyclists on a controlled basis. Consider the Christmas Tree Ranch site.
- H. Stinson Beach commends the State Park System for its establishment of the Rocky Point (Steep Ravine) walk-in/limited facility campground.

- I. Hang gliding rules and landing areas must be controlled and supervised by the hang gliding associations in cooperation with the residents of Stinson Beach, Marin County and the State Park System.
- J. Separate trails for hikers and equestrians should be encouraged in upland areas, but horseback riding on the county beach should be discouraged due to equestrian/ pedestrian conflicts and animal litter.
- K. Public restrooms in the downtown area are desperately needed visitor-serving facilities, and should be maintained once installed.
- L. Pedestrian and emergency vehicle access to the beach via Walla Vista must be improved. Easy public access provided by the existing easement should be adequately signed and maintained.

CONFORMANCE WITH COUNTYWIDE PLAN



1. "BOUNDARIES MUST BE SET AND CLARIFIED FOR EACH VILLAGE."

The Stinson Beach Community Plan closely conforms to this Countywide Plan policy by virtue of major public purchases of formerly developable land surrounding the village. Fronting on the Pacific Ocean and surrounded by public lands, Stinson Beach has become a veritable island. Accordingly, community identity will be amplified and maintained unless nearby lands within the GGNRA are released for private development—an unlikely possibility.

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."

Stinson Beach, due to both perimeter constraints and because virtually all lots within the Planning Area have been subdivided into the smallest possible components, is not likely to experience disruptive or incompatible growth. Revised land use controls

recommended in the Community Plan will provide improved means to deal with visitor serving commercial enterprises. A higher degree of protection for the diverse characteristics (structural, social and economic) which prevail in the village is offered by eliminating the potential for multi-family residential construction. As conditions permit, Stinson Beach will experience in-filling with new single-family dwellings, particularly in Seadrift. Major changes of a disruptive nature are not anticipated. However, the change since 1965 from seasonal to year-round occupancies within the village can be expected to continue due to economic considerations.

3. "EXPANSION OR ADDITION OF PUBLIC UTILITIES SHOULD BE COORDINATED WITH GROWTH RATES AS PROJECTED IN THE PLAN."

For the purpose of this Community Plan, historic rates of residential development are accepted. The majority of future residential development in Stinson Beach will take place within the Seadrift subdivision where a high percentage of existing and future homes are and will continue to be occupied on a part-time or seasonal basis.

Obviously, key factors in future development are water supply and wastewater and garbage disposal. The Stinson Beach County Water District manages these essential services under the direction of an elected, five person board and a professional staff.

Since 1978 the water supply and distribution network has been improved dramatically through a construction project financed by a combination of federal, state and local funding; the final phase of this program was completed in 1983. As a result, adequate water supply is assured for the foreseeable future.

For five years under the auspices of the State Regional Water Quality Control Board (RWQCB), the District has carried out an onsite wastewater management program that is unique in California and the United States. Although the RWQCB has made no formal declaration accepting the program as the final answer, the District is confident of its ability to prove the efficacy of the onsite systems for disposing of wastewater without endangering water quality.

Both the water system and wastewater operations are financed largely by annual fees, billed at quarterly intervals, plus a relatively small return from property taxes collected by the County. Garbage disposal is carried out by a franchise which bills its customers directly for the service. In the 1982 and 1983 winters, simultaneous creek flooding and wave action caused severe drainage problems along Calle del Arroyo. Solutions to the problems are being considered by the community.

Given the infrequency of these storm events and extreme expense of most proposed remedies, emerging community feeling indicates that the village may choose to risk occasional damage and inconvenience.

The Community Plan supports the District policies and is consistent with the Countywide Plan.

4. "DIVERSITY IN LOT SIZE AND ARCHITECTURE SHOULD BE ENCOURAGED."

New opportunities for diversity in lot size within Stinson Beach are not likely; however, diversity nonetheless prevails within the community. Architectural diversity will continue as new dwellings are individually designed and constructed. Tract construction is not possible. Therefore, the Community Plan recommends no design review standards except for the commercial area where county design review is already required.

5. "SOME TYPE OF AGRICULTURE AND LIVESTOCK ARE TO BE PERMITTED IN SOME VILLAGES."

The compact nature of Stinson Beach precludes the maintenance of large scale agriculture use within the village. On appropriate sites, limited agriculture and livestock use are acceptable.

6. "HISTORIC STRUCTURES SHOULD BE PRESERVED, AND THE LONG ESTABLISHED CHARACTERS OF THE VILLAGE CENTERS SHOULD BE ENHANCED."

Regrettably, many historic non-residential structures within Stinson Beach have been either dismantled (Dipsea Inn) or destroyed by fire (Stinson Beach Hotel). With the

possible exception of the Easkoot residence (partially destroyed by fire and since restored and remodeled), few significant landmark structures retain their original appearance.

In 1982 Marin County adopted an ordinance based on the Local Coastal Program Historic Study, which analyzes the unique features of the Marin coastal settlements in private ownership and provides guidelines for historic planning and preservation.

All structures in the coastal zone built before 1930 should be reviewed and should be subject to a coastal permit unless work is limited to restoration. Guidelines for alterations and new construction are available in in the County Planning Offices to assist planners and property owners.

To foster visual enhancement of the community, the Plan recommends that new commercial structures, when proposed for the village center, take cognizance of the historic and varied architectural styles which once prevailed.

Similarly, undergrounding of utility poles along State Highway #1 and throughout the village would appreciably enhance the visual character of the community.

7. "NO LARGE TOURIST FACILITIES SHOULD BE ALLOWED IN THE VILLAGES, BUT SMALL TOURIST ORIENTED BUSINESSES MAY BE PERMITTED.

The Stinson Beach Community Plan fully supports and endorses this Countywide Plan Policy. The community has long experienced the impact of tourism and its related problems. Within the village, a sizeable number of visitor serving facilities (motels, restaurants, shops) already exist. In addition, Stinson Beach remains one of the few West Marin communities where seasonal occupancies of standard dwellings are available to families and groups on a weekend, weekly or monthly basis. Because most visitors rarely spend more than a day, the Plan has recommended no substantial increase in visitor-serving facilities other than improvements to existing uses. Residents of the village would prefer the expansion of uses and facilities which are principally oriented to local needs.

REGIONAL CONSIDERATIONS

Although Stinson Beach has literally become a private island surrounded by federal parkland, the community remains closely tied to the Bay Area Region as an important center of day use recreational activities. The residents of Stinson Beach are not averse to sharing their town and accepting the throngs of visitors who frequent the beach during pleasant weather periods. Visitors to Stinson Beach Park during 1983 numbered 704,740, an increase of 70% over ten years.

While recognizing the importance of the community as a regional recreational asset and generally acknowledging that adequate beach visitor access is provided, no real commitment has been made by county, regional, state and federal agencies to fund or otherwise provide community improvements to ease the impact of the existing high level of tourism.

This Community Plan has tried to incorporate the viewpoints and policies of all those agencies which have influence on the town. Brief statements of agreement and disagreement follow.

REGIONAL WATER QUALITY CONTROL BOARD (RWQCB): On January 17, 1978, Regional passed a resolution allowing continued use of onsite wastewater disposal systems under the management of the Stinson Beach County Water District (SBCWD). Under that mandate, the SBCWD has carried out an aggressive program of inspection of all onsite systems within its boundaries, of citing failed systems and enforcing requirements that such systems be repaired or replaced, of periodic monitoring of water quality at numerous locations in the area, and of reporting activities in detail quarterly and annually to the RWQCB.

The Regional Board views the District's management record as consistent, cautious and effective. During the unusual 1982-83 storms, the District was creative in dealing with solutions to wastewater problems. District personnel were especially careful in advising property owners along the beachfront and in low-lying areas exactly what their

options might be for repair and in avoiding future economic loss. Continuation of the SBCWD management program is supported by the RWQCB assuming that Regional and District staffs maintain their current close communication while handling future developments.

The Stinson Beach Community Plan endorses the District's efforts toward gaining full authority and responsibility for operating the Stinson Beach Wastewater Management Program.

