

**SUSTAINABLE TAMALMONTE
215 JULIA AVENUE
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April 11, 2015

Marin ABAG Delegates
c/o ABAG Executive Board Member & Novato Mayor Pro Tem Pat Eklund
City of Novato
922 Machin Avenue
Novato, CA 94945
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Dear Marin ABAG Delegates,

Thank you for creating your “Marin ABAG Delegates List of Principles for Plan Bay Area Update 2017”. We congratulate you on your efforts and approve of your list of principles as an excellent beginning.

However, additional principles should be added to your list in order to make certain that Plan Bay Area Update 2017 upholds the community character of Marin jurisdictions; respects the limits of our infrastructure, public services and utilities, financial capabilities, and natural habitat; protects Marin’s environment and public health and safety; and enhances quality of life.

Therefore, we urge you to add the enclosed “Sustainable TamAlmonte List of Additional Principles for Plan Bay Area Update 2017” to your initial list of six principles.

Thank you in advance for your conscientious consideration.

Very truly yours,

/s/

Sharon Rushton, Chairperson
Sustainable TamAlmonte

Enclosures

**Sustainable TamAlmonte's List of Additional Principles
for Plan Bay Area Update 2017
(To be added to the Marin ABAG Delegates List of Principles)**

7. Recognize That There Is An Ultimate Limit To Growth. The total projected build-out, allowed by Marin County's and Marin Cities' general plans, exceeds the capacity of Marin's infrastructure, public services and utilities, and environment. This is demonstrated by the findings of the 2007 Countywide Plan's EIR, which concludes that "land uses and development consistent with the 2007 Countywide Plan would result in 42 significant unavoidable adverse environmental impacts". Therefore, it is important for Marin County and Cities to recognize that there is an ultimate limit to growth and work together to reduce the total projected build-out of city and county general plans to a level that is sustainable. Plan Bay Area should respect this sustainable growth limit.

8. Debunk the false assumption that developing housing and jobs near transit (Transit Oriented Development - TOD) lowers Green House Gases. Per SB 375, Plan Bay Area (2013) was supposed to lower per capita auto and light truck Green House Gas emissions by 15 percent and bring the Bay Area back to 1990 levels by the year 2040. According to Plan Bay Area's Environmental Impact Report, in 2010, residents of the Bay Area produced 48.8 trillion tons of carbon-dioxide-equivalent greenhouse gases. The California Air Resources Board (CARB) greenhouse gas plan, mainly because of the Pavley standards, would reduce this by 11 percent to 43.4 trillion tons by 2040. The Metropolitan Transportation Commission's climate initiatives, which would promote electric cars, carpooling, and similar programs, would reduce emissions another 3 percent to 41.8 trillion tons. All of the other land-use and transportation programs, including transit initiatives, in Plan Bay Area (with great fiscal and environmental cost) would reduce emissions by less than 1 percent, to 41.3 trillion tons (equivalent to a rounding error).

9. Prohibit planning for housing in hazardous and constrained locations. Acknowledge and work to reduce the significant unavoidable adverse environmental impacts that would result from implementation of Plan Bay Area. Remove proposed housing from areas where the development would result in significant unavoidable adverse environmental impacts.

10. Acknowledge that people who live in close proximity to major roads and freeways are at much greater risk of developing serious chronic illnesses (E.g. Heart disease, stroke, lung impairment, autism, asthma, miscarriage/ low birth weight, cancer, etc.). In so doing, work to halt plans for housing near major roads and freeways.

11. Work to ensure that all multifamily housing will receive full CEQA review without streamlining or exemptions. Eliminate SB 375's Transit Priority Project (TPP) Corridors and SB 743's Transit Priority Areas in Marin. Otherwise, work to prevent housing in Marin from being located in TPP Corridors and Transit Priority Areas.

12. Promote building reuse in order to retain existing affordable housing, to convert market rate housing to affordable housing, to reduce development costs, and to reduce environmental impacts. Acknowledge that building reuse almost always offers environmental savings over demolition and new construction. Moreover, it can take between 10 and 80 years for new energy-efficient building to overcome, through more efficient operations, the adverse climate change impacts that were created during the construction process.

13. Remove/Reject transportation funding strings that tie transportation funding to increasing development potential or that tie transportation funding to targeting housing near transit. The costs related to dealing with the adverse environmental impacts caused by overdeveloping our county far outweigh the incentives (E.g. Transportation Funding) attached to compliance or penalties attached to noncompliance of Regional Housing Needs Allocations (RHNA's), other State laws and regional plans/programs (E.g. Plan Bay Area) that increase development potential.

14. Lobby HCD/ABAG to count all conversion units, assisted living units, second units, junior units and inclusionary units toward the RHNA quota.

15. Work to prevent increased development in other Bay Area jurisdictions from impacting Marin. As other Bay Area jurisdictions expand their populations, the new residents will wish to commute through Marin and travel to Marin for their recreational use without limits. Preventing or finding solutions to adverse impacts in Marin that are generated by other jurisdictions' growth should be addressed.

Marin ABAG Delegates Original List of Principles for Plan Bay Area Update 2017

Marin County leads the nation in preserving its natural environment for future generations. As a result, two national parks, the Point Reyes National Seashore and the Golden Gate National Recreation Area were formed, development of coastal areas was limited, and agricultural land was preserved. Small towns and cities were planned and built to create communities that minimized the impact on the natural environment.

This vision should continue to guide planning and development decisions in Marin County. Dedicated open space and conservation areas in the surrounding environment are not sufficient alone to maintain the character of the towns and cities of Marin County. Planning policies should strive to maintain the small-town feel of built communities in Marin County. Open space, marshland, natural habitats and greenbelts within built communities should be required, not only to achieve environmental or aesthetic goals, but to promote active and healthy lifestyles, and continued enjoyment of a unique, natural landscape. In updating Plan Bay Area, which is due in 2017, the Marin ABAG delegates have agreed to the following principles:

1. Promote and maintain local control of land use decisions including planning and zoning.
2. Encourage use of realistic and credible population, housing and jobs projections that clearly articulate assumptions, modeling and rationale.
3. Advocate for more effective public and local agency engagement throughout the process.
4. Promote acknowledgement of resource limits especially for water availability.
5. Work to reduce GHG emissions within our control by implementing our Climate Action Plans and/or additional measures as determined appropriate by local government.
6. Plan and prepare for sea level rise in Marin County.