

# STINSON BEACH VILLAGE ASSOCIATION



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August 24, 2015

Board of Supervisors  
3501 Civic Center Drive, Suite 329  
San Rafael, CA 94903

RE: August 25, 2015 Public Hearing to consider revisions to the Land Use Plan Amendments (LUPA) and portion of the Implementation Program Amendments to the certified Marin County Local Coastal Program of July 2013

In our review of the revisions to the Land Use Plan Amendments to the Local Coastal Program, considering their compatibility with the goals of Stinson Beach Community Plan, we found many policies in the LCP that the Stinson Beach Village Association was pleased to see included, such as:

**C-INT-3 Community Plans**, p10: “...community plans remain as important and relevant guides for development in their respective communities.”

**C-BIO-9 Stinson Beach Dune and Beach Areas**, p31: “...Site development of other shorefront lots within the Stinson Beach and Seadrift areas outside of the natural sand dune formations, consistent with LUP Policy C-BIO-7 (Coastal Dunes). Where no dunes are evident, any new development on shorefront lots shall be set back behind the first line of terrestrial vegetation ~~to the maximum extent feasible as far as is necessary to demonstrate required stability and hazards protection per Policy C-EH-2, in order to minimize~~ avoid the need for protective works, protect sandy beach habitat, and provide a buffer area between private and public use areas *to protect both the scenic and visual character of the beach* [emphasis added], and the public right of access to the use and enjoyment of ~~dry~~ sand areas.”

**C-SB-1 Community Character of Stinson Beach**, p72: “Maintain the existing character of residential, small-scale commercial and visitor-serving recreational development in Stinson Beach. New development must be designed to be consistent with community character and protection of scenic resources.”

**C-TR-1 Roads in the Coastal Zone**, p102: “...Work with state and federal agencies and local communities to enhance road safety, improve pedestrian, bicycle, and transit access, and stabilize or reduce congestion through means such as limiting local parking, creating a multipurpose path from West Marin to the City-Centered Corridor, and providing shuttle service to popular destinations. Shoulder widening for bicycles, turn lanes at intersections, turnouts for slow-moving traffic or at scenic vistas, traffic calming measures, and similar improvements ~~would be~~ are permitted, provided that such improvements are consistent with the coastal resource protection policies of the LCP. However, projects will not be undertaken to increase the motorized vehicular capacity of these roads.”

*Program C-TR-5.a Add Bicycle Lanes*, p104: “Identify roads with shoulders wide enough to be designated as bicycle lanes and where feasible, stripe and sign appropriate roadway segments as bike lanes and bike routes.”

**C-TR-9 Bikeways on National Park Service Lands**, p104: “Consult with the National Park Service (NPS) regarding the feasibility of bikeways on county-maintained roads within NPS park lands.” The SBVA applauds the inclusion of these and other policies in the Transportation Section designed to increase the safety on roads shared currently by automobiles and bicycles by providing alternative routes to bicyclists, as well as several recommendations for reducing private automobile traffic in West Marin.

However, we request that you consider adopting our recommendations for revising the following three items:

- In the section, Built Environment, Community Development, p64, we recommend retaining the following section marked for deletion:

~~“**C-CD-15 Residential Character in Villages**. Discourage the conversion of residential to commercial uses in coastal villages. If conversion of a residence to commercial uses is allowed under applicable zoning code provisions, the architectural style of the home should be preserved.”~~

Deleting this section seems counter to other policies in the LCPA that recognize the importance of preserving residential housing opportunities in coastal communities. Furthermore, if the conversion of residential housing to short-term vacation rentals could be determined to constitute conversion to “commercial use,” this policy supports Policy **C-HS-6 Regulate Short-Term Rental of Primary or Second Units**, p91, and *Program C-HS-6.a Vacation Rental Ordinance*, p91.

- Particularly in the section, “Built Environment, Transportation, Background,” and also wherever applicable elsewhere in the LCPA, we recommend consistent use of the name “State Route 1” instead of “Highway One” or “State Highway 1” (ex. p101, p102, and p103); as well as on some LCPA maps where it is labeled “State Highway 1” or sometimes “HWY 1.”
- In the section, “Built Environment, Transportation,” p101, we recommend not including the “Level of Service ‘A’” operational service designation for State Route 1 as a justification for not widening this road. During peak visitor times, no visitor to or resident in Stinson Beach would likely agree that there “exists a steady free flow of traffic and no approach area is fully utilized by traffic” on the portion of State Route 1 within a mile—sometimes more—in both directions from our town, a well known traffic problem that the LUPA addresses in **C-CD-18 Visitor Notification**, p64, and many other policies and programs in the Transportation Section, notably **C-TR-12 Reduction of Visitor Traffic Congestion in West Marin**, p105.

Thank you for your consideration.

Mike Matthews



Stinson Beach Village Association, President

cc: Kristen Drumm