MARIN COUNTY LOCAL COASTAL PROGRAM-UNIT I: In accordance with the Coastal Act of 1976, the Marin County Comprehensive Planning Department now administers state, county and local coastal policies through the Local Coastal Program (LCP). Regular attendance at LCP public hearings by the Stinson Beach Village Association guaranteed substantial conformance between the LCP and the Community Plan.

The LCP still contains a policy for county acquisition of the Seadrift beachfront at admittedly exorbitant costs, should all efforts among interested parties fail to ensure continued future access.

The public, currently and historically, has had use of the beach area seaward of the Seadrift dunes.

ASSOCIATION OF BAY AREA GOVERNMENTS (ABAG): The ABAG Regional Plan 1970-1990 established a framework for evaluating subregional planning areas. Stinson Beach is within North Coast Subregion #13-the Marin Headlands northward and including Sea Ranch.

Since opportunity for limited internal development still exists within the confines of Stinson Beach, the Community Plan is consistent with ABAG policy. Additional ABAG position statements affecting Stinson Beach are:

1. Provide adequate coastline resource access (ABAG's Regional Ocean State Coastal Plan-some implementation policies may differ slightly from LCP I and Community Plan;

2. No major upgrading of the coastal roadway network which would significantly increase vehicular capacity;
3. Continuing development of attractive public transportation alternatives;
4. No expansion of existing water and wastewater systems capacities beyond that necessary to serve the current development potential.

PARKLANDS: Stinson Beach is surrounded by parklands. Mt. Tamalpais State Park administers areas east of the village and a coastal strip between Red Rock quarry and Cold Stream Gulch. The National Park Service (NPS) holds jurisdiction over areas to south, west and north of the village via the Golden Gate National Recreation Area (GGNRA).

STINSON BEACH PARK (NPS/GGNRA): One-third of the beach area in Stinson Beach is under the direction of a district ranger station in the park. The park is only open for day use activities (9:00 am to sunset) and no fee is charged. Although 1200 GGNRA parking spaces are available, on sunny weekends an overflow of legally and illegally parked cars clogs nearby streets.

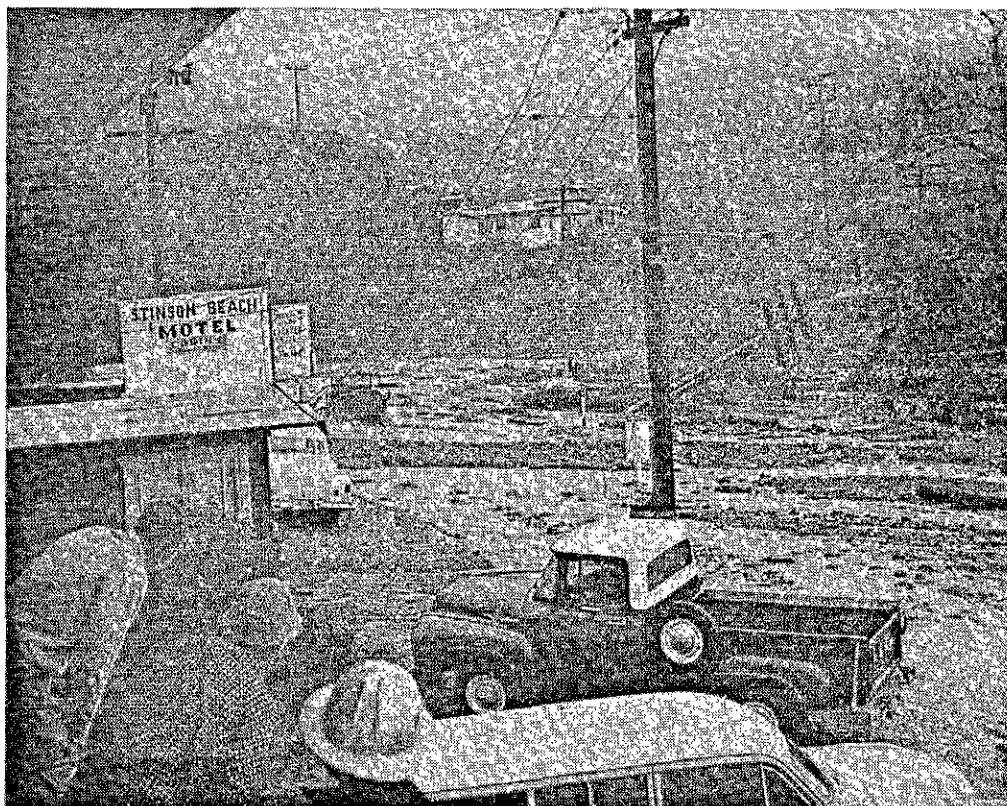
The Stinson Beach rangers have been deputized by the County Sheriff and, with their lifeguards, cooperate in the community's ambulance, rescue and fire services. The federally funded, visitor-serving Coastal Ambulance is stationed in the park.

MT. TAMALPAIS STATE PARK: The General Plan for Mt. Tamalpais State Park was adopted in December, 1980. Policies of direct concern for Stinson Beach are:

1. Rocky Point (Steep Ravine) cabins were originally slated for demolition but a state-wide viewpoint prevailed when funding was obtained to create an environmental campground. An environmental campground means roughing it with only cold water, an outhouse and woodburning stoves. The camp was completed in late 1983 and is available by reservation only.
2. Red Rock Beach area received a pledge to improve parking adjacent to Highway #1 and to provide a comfort station and litter cans.

3. Trails - Improved maintenance and signing of Matt Davis, Dipsea and Steep Ravine trails has been ongoing in an effort to reduce soil erosion. Former fire roads Willow Camp and McKennan are now trails only. Surf and cliff danger signs have not yet been posted between Red Rock and Cold Stream Gulch.
4. Webb Creek Dam - The General Plan notes that removal of the dam to restore a natural waterfall would be unreasonably disruptive to the water supply of Stinson Beach village.

ENVIRONMENTAL IMPACT REPORT



Highway #1 Bridge Washout in the Great Rains of 1955-56

I. DESCRIPTION OF THE PROJECT

A. Location

Stinson Beach, an unincorporated Marin County Community, is located approximately 15 miles north of the Golden Gate and is bounded by Bolinas Lagoon, Mt. Tamalpais State Park, the Golden Gate National Recreation Area, and the Pacific Ocean

B. Statement of Objectives

The principal objectives of the Stinson Beach Community Plan are to:¹

- I. Maintain the established physical and social character of the community.

¹ Draft Stinson Beach Community Plan, 1985, Marin County Planning Department.

2. Provide decision makers with a realistic sense of the issues and problems currently experienced by the community.
3. Provide options for seeking improvement to the well being of the community.

C. Background

The Stinson Beach Community Plan provides a detailed elaboration and extension of the Marin Countywide Plan as well as the Local Coastal Plan, both of which were prepared and adopted in conformance with State Law.

The original planning group of 25, formed in 1974, was supplanted by the Stinson Beach Village Association, currently representing 352 dues paying members, most of whom are residents. During 1982 and 1983 a planning committee appointed by the Village Association worked bringing up to date the 1976 Plan. In addition to many hours of committee work and occasional reports to the Village Association, the committee prepared and, with the help of the Marin County Planning Department, mailed questionnaires to all residents and absentee owners in an attempt to get specific attitudes toward the many problems that had been examined at Village Association meetings. The results of the survey, summarized in Appendix I, were incorporated in the present plan. Therefore the present plan is a combination of the 1976 plan and a consensus of the majority postures taken by the Stinson Beach community. In its present form the Stinson Beach Community Plan will be subjected to further public opinion at the required public hearings in the community and before the Marin County Planning Commission and the Board of Supervisors.

