TOWN OF
SAN ANSELMO
EST. 1907

In the Council Chambers and Via Zoom at 525 San Anselmo Avenue, San Anselmo, CA 94960

Town Council
Agenda

Tuesday, April 28, 2026 **7:00 PM**

Meeting held In-Person and via Zoom:

https://us02web.zoom.us/j/84098957948

Or Telephone: +1 669 900 6833 | Webinar ID: 840 9895 7948

How to Submit Comments Before the Meeting: Members of the public are encouraged to submit email correspondence to towncouncil@sananselmo.gov or eComments on the Agendas and Meeting webpage before the meeting begins.

How to Participate During the Meeting: Members of the public will have the option to speak during the meeting through the Zoom application by using their phone or an electronic device.

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For landline phones, Raise Hand to be recognized with *9

Please be advised that those participating in the meeting remotely via Zoom do so at their own risk.

The Town Council's regular meeting will not be cancelled if any technical problems occur during the meeting.

Call to Order. Optional Pledge of Allegiance: The Mayor or a designated Council member will recite the Pledge of Allegiance for members of the Council and the public who wish to join in the recitation.

Open time for public expression.

The public is welcome to address the Council at this time on matters not on the agenda that are within the jurisdiction of the Council. Please be advised that pursuant to Government Code Section 54954.2, Council is not permitted to discuss or take action on any matter not on the agenda unless it

determines that an emergency exists, or that there is a need to take immediate action which arose following posting of the agenda. Comments may be no longer than three minutes and should be respectful to the community.

Council requests for future agenda items.

Council committee liaison reports, questions and comments to staff; staff miscellaneous items.

Special Presentation. There are No Special Presentations.

1. Consent Agenda:

The opportunity for public comment on consent agenda items will occur prior to Council discussion of the consent agenda. The Council may approve the entire consent agenda with one action. In the alternative, items on the consent agenda may be removed by any Council or staff member, for separate discussion and vote.

1.1 Approve the Draft Minutes for the Regular Meeting of April 14, 2026
Staff Report (DOC)
Attachment 1- Draft Minutes fo the April 14, 2026, Regular Town Council Meeting (DOC)

1.2 Receive and File Revenue and Expenditure Reports, March 2026
Staff Report (DOCX)
Attachment 1- Budget Comparison Report by Subcategory, March 2026 (PDF)
Attachment 2- Budget Comparison Report by Department, March 2026 (PDF)
Attachment 3- Budget Comparison Report by Subcategory Measure J, March 2026 (PDF)
Attachment 4- Budget Comparison Report by Department Measure J, March 2026 (PDF)

1.3 Receive and File the Financial Report on Recreation Fund ending March 31, 2026
Staff Report (PDF)
Attachment 1- March 2026 Budget Report (PDF)
Attachment 2- March 2026 Budget Report Capital Outlay (PDF)

1.4 Receive the Quarterly Treasurer's Investment Report for March 2026
Staff Report (DOCX)
Attachment 1- Quarterly Investment Report March 31 2026 (PDF)

1.5 Adopt a Resolution Approving the Senate Bill 1 (SB1) Gas Tax Funding Project List
Staff Report (DOC)
Attachment 1- Draft Resolution (DOC)

2. Council Business Items:

In general, the following procedural order applies to Business and Public Hearing items:
- Presentation
- Town Council questions
- PUBLIC COMMENT – limited to 3 minutes/person
- Town Council discussion/action

2.1 Receive and File the Diversity, Equity, Inclusion, and Belonging (DEIB) Assessment

Memorandum Prepared by The Justice Collective and Provide Direction on Proposed General Plan Amendments. Review and discussion of the Draft General Plan is not a "project" under CEQA.
Staff Report (DOC)
Attachment 1- The Justice Collective San Anselmo General Plan 2045 DEIB Assessment Memorandum (April 2026) (PDF)
Attachment 2- The Justice Collective Editorial Guidance for Staff Review memorandum (April 2026) (PDF)
Attachment 3- Draft General Plan Amendments dated April 22, 2026 (PDF)
Attachment 4- Summary of Proposed Edits by Page Number (PDF)

2.2
Discuss Options for Downtown Resident Parking Program. The Town finds the discussion of potential modifications to parking restrictions is not a project under the California Environmental Quality Act because it does not involve an activity which has the potential to cause a direct or reasonably foreseeable indirect physical change in the environment. (Cal. Pub. Res. Code § 21065).