II. SOCIO-ECONOMIC SETTING

The population of Stinson Beach in 1970 was estimated at 792, representing 0.38% of the total Marin County population. As reported in the 1970 Census, the median family income in Stinson beach was \$10,647 compared with \$13,935 for the entire County. 37.6% of Stinson Beach families had low incomes (less than \$8,000)

compared to a Countywide figure of 20%; 41.7% had moderate-medium incomes compared to 37% Countywide, 20.6% had high incomes (Over \$15,000) compared to 44% Countywide.²

In comparison the population of Stinson Beach as reported in the 1980 Census was 715, representing 0.3% of the total Marin County population. Median family income was \$25,417 compared with \$29,721 for the entire County. 32.1% of Stinson Beach families had low incomes (less than \$12,300) compared to a Countywide figure of 22.6%; 12.4% had moderate-medium incomes compared to 13.3% Countywide, and 56.6% had high incomes (over \$18,480) compared to 64% Countywide. The maintenance of housing for the high percentage of low income families is a critical concern to the Community.³

Employment opportunities within Stinson Beach are extremely limited. The 1983 Community Survey conducted as part of the Community Plan indicated that only 83 persons were locally employed compared with 107 persons who commute to East Marin, San Francisco, and other major employment centers.⁴ Because the permanent community population is small, the ability to sustain varied commercial enterprises which provide employment opportunities is difficult. Although Stinson Beach hosts over a half million visitors each year, visitation is seasonal. Additional visitor serving uses are not construed as a panacea for improving the local employment base. Stinson Beach will, therefore, continue to function principally as a residential community.

Early vacation development focused on the beach with the Dipsea Hotel and "tent cities." The first subdivision included most of Old Town, on the hill, and later

(2) 1980 Census Data

(3) Marin County Statistical Abstract, 1974, (Marin County Planning Department, San Rafael California.

(4) Stinson Beach Community Survey, 1983, Marin County Planning Department, San Rafael, California.

development created the Calles and Patios which lend form to the older beach front development. The Highlands subdivision joins the older Stinson subdivision with the GGNRA on the slopes to the north, while modern, larger acreage, single family development meets the Federal land to the east and along Panoramic Highway. Seadrift subdivision completes the most significant modern development with its stabilization of the sandspit, creation of an inner lagoon, and fill of a portion of Bolinas Lagoon.

III. PLAN POLICIES AND THEIR EFFECT ON THE ENVIRONMENT

The Stinson Beach Community Plan, for each area of community concern, established general goals, particular objectives and policies which further define and establish methods of achieving the objectives. Many policies do not propose any discrete activity which, in terms of California Environmental Quality Act (CEQA), can be evaluated for potential effect on the environment. Such policies will be referenced in the text of the EIR to the Community Plan.

A. Circulation

Stinson Beach presently experiences circulation/traffic safety problems associated with recreational visitation. These problems consist of congestion at and near the Park entrance, which is adjacent to the town "center", frequent accidents on State Highway #1 and Panoramic Highway which require the emergency services of the Stinson Beach Fire Department, and illegal parking which barricades private driveways, fire hydrants, and restricts emergency vehicular access.

Objective 1.0: "Circulation and traffic conditions should be improved."

- 1.0 A "A southern access road for the GGNRA Park Beach should be constructed. This would facilitate movement of beach-bound cars and busses directly into the park, freeing the Village center of the present congestion and giving visitors an incentive to use the beach parking lot. The northern access road would remain "as is."

A southern entrance would relocate park entrance congestion and activity away from the center of town and facilitate use of the parking lot. The relocation could reduce those impacts on the community which have been previously described. The southern entrance would utilize, in part, an existing roadway and right-of-way owned by the GGNRA. In addition, it is likely that one additional parcel at the intersection with State Highway #1 would have to be acquired and developed. (See map A)

1.0 C-G (See Stinson Beach Community Plan, page 16)

These policies recommend actions which are not defined as "projects" in the California Environmental Quality Act, (CEQA).

The actions recommended in these policies are programmatic or conceptual and cannot be evaluated in terms of CEQA.

1.0 H "Safe and easily reached pathways for pedestrians, bicyclists, and equestrians should be developed."

The community desires to work toward the establishment of these facilities in the future and proposes no actual alignment at this time. Implementation of the policy may be achieved through various governmental programs, which will incorporate the evaluation of social and environmental effects when actual improvements are proposed.

Objective 1.1: "Emergency access roads should be developed and maintained."

1.1 A "An emergency road should be constructed from the top of Avenida Farralone north to the Old Stinson Ranch.

1.1 B The original fire road near the top of Laurel Avenue south to the Panoramic should be reconstructed and maintained.

These proposals suggest physical landscape alteration of undetermined significance. At the time of actual implementation, when alignment and cut and fill requirements are known, specific impacts (including visual, geophysical, and biological impacts) will be

assessed. The establishment of these emergency routes will improve fire protection and will not affect the general community circulation system.

1.1 C "A bridge for general use should be constructed connecting State Highway #1 to the old Seadrift causeway at the northerly end of Calle del Arroyo in order to provide an additional access for the Calles, Patios, and Seadrift. As further residential development occurs within these neighborhoods, and traffic along Calle del Arroyo is accordingly increased, use of this connecting link to the State Highway by all traffic as an alternate to Calle del Arroyo should be encouraged."

The community suggests reestablishment of the causeway link between Calle del Arroyo and State Highway #1 to provide year-round access to the shore-line residences. At present the basic alignments exist, although the bridge and portions of the roadway have been removed or exist in a dilapidated condition. Reconstruction activity could cause the following impacts to the aquatic system: chemical contamination from petroleum products used in the roadway surface (accidental spill or runoff from untimely rainfall), exacerbated sedimentation from earth disturbance, improper stabilization, and restricted circulation in the back lagoon. Use of the causeway would extend human disturbance to the interior of the back lagoon which might have a detrimental effect on waterfowl using the area. Specific details of the materials and construction techniques which would be used in the reconstruction and restoration project have not been generated, since the project is in the conceptual stage. Prior to consideration by the appropriate public agency, an environmental investigation will be necessary (in compliance with CEQA) to insure that the project will not adversely affect the physical environment.

1.1 D "All emergency roads should be gated and locked to prevent unauthorized use by motor vehicles. Note: Most emergency roads in Marin County have been

traditionally used on a courtesy basis by hikers, bicyclers, and equestrians. This policy should continue."

The effect of limited use of such roads will be beneficial: less "wear and tear" will be experienced, and noise from use by motorcycles and other recreational vehicles will not be generated.

Such roads are not integral to community circulation, and closure to non-emergency vehicles will not adversely affect the community.

1.1 E Seek Marin County treatment of flood problems along Calle del Arroyo in conformance with the recommendations of the study made at the request of the Stinson Beach Village Association and financed by Marin County and a grant from the San Francisco Foundation.

The environmental impact can only be determined when a particular recommendation has been selected for implementation.

Objective 1.2: "Highway safety should be improved."

1.2 A "More turnout areas, large enough for busses, should be established along Panoramic Highway and State Highway #1. Signs stating "slow traffic turnouts to allow passing", and "turnout, X miles ahead" should be posted. Road center reflectors, lines, and roadside white lines should be maintained. Citizens should request designation of both Panoramic and State Highway #1 as two-lane scenic roads. No new construction or improvements except those cited in Policy 1.2.A should be allowed."

These proposals include both recommended policy and physical roadway improvement. Due to the scale of the proposed safety features, the program is not anticipated to stimulate automobile traffic. Local physical effects might include vegetation removal and slope alteration. At such time as these projects are considered by the appropriate public agencies, design information will be provided which will enable the precise evaluation of physical impacts. It is anticipated that the implementation will not require extensive landscape alteration or potential visual or physical impact.

Objective 1.3: "Public transit should be encouraged as a means of alleviating traffic problems."

1.3 A "Recreational busses should discharge and receive passengers within the GGNRA Beach, using the recommended southern access road on holiday weekends and during the summer season."

The Stinson Beach bus stops are located at State Highway #1 and Calle del Mar, an intersection which experiences significant congestion from recreational visitation due to both the entrance to the State Beach one block to the north and the commercial activities at this location.

Summer recreational bus service consists of nine busses per day each direction on weekends and holidays, six of which carry few or no passengers beyond Stinson Beach to the turn-around at the "Bolínas Y", three of which carry a few passengers as far as Bolinas. The recreational busses have good ridership (although they do not appear to materially reduce auto traffic), and it is likely that their service will continue on a seasonal basis.⁵ The community suggested, in conjunction with the development of a southern entrance to the GGNRA Beach, that the recreational busses discharge and receive passengers in the parking lot, thus moving 36 bus "stops per weekend" from the congested Calle del Mar intersection. The present GGNRA Beach administration will not accommodate busses at this time.

The adverse effects of recreational bus "re-routing" would consist of an increase in the weekend and holiday noise and intrusion factor along the southern access road, as discussed earlier. Two ten-foot lanes and shoulder (a total width of 24 feet) would accommodate busses; however, both the parking lot and intersection with State Highway #1 would have to have a clear 50' radius available for busses to turn. This could necessitate more non-native vegetation removal at the southwest corner of the intersection than would be required for automobiles alone. The parking lot may

⁵ GGNRA Recreational Travel Study surveys conducted in 1974.

experience accelerated wear from the busses if the existing base material and asphalt (where the lot is paved) were not designed for such a load.

Mitigation of the most significant impact, that of noise and visual intrusion, is in part possible through barrier plantings, chosen and installed for that purpose.

If the recreational busses are able to turn around in Stinson Beach, as many as 288 "bus miles" could be saved per summer and holiday weekend.⁶

1.3 B "A shuttle service utilizing mini-busses should connect on schedule with recreation travel busses in the south Park area (Map A). This system, if provided, would serve passengers destined to and from the Olema corridor and the Point Reyes National Seashore. These busses would exit and enter through the existing northern access road to the GGNRA Beach."

Extension of shuttle bus service to Stinson Beach from the Point Reyes Seashore area would not have any measurable direct effect on the environment. It should be noted that there are inadequate figures available at this time to assess the potential ridership, substitution for private auto, etc., to calculate energy efficiency or traffic reduction which would result from such a system.

1.3 C-E (See Stinson Beach Community Plan P. 26)

1. Implementation of these policies will not constitute a project which will have the potential to cause physical impact on the environment.

2. Communication

The plan recommendations for advancing communication in Stinson Beach will not have any significant effect on the environment and, in the context of the California Environmental Quality Act, do not constitute a project requiring environmental evaluation.

⁽⁶⁾ 9 trips/day x 8 miles to Bolinas Y for turnaround and return.

3. Environmental Goals and Policies

Objective 3.0: "Flora and fauna within the town should be preserved and maintained."

Objective 3.1: "A town beautification program should be developed."

Except as noted, all policies are directed at preserving or improving the existing condition of the physical environment. As such, the implementation of the policies will not adversely affect the environment or the functioning of the community.

3.0 D&F "Restore the original channel and flow of the lagoon in the vicinity of the old fill between Calle del Arroyo and State Highway #1; when the recommended general services bridge across the causeway is constructed, reduce the length of the filled causeway to improve the hydraulics of the Lagoon. Seek study and evaluation of combining possible circulation improvements outlined in this Plan with flood control measures in the GGNRA Beach lands adjoining the downtown area.

Both policies are motivated by assumptions that the physical environment (including wildlife habitat) would be enhanced by such programs, and available literature supports the conclusion. Such programs would have to be undertaken by a public agency or with the approval of appropriate governmental agencies, and at that time, would be evaluated for the actual benefits and associated secondary impacts which might result.

4. Land Use

The Plan seeks to maintain the balance between commercial, residential, and recreational uses within the community. Accordingly, it is recommended that existing zoning be retained.

5. Political Structure

The recommendations of the plan seek to facilitate participation and promote efficiency in the socio-political structure of the community. The recommendations exist as policies and as such, propose no discrete projects which would create a potential environmental impact.

6. Public Health and Safety

6.0 A-D (See Stinson Beach Community Plan page 38)

Expansion of county or community social services is recommended, but for the purposes of this report, is not considered as a project and does not have the potential to adversely affect the environment.

Objective 6.1: "Water supply systems should be maintained, wastewater management problems should be solved, and fire hazards should be removed."

The policies seek to maintain the improved local water system and to insure proper wastewater management. The community is well aware of the growth inducing effects of limitless utilities and has expressed the goal of adequate services to meet the needs of planned growth. No programs are presently under consideration for the continued upgrading of sewer and water service; therefore, no specific impacts or mitigation measures can be discussed. At such time as alternatives are proposed by the responsible agencies, the following potential impacts will necessarily be discussed: system cost efficiency, water pollution from effluent disposal, disruption of the biological system from introduction of wastewater or removal of spring or surface water, as well as the on site-impacts of physical plant development.

Objective 6.2: "The conditions for public health and safety should be improved."

Proposals include such minor activities as installation of a short segment of highway berm and storm drain, and stream culvert and gutter clean out. No adverse environmental impact should result from these activities.

7. Recreation Goals and Policies

Objective 7.0: "Existing resident oriented recreational facilities should be improved and new ones developed."

7.0 D "In an area unfrequented by tourists, secure land suitable for use as a daytime playfield, and develop a baseball diamond/soccer field and basketball court"

Since the only level land feasible and near enough to satisfy the criteria is the GGNRA land in Stinson Ranch Gulch, there would be no adverse effect on neighbors by

noise or parking congestion. Grading and limited surfacing with concrete/asphalt might cause some erosion and chemical contamination should untimely rains occur before settling, compacting and surfacing could be accomplished. The suggested area is behind a grove of alder so the visual aspect would not detract from the view of the gulch from Highway #1 and would supply the privacy from tourist interference that is desired.

7.0 E-F (See Stinson Beach Community Plan, Pg. 46)

Other policies in this section relate to the continued operation of community facilities and do not constitute a project which can reasonably be evaluated in terms of CEQA.

Objective 7.1: "Visitor oriented facilities and activities planned for Stinson Beach by outside agencies should not be substantially increased. All plans should be prepared through cooperation with the National and State Parks.

7.1 E "Tent, trailer, or recreational vehicle camping facilities should not be developed within the visual range of the Village.

7.1 G "The GGNRA General Management Plan Objective of camping and hostel facilities on a controlled and supervised basis should be developed for hikers and bicyclists at Christmas Tree Ranch.

This recommendation is motivated by a community desire to preserve existing community physical and visual resources as well as community familiarity with the degree of impact associated with the Federal Beach. As the GGNRA has not yet established its recommendation for facilities development, it is not known what effect this goal will have on the GGNRA and its facilities planning program. At the time actual proposals are made for the development of new facilities, the public agencies involved will be responsible for the evaluation of environmental impacts and circulation of appropriate documents for public commentary.

7.1 ABCDF (See Stinson Beach Community Plan, Pg. 47)

These policies do not generate projects, within the context of CEQA, and do not have the potential to significantly affect the environment.

IV. ANY IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED.

Most plan recommendations do not describe discrete or tangible projects for which impacts can be determined. One exception is the proposed southern entrance to the Federal Beach. As discussed on pg. 15 the most significant social effect of the project would be to increase noise levels in the vicinity of 9 dwelling units. Mitigation measures are available which could reduce noise and visual intrusion, but design specifics are necessary to quantify both the basic impact and form and effectiveness of mitigation measures.

The physical effects of construction will also be determined at the time of actual design. Another project is the proposed reestablishment of the causeway.

V. ALTERNATIVES TO THE PROPOSED ACTION

The Stinson Beach Community Plan is the product of community evaluation of alternative means of achieving its goals. Some policies are reflective of group consensus; others, in themselves, present alternatives. With respect to the goal of reducing downtown congestion and parking impact, the policies recommend several things which could contribute to improvement of existing conditions. Even if only some the policies are implemented, some improvement is possible. The decision makers must ultimately choose between a number of alternatives.

The text accompanying the plan reveals the reasons why specific policy recommendations were made and potential alternatives rejected. Because the plan is a series of policy recommendations, it is impossible to dissect the policies as though they were discrete projects and suggest alternatives. Where a policy recommended an action with the potential to adversely affect the environment, the impacts and options have

been identified, or suggested, to the degree possible given the level of specificity of the policy.

VI. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY.

Plan recommendations are designed to benefit the local community and its physical environment. Community goals expressed in the plan reveal an interest in improving conditions of the physical environment to enhance its value to both wildlife and people. Certain proposals, such as the relocation of the GGNRA Beach entrance and the restoration of the lagoon causeway, have the potential to adversely affect the environment as well as to benefit the environment. The degree to which adverse impacts can be avoided depends upon the actual design of the projects. The community will have to weigh the advantages of these projects against the specific impacts in order to determine the balance or ultimate beneficial effect of the projects.

Plan policies suggest limitations to the planning options of State and Federal agencies. It cannot be determined at this time whether or not such limitations will have an adverse effect on park planning, for the affected State and Federal agencies may have made similar conclusions about the capacity of Stinson Beach to absorb additional visitor development.

VII. ANY IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

The implementation of Plan policies would irreversibly commit only minor resources (on a regional or countywide scale), such as construction materials, for the projects recommended. Most policies are conceptual and involve little or no physical effect on the environment.

VIII. THE GROWTH-INDUCING IMPACT OF THE PROPOSED ACTION

The Community Plan is a series of policy recommendations rather than a proposed action, and does have the potential to stimulate community growth. Numerous external influences (including public agencies and economic factors) will affect the implementation of the plan and determine the rate at which the community grows and changes.

Given the limited availability of developable coastal land due to the geographical extent of the GGNRA, Pt. Reyes National Seashore, and the regulations of public agencies, developable lots in Stinson Beach (including Seadrift, the Calles, and the Highlands) will become increasingly more valuable. Stinson Beach, with its availability of "in-fill" lots, upon which residential development conforms to applicable plans, will attract development without controversy.

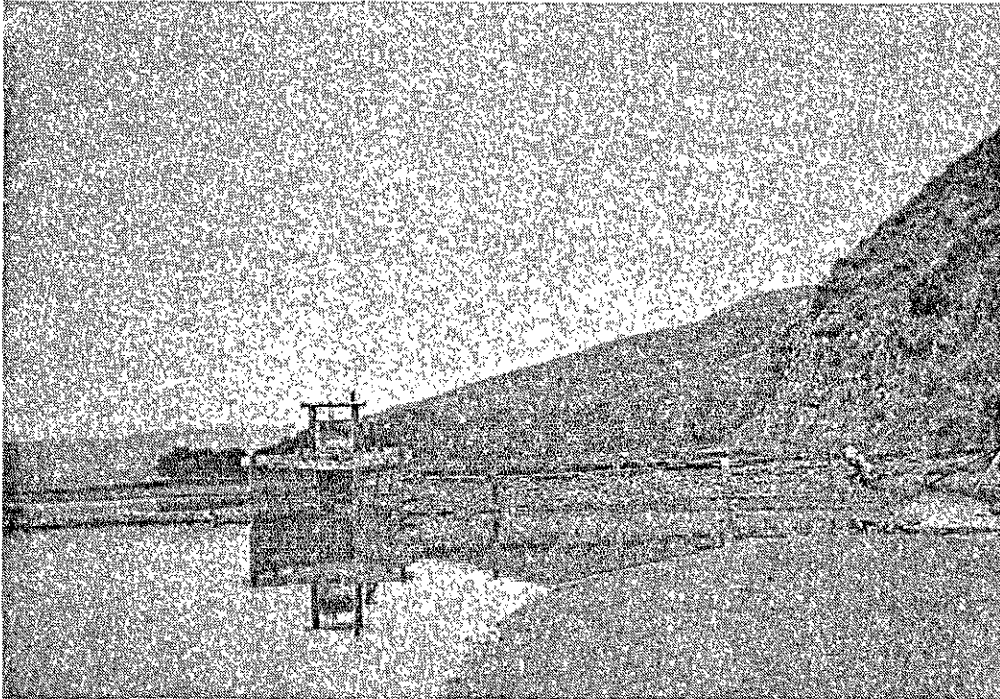
The Stinson Beach plan will make potential developers aware of Community Consensus and will help to answer the typical question such as: How will the community react to the proposal? What are my chances? etc.

The growth which will occur should be consistent with the plan and goals of the community. The major conflict between community goals and the market-place may be the growth rate.

IX. ENERGY CONSERVATION MEASURES

Only a few of the policies and objectives advanced in the Community Plan relate to the utilization of energy: the provision of a southern entrance to the park, relocation of the recreational bus stop, reconstruction of the causeway, and installation of facilities such as berms, pedestrian trails, community playfields etc. While some of these projects will consume energy (construction materials and equipment), others may result in a reduction of automobile miles driven. In short, implementation of the plan will result in no significant utilization or conservation of energy.

APPENDIX I
COMMUNITY PLAN SURVEY



The Old Causeway and Tidegate as it existed in 1914

Early in 1983 the Stinson Beach Village Association appointed a committee to bring the 1976 Community Plan up to date. They were also to prepare a questionnaire for general circulation to assess the opinions of residents on matters of particular interest to the community (e.g. public health and safety, land uses and zoning, traffic, and the environment).

By the fall of 1983 a second draft of the up-dated Community Plan had been finished and a nine page questionnaire was mailed to 750 residents and property owners. There were 199 replies, a percentage of 26.53 which, considered statistically, is a very significant response.

The following general comments will consider only those opinions that received 55% or better endorsement. The respondents approved of local fire and water services, the present zoning and building code requirements, and a review by the Village Association of

all requests for variances. They also favored a southern entrance to the GGNRA Beach Park as they had in 1976; they wanted a causeway/bridge for general use to be re-established between Highway #1 and the Seadrift gate; they opted for more turn-outs on Panoramic and Highway #1, more traffic control by the Sheriff's department on weekends, and more "No Overnight Parking" signs in the village. Also heavily favored were the continuation of the Over-the-Hill stage, funding for the Bolinas Lagoon naturalist urging the county, the state and the federal parks to eradicate pampas grass and French broom, and to oppose off-shore oil, gas and mineral exploration.

Opposition was most pronounced against widening or straightening Highway #1 or Panoramic , allowing horses on the beach, adding more hotels/motels or trailer courts to the village, and adding more stop signs to village streets. Considerable opposition was voiced to incorporation of the village as an alternative to using the Stinson Beach Village Association as an open forum for upholding or interpreting the village plan.

In addition to the above issues, some residents also requested a solution to the loitering, drinking, and vandalism in the post office area.

RESPONSE TO COMMUNITY SURVEY

PART I: FACTUAL DATA (Demographic Information)

HOUSING:

Calles	42	Patios	19
Seadrift	48	Highlands	29
Panoramic	3	Old Town	43

1. Area of town in which your dwelling is located: _____

2. Name of nearest cross street: _____

3. Check whether you 155 own or 31 rent this dwelling. Own lot 2

4. If you own it, what is its assessed value?

<u>24</u>	Below \$50,000	<u>24</u>	\$100,000-\$149,999
<u>20</u>	\$50,000-\$74,999	<u>20</u>	\$150,000-\$250,000
<u>26</u>	\$75,000-\$99,999	<u>22</u>	Above \$250,000
		<u>63</u>	No Response

5. Again, if you own this dwelling, what is your combined monthly mortgage and tax bill:

<u>23</u>	Under \$75	<u>10</u>	\$300-449
<u>12</u>	\$75-\$124	<u>23</u>	\$450-\$649
<u>9</u>	\$125-\$199	<u>14</u>	\$650-\$1,000
<u>15</u>	\$200-\$299	<u>21</u>	Above \$1,000
		<u>72</u>	No Response

6. If you rent it, what is the monthly rent:

<u>1</u>	Under \$150	<u>10</u>	\$300-\$499
<u>4</u>	\$150-\$224	<u>9</u>	\$500-\$700
<u>9</u>	\$225-\$349	<u>4</u>	Above \$700
		<u>6</u>	No Response

7. Check whether this is your 113 primary or 39 secondary or 11 income property. Combination secondary and income 5.

8. Type of dwelling:

<u>166</u>	Single Family	<u>0</u>	Motel
<u>12</u>	Single Family w/ small Rental unit	<u>1</u>	Trailer
<u>5</u>	Duplex	<u>4</u>	Other (describe)

9. Amount of time dwelling is occupied:

<u>151</u>	Year round	<u>23</u>	Weekends
<u>5</u>	Summers	<u> </u>	Other (describe)
<u>7</u>	Weekends & Summers	<u>10</u>	Sporadic

10. House or apartment is approximately ___ square feet (length x width).

<u>3</u>	Under \$500	<u>16</u>	2,000-2,499
<u>28</u>	500-999	<u>6</u>	2,500-2,999
<u>35</u>	1,000-1,499	<u>4</u>	Over \$3,000
<u>38</u>	1,500-1,999		

11. Number of bedrooms:

0:3; 1:31; 2:81; 3:52; 4:16; 5:3

12. Number of bathrooms:

0:2; 1:65; 2:82; 3:20; 4:2; 5:1

13. Number of cars in household

0:7; 1:49; 2:99; 3:14; 4:2; 5:0; 6:2

14. Number of off-street parking spaces for household:

0:14; 1:28; 2:48; 3:23; 4:23; 5:7; 6:12; 7:4; 8:4; 10:9; 12:1; 15:1; 20:1

POPULATION:

15. Total number of people occupying dwelling:

1:13; 1:19; 2:98; 3:34; 4:17; 5:2; 6:6; Varies:6

16. Number of adults over 18 years old:

0:2 1:22; 2:114; 3:16; 4:3; 5:2; 6:1

17. Number of school-age children up to and including 18 year olds:

0:67; 1:20; 2:6

18. Number of pre-school children:

0:76; 1:3; 2:1

Indicate the number of household members who attend the following schools, and how they get there:

19. 3 Bolinas/Stinson Beach Day Care Center (at Bolinas):
- | | | | |
|------------|---------------|------------|-------------|
| <u> </u> | household car | <u> </u> | hitchhiking |
| <u> </u> | carpool | <u> </u> | bicycle |
| <u> </u> | bus | <u> </u> | other |
20. 1 Stinson Beach Community Center Nursery School:
- | | | | |
|------------|---------------|------------|-------------|
| <u> </u> | household car | <u> </u> | hitchhiking |
| <u>1</u> | carpool | <u> </u> | bicycle |
| <u>1</u> | bus | <u> </u> | other |
21. 13 Bolinas/Stinson Beach School:
- | | | | |
|------------|---------------|------------|-------------|
| <u>5</u> | household car | <u> </u> | hitchhiking |
| <u>10</u> | carpool | <u> </u> | bicycle |
| <u> </u> | bus | <u> </u> | other |
22. 13 Tamalpais High School
- | | | | |
|-----------|---------------|------------|-------------|
| <u>7</u> | household car | <u> </u> | hitchhiking |
| <u>1</u> | carpool | <u> </u> | bicycle |
| <u>12</u> | bus | <u> </u> | other |
23. 4 College of Marin
- | | | | |
|------------|---------------|------------|-------------|
| <u>4</u> | household car | <u> </u> | hitchhiking |
| <u> </u> | carpool | <u> </u> | bicycle |
| <u> </u> | bus | <u> </u> | other |
24. 7 Other public colleges or universities in the area:
- | | | | |
|------------|---------------|------------|-------------|
| <u>7</u> | household car | <u> </u> | hitchhiking |
| <u> </u> | carpool | <u> </u> | bicycle |
| <u> </u> | bus | <u> </u> | other |
25. 4 Private schools
- | | | | |
|------------|---------------|------------|-------------|
| <u>1</u> | household car | <u> </u> | hitchhiking |
| <u> </u> | carpool | <u> </u> | bicycle |
| <u>2</u> | bus | <u>2</u> | other |

WORKING AND SHOPPING HABITATS:

26. 107 Total number of household members who commute out of Stinson Beach to work.

27. Indicate number of days per week each must commute:

21 1 day 11 2 days 8 3 days 7 4 days 5 days

Indicate the number of household members who work in each of the following areas, and, if applicable, how they get there:

28. 72 Home
29. 83 Stinson Beach:
44 own car 4 bicycle
2 carpool 5 walk
— hitchhike — other (describe)
30. 27 West Marin:
21 own car 2 bicycle
— carpool 1 walk
— hitchhike — other (describe)
— Government Vehicle
31. — East Marin:
36 own car — bicycle
— carpool — walk
— hitchhike — other (describe)
— Motorcycle I
32. — North Marin:
8 own car — bicycle
— carpool — walk
— hitchhike — other (describe)
33. — San Francisco:
71 own car — bicycle
1 carpool — walk
4 hitchhike — other (describe)
34. 14 East Bay:
14 own car — bicycle
1 carpool — walk
1 bus — other (describe)
— hitchhike —
35. 10 Other, specify:
11 own car 1 bicycle
2 carpool 1 walk
1 bus — other (describe)
1 hitchhike —
36. 45 Retired: 1 in household:
9 Retired: 2 in household

37. Number of trips over the hill for errands or shopping per household

<u>31</u>	3 or more times a week	<u>16</u>	twice a month
<u>48</u>	twice a week	<u>1</u>	once a month
<u>55</u>	once a week	<u>6</u>	other (specify)
		<u>3 times per month; 1 time a week per summer, combine w/work or commute 3</u>	

38. Indicate the number of household members using the following methods of transportation to go over the hill for shopping or errands:

One using			
<u>96</u>	household car	<u>5</u>	hitchhiking
<u>1</u>	carpool	<u>1</u>	bicycle
<u>7</u>	bus	<u>4</u>	other (specify)
		<u>With family-1 motorbike-2; hire-1</u>	

Two using household car 50
 Three using household car 10
 Four using household car 1

39. Indicate the number of household members using the Golden Gate Transit buses at these approximate intervals:

<u>3</u>	daily	<u>5</u>	twice a month
<u>5</u>	twice a week	<u>8</u>	once a month
<u>4</u>	once a week	<u>4</u>	other (describe)
<u>9</u>	none	<u>Ocassionally 4; school bus 1 over- the Hill Stage</u>	

40. Indicate your household's approximate total gross yearly income:

<u>3</u>	below \$10,000	<u>25</u>	\$25,000-\$29,000
<u>7</u>	\$10,000-\$14,999	<u>12</u>	\$30,000-\$39,000
<u>10</u>	\$15,000-\$19,999	<u>16</u>	\$40,000-\$50,000
<u>17</u>	\$20,000-\$24,999	<u>54</u>	above \$50,000
		<u>41</u>	No Answer

PART II -
SERVICES
columns:

Please Check your Opinion of the statement in one of the right hand

	PERCENTAGES		
	<u>Agree</u>	<u>Disagree</u>	<u>No Opinion</u>
1. The Stinson Beach Village Association should continue efforts to uphold and maintain the community plan.	84.4%	1.5%	14.0%
2. Stinson Beach should consolidate the Fire District and the Water District into a Community Service District	19.59	40.2	19.59
3. Stinson Beach should incorporate as a town including the election of a formal town council, taxation districts, etc.	9.5%	71.35	19.09
4. We should maintain the current individual on-site waste disposal systems.	64.8	24.6	19.55
5. We should try to develop a community-wide sewage treatment system.	35.17	53.26	10.55
6. The Water District handling of waste water policies and operations is satisfactory.	52.76	26.6	20.6
7. The Water District handling of water distributions and storage is satisfactory.	64.3	18.09	18.9
8. The Fire District policies and the operations of the Volunteer Firemen are satisfactory.	91.45	3.5	5.2
9. The Fire District policies and the operations of the Volunteer Ambulance Corps are satisfactory.	89.44	3.0	7.5
10. Additional resident-serving businesses should be encouraged. Specifically:			
a) Pharmacy	48.2	9.5	42.2
b) Bank	48.7	8.5	42.7
c) Laundromat	54.2	12.0	33.66
d) Hair Salon	23.0	13.56	63.0
e) Other (describe)			

	<u>Agree</u>	<u>Disagree</u>	<u>No Opinion</u>
11. Additional visitor-serving businesses should be encouraged. Specifically:			
a) Restaurants	25.6	51.2	23.0
b) Motels/Hotels	22.6	58.2	19.09
c) Trailer court	4.5	66.8	28.6
d) Other (describe)			
12. A local baseball/play field should be developed.	73.36	6.5	20.0
13. The Stinson Flood Control Advisory Board should be increased from five to seven members, one member from each neighborhood.	48.7	20.6	30.65
14. A hostel for hikers and cyclists should be established at Xmas Tree Ranch Gulch.	62.3	24.0	13.56
15. State and Federal parks should be encouraged to develop separate trails for horses and hikers	47.0	28.6	24.0
16. Horses should be allowed on the beach.	26.0	63.8	10.0
17. Street lights in the village should be:			
a) Increased	18.59	34.67	46.7
b) Decreased	7.5	17.58	69.8
c) if so, Where? <u>At each access: 4; downtown: 2.5; each hydrant: 1</u>			
18. A Community Disaster council should be formed to undertake the coordination of a comprehensive disaster plan.	68.8	9.5	21.6
19. There should be public restroom facilities in the downtown area.	56.28	31.65	12.0
20. A non-profit full-time community day care center should be established.	36.68	20.0	43.0
Would you use its services?	Yes: 7	No: 30	
21. We should encourage cable or satellite television for the community.	58.29	18.59	23.0

ZONING & BUILDING

1. Multi-family housing construction should be encouraged. (Condos, apartments, townhouses)	15.57	81.9	2.5
---	-------	------	-----

	<u>Agree</u>	<u>Disagree</u>	<u>No Opinion</u>
2. There should be a study of the legalization of construction of second units in:			
a) Calles	28.0	47.0	24.6
b) Highlands	27.0	47.0	24.0
c) Old Town	24.8	48.0	25.0
d) Panoramic	30.5	50.0	20.0
e) Patios	21.0	49.0	29.0
f) Seadrift	23.5	52.0	25.0
3. Existing illegal second units should be legalized:			
a) after they have been brought up to current code requirements.	38.69	33.0	28.0
b) Regardless of current code requirements	17.0	51.0	31.65
4. Current neighborhood zoning should be retained.	76.38	6.5	17.0
5. Requests for variances from zoning should be presented to the Village Association for review and recommendation.	73.36	16.5	7.5
6. The existing 25-foot height limitation in Calles, Downtown, Old Town, Panoramic, and Patios should be:			
a) Retained in all named.	75.37	5.5	14.57
Retained only in <u>Calles: .5; Downtown: 2.; Panoramic: 1,5; Patios: .5</u>			
b) Lowered in all named.	19.0	24.6	62.8
Lowered only in <u>Calles: 1; Downtown: 1; Patios: .5</u>			
c) Raised in all named.			
Raised only in <u>Calles: 1.5; downtown: 2; Old Town: 2.5; Panoramic: 22; Patios: 1; Highlands: 5</u>			
7. Highlands covenanted height limitation of 17 feet should be retained.	71.0	8.0	10.6
8. Seadrift covenanted height limitation feet should be retained,	80.0	5.0	14.57

TRAFFIC

	<u>Agree</u>	<u>Disagree</u>	<u>No Opinion</u>
1. An early warning sign system on traffic and parking conditions at Stinson should be established.			
a) At Tam Junction	52.76	11.0	36.0
b) On Highway 101 signs for Stinson	44.7	10.0	45.0
c) At Panoramic and Highway #1 in Tam Valley	41.7	14.0	44.0
d) At 4 corners on Diaz Ridge	37.68	13.56	48.7
2. There should be paved and signed turn-outs on Panoramic.	79.89	8.5	11.5
3. There should be a bicycle lane on Highway #1	52.76	28.6	18.59
4. There should be an assigned Sheriff's patrol to control downtown traffic:			
a) Throughout the summer	23.6	26.0	50.0
b) On summer weekends	44.0	16.0	49.69
c) On busy weekends year-around	58.29	14.57	27.0
d) From a resident sub-station in Stinson	18.59	24.0	57.28
e) Be replaced by signal lights at Calle del Mar and Highway #1	8.5	37.68	53.76
5. Panoramic should be widened and straightened.	20.0	70.85	9.0
6. Highway #1 should be widened and straightened	21.0	67.8	11.0
7. Existing traffic turn-outs are adequate	33.0	51.75	15.0
8. The Over-The-Hill stage should be maintained	60.8	5.0	34.0
9. There should be signs in the Village for no overnight parking.	58.29	17.58	24.0
10. More stop signs on Highway #1 should be placed at:			
a) Panoramic intersection	15.57	51.0	3.0
b) Park entrance	12.0	51.0	36.68
c) Calle del Arroyo	10.0	55.77	34.0
d) Southern end of town indicating turn-outs should be used by slower traffic	44.7	25.0	30.0
11. The park should have a southern entrance.	71.85	11.55	16.58

	<u>Agree</u>	<u>Disagree</u>	<u>No Opinion</u>
12. There should be a stop sign at Marine and Arenal which is used for exiting from park.	36.0	21.6	42.0
13. Certain village street names should be changed to eliminate duplication	41.7	26.6	31.65
14. We should encourage construction of an access bridge from Highway #1 causeway to the Seadrift gate.	64.8	18.59	16.58
a) It should be for emergency use only.	15.57	28.6	55.77
b) It should be for general use.	57.78	9.5	32.66
15. A later bus service should be established for high school students who want to take part in after school activities.	53.76	9.0	37.0

MISCELLANEOUS

1. The Village Association should represent the town in opposing off-shore oil drilling.	73.86	9.5	16.58
2. The county, the State Park and the Federal Park should be urged to curb and eradicate pampas grass and French broom.	62.8	11.0	26.0
3. Funding for the Bolinas Lagoon Naturalist should be continued	67.0	7.5	25.0
4. Stinson Beach should support the efforts of the Bolinas Lagoon Technical Advisory Committee.	51.0	4.5	44.0
5. Houses on Panoramic should contain at least one tower that is twice the height of the residence.	9.5	39.69	50.75

NOTE: If there is any village problem which you feel has not been addressed in this questionnaire, please indicate it in the space below and suggest possible solutions.

COASTAL EMERGENCY AMBULANCE AUTHORITY DATA

YEAR	1980	1981	1982	1983	TOTALS
County A.O's	69	85	48	93	295
Transports	43	48	20	49	160
Transfers to ALS Unit	4	6	6	15	31
1st Aids	85	89	169	325	668
Patient Refusal	20	27	12	49	108
Utl/Dry Runs	<u>18</u>	<u>20</u>	<u>27</u>	<u>40</u>	<u>105</u>
TOTALS	221	275	282	571	

Patient Demography on transports, transfer to ALS Unit & Refusals

West Marin Residents:	42	11%
Other Marin County Residents:	96	25%
Other Bay Area Wide Resident:	185	49%
Out of Area/State:	<u>58</u>	<u>15%</u>
TOTAL	381	100%

APPENDIX II

September, 1983

DISASTER INFORMATION SHEET

It is hoped that this information sheet will be of assistance to you should Stinson Beach suffer a repeat of last winter's disastrous high wave action and flooding, mud slides, or any other disaster.

DO

- Try to stay calm
- Be prepared-you are responsible for safeguarding your own property as much as possible.
- Get to know your neighbors. (There are some nice people around and they can be helpful)
- If you are going to be out of town, let someone know where you may be reached.
- Keep all family members, particularly children, away from standing water; it may be contaminated.
- Assume any downed lines are "hot" and stay away!

DON'T

- Don't start or pass on rumors (this is the hardest of all!) Don't cry wolf!
- Don't put yourself unnecessarily in any jeopardous situations.
- Don't remove plywood or sand bags unless you are prepared to put them back in place.
- Don't leave your car where it can get stuck in sand or block emergency vehicles.
- Don't turn your back on the ocean!

As Fire Chief of the Stinson Beach Volunteer Fire Department, Kendrick Rand will coordinate all emergency responses, services and appointments of those who will be responsible for special duties.

The Stinson Beach Community Center (868-1444) will be used as a Disaster Shelter and Feeding Station for disaster victims and emergency workers. In case of power failure, the Center will be hooked up to an emergency generator (refrigerators that have room to store prescription drugs such as insulin). The Community Center will also be a communication center and clearing house for information such as:

- welfare inquires from relatives outside the area (via red cross)
- physical and mental health assistance or inquiries
- requests for additional help in moving household items
- referral for additional assistance after disaster

Before Disaster Strikes each home should have these emergency supplies:

- Battery-powered radio with extra batteries. Tune to KTIM 1510 AM or 109 FM for County-wide disaster instructions.
- Water stored in plastic jugs (glass breaks) and water purifying tablets (available at drug stores)
- Enough canned food for 24 hrs. and a hand can opener (include fruit juices for liquids)
- First aid kit
- Large flashlight with extra batteries and bulbs
- Candles and matches
- Fire extinguisher - A.B.C. design (good for wood, grease and electric fires)
- Box of valuables that can be reached quickly - include prescription medicines
- Enough 3/4" plywood ready on your property to cover windows and doors where there is a possibility of wave intrusion

After Disaster Strikes and when it is safe to do so, you should:

- Turn off gas, electricity and water
- Survey home for dangers
- **Check on your neighbors**
- Do not use phone except for emergency calls
- Do not drink water from tap unless you are informed it is safe (or you purify it)

- Leave messages for your family with the volunteer coordinator at the Community Center

Items you may need should you be evacuated to a safer location (providing time permits you to gather them):

- Blankets
- Warm clothing
- Medicines
- Children's paraphernalia (favorite toy, etc.)

If you live in an area subject to sliding earth, be on the lookout for any unusual shifting and notify the Stinson Beach Volunteer Fire Department (868-1616) if any should occur.

If you are not in the affected area and you are able to offer housing, showers or laundry facilities for victims, please notify the Community Center. If you are infirm or elderly and wish to be checked on, please fill out the information form below and return it to the Ambulance Director, Box 144, Stinson Beach, CA 94970.

Landlords with rental units - please post this on your rental property!

Your regular Marin County phone book has a survival guide (page A5-A13) - be familiar with it.

PERTINENT PHONE NUMBERS

<u>EMERGENCY ONLY</u> (Fire or Ambulance)	868-1616
Non-Emergency (Sand Dollar)	868-0434
Weather, road conditions or general update	868-1922
	or
	868-0622
Community Center	868-1444

Weekly tide and general information will be posted at the bulletin board near the Stinson Beach Post Office.

AMBULANCE CORPS INFORMATION FORM

Name _____ Age _____

Street Address _____ Phone _____

Briefly describe any ongoing health problems

• _____

List current prescriptions medicines and where they are located in your house:

• _____

• _____

Do you have a "vial of life" in your refrigerator? _____ Yes _____ No

Are you allergic to any medications? _____ Yes _____ No If yes, Please list:

• _____

Name and phone number of Dr. _____

Name and phone number of closest family or friend you would wish notified, if it were necessary: _____

If you have any Health Insurance and/or MediCal, please list carrier and policy or card number: _____

• _____

STINSON BEACH FIRE DISTRICT AMBULANCE, RESPONSES, 1980-1983

Year	Number of Residents	Number of Transients	TOTAL
1980	23	25	48
1981	15	20	35
1982	33	21	54
1983	28	15	43

RESOLUTION NO. 2006-70
RESOLUTION OF THE MARIN COUNTY BOARD OF SUPERVISORS
ADOPTING AN AMENDMENT TO THE STINSON BEACH COMMUNITY PLAN ELIMINATING
CIRCULATION OBJECTIVE 1, POLICY A

SECTION I: FINDINGS

- I. WHEREAS the Stinson Beach Village Association requested that the Marin County Board of Supervisors eliminate Stinson Beach Community Plan Circulation Objective 1, Policy A, which encourages the construction of a southern entrance to the Golden Gate National Recreation Area beach. The policy would be simply deleted, not revised, and there would be no further alterations to the Community Plan as amended.
- II. WHEREAS the Marin County Planning Commission held a duly-noticed public hearing on January 9, 2006, to consider the merits of the Stinson Beach Community Plan amendment, and hear testimony regarding the amendment.
- III. WHEREAS the Marin County Planning Commission approved a Resolution recommending that the Board of Supervisors adopt a Resolution to eliminate Circulation Objective 1, Policy A of the Stinson Beach Community Plan.
- IV. WHEREAS the Marin County Board of Supervisors held a duly-noticed public hearing on May 23, 2006, to consider the merits of the Stinson Beach Community Plan amendment, and hear testimony regarding the amendment.
- V. WHEREAS the project would not result in any physical change to the environment, and therefore would not have any adverse environmental effects. The amendment is categorically exempt from CEQA, pursuant to CEQA sections 15307 and 15308, because the elimination of the policy encouraging the construction of a southern entrance to the GGNRA beach parking lot would avoid future adverse effects to the natural resources and visual character of the Stinson Beach area.
- VI. WHEREAS the effects resulting from a new southern vehicular entrance would include widening the existing entrance road itself as well as the Highway 1 intersection and potential impacts to natural resources. Creating a large intersection for the southern entrance would require substantial grading and tree removal, as well as increasing impervious surface coverage, which would affect storm-water runoff and drainage patterns in the area. Noise from the intersection would also be increased substantially during summer weekends, adversely affecting the quiet rural residential character of the area. Increasing the size of the intersection and the traffic congestion in proximity to the southern entrance would disrupt the physical arrangement of the area because there are residences immediately adjacent to the right-of-way. The existing road would have to be widened to accommodate the increased traffic; to the likely extent that asphalt would be immediately adjacent to the exterior walls of certain residences. Pollution, runoff, dust, and noise would adversely affect the residences surrounding the southern entrance. Further, the scope of development that would be necessary to comply with established level of service standards to accommodate beach traffic would far exceed the capacity that the highway needs for the majority of the time during weekdays and the winter season. The scale of the development necessary for a southern entrance would not be compatible with the coastal, rural, residential atmosphere of Stinson Beach outside of the

center of town. Road construction that diverts traffic from the commercial center of Stinson Beach through residential areas to avoid congestion would result in adverse impacts to the character of both the commercial and the residential areas affected. In comparison, continuing to use the existing entrance, which directs traffic through the center of town, is more appropriate because the center of town is more commercial in nature, which tends to be less sensitive to noise and commotion, and benefits economically from the tourist traffic.

- VII. WHEREAS CWP program CD-6.1a supports revisions to the Stinson Beach Community Plan to ensure that the policies stay up-to-date with respect to protecting and enhancing the quality of life in Marin County. Amending the Community Plan to eliminate the policy encouraging a southern entrance to the GGNRA beach would not require an amendment to the CWP because the Community Plan would be consistent with the CWP policies pertaining to protection of natural and coastal resources, transportation, and community character. Specifically, CWP policy T-7.1 states, "The County shall maintain all roads in West Marin as two-lane routes with improvements limited to those that enhance safety only." The proposed amendment to the Stinson Beach Community Plan would advance this CWP policy and reinforce the rural coastal character of the area.
- VIII. WHEREAS amending the Stinson Beach Community Plan is not subject to Local Coastal Program requirements, as confirmed by Coastal Commission staff. For the reason that the Stinson Beach Community Plan, including Circulation Policy A, was adopted after the LCP was certified, and because the LCP was not later amended to incorporate the Community Plan, the policy to be amended is solely a component of a local plan and not the LCP. Consequently, no LCP amendment approval from the Coastal Commission is required.
- IX. WHEREAS amending the Stinson Beach Community Plan would not hinder or interfere with ongoing efforts to improve traffic management in the County of Marin.

SECTION II: ACTION

NOW, THEREFORE BE IT RESOLVED that Circulation Objective 1, Policy A is eliminated from the Stinson Beach Community Plan.

SECTION III: VOTE

PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of Marin held on this 23rd day of June 2006, by the following vote:

AYES: SUPERVISORS Charles McGlashan, Harold C. Brown, Jr. Steve Kinsey,
Cynthia L. Murray, Susan L. Adams

NOES: NONE
ABSENT: NONE



PRESIDENT, BOARD OF SUPERVISORS

ATTEST:



CLERK