Staff Report (DOC)
Attachment 1 - Resident Parking Map (PDF)
Attachment 2 - Overnight Parking Permit Application (PDF)
Attachment 3 - Overnight Parking Handout (PDF)
Attachment 4 - Merchant Parking Handout (PDF)

Public Hearing Items:

2.3 Adopt a Resolution to the Amended Master Fee Schedule for the Town of San Anselmo. Adoption fo the Master Fee Schedule is exempt from the California Environmental Quality Act (Cal. Pub. Res. Code § 21080(b)(8), 14 CCR §15273)
Staff Report (DOCX)
Attachment 1- Resolution Amend Fee Schedule 2026-2027 (PDF)

Council Business Items:

2.4 Approve the 2026 Street Resurfacing Project, Authorize Staff to Advertise for Construction Bids. Street Resufacing Project is found to be Exempt from the California Environmental Quality Act (14 Cal. Code Regs. § 15301).
Staff Report (DOC)
Attachment 1 - 2026 Paving Map (DOC)

2.5 Approve the 2026 Slurry Seal Project, Authorize Staff to Advertise for Construction Bids and Approve Shared Services Agreements with the Towns of Fairfax and Ross for the Project. This Project is Exempt from the California Environmental Quality Act under 14 Cal. Code Regs. § 15301.
Staff Report (DOC)
Attachment 1 - 2026 Slurry Seal (PDF)
Attachment 2 - Shared Services Agreement with Fairfax (DOC)
Attachment 3 - Shared Services Agreement with Ross (DOC)

Adjourn

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact Town Staff at email savila@sananselmo.gov. Notification at least 48 hours prior to the meeting will enable the Town to make reasonable accommodations to help ensure accessibility to this meeting.

Any writings or documents provided to a majority of the Town Council regarding any item on this agenda after the distribution of the original packet will be made available for public inspection at the public counter at Town Hall located at 525 San Anselmo Avenue.

Notice is hereby given that Council may discuss and/or take action on any or all of the items listed on this agenda. If any of these matters above are challenged in court, you may be limited to raising only those issues you or someone else raised at any public hearing described on this agenda, or in written correspondence delivered at, or prior to, this Council meeting. Judicial review of an administrative decision of the Town Council must be filed with the Court not later than the 90th day following the date of the Council's decision (Code of Civil Procedure Section 1094.6) Any item not under discussion before 10:00 p.m. may be continued to the next regular meeting. Next regular meeting is May 12, 2026.

Administration Department
Town Hall
525 San Anselmo Avenue
San Anselmo, CA 94960
(415) 258-4691

Town Council
Steve Burdo, Mayor
Chantel Walker, Vice Mayor
Yoav Schlesinger, Councilmember
Eileen Burke, Councilmember
Tarrell Kullaway, Councilmember

Staff
David Donery, Town Manager
Linda Kenton, Assistant Town Manager / Town Librarian
Jeff Zuba, Finance and Admin Services Director
Megan Holt Acevedo, Town Attorney
Serge Avila, Town Clerk
Heidi Scoble, Community Development Director
Sean Condry, Public Works Director
Mattie O'Grady, Community Services Director
Mike Norton, Chief of Police
Dan Mahoney, Fire Chief

DECLARATION OF POSTING
This Notice is posted in accordance with Government Code §54954.2(a) or §54956. Members of the public can view electronic agendas and staff reports by accessing the Town of San Anselmo website. Under penalty of perjury, this Agenda was posted to the public at least 72 hours prior to the meeting.

STAFF REPORT

TOWN OF SAN ANSELMO Item #: 1.1

MEETING DATE: April 14, 2026

AGENDA TITLE: Approval of the Draft Minutes of the Regular Town Council Meeting of March 24, 2026

FROM: Serge Avila, Town Clerk

RECOMMENDATION: For Council to consider the approval of the Regular Town Council meeting Draft Minutes of March 24, 2026.

ATTACHMENT:

Attachment 1- March 24, 2026 Draft Minutes

San Anselmo Approved Council Minutes
Regular Meeting
Town Council Chambers and via Zoom
Tuesday, March 24, 2026

COUNCILMEMBERS PRESENT: Steve Burdo (Mayor)
Chantel Walker (Vice Mayor)
Eileen Burke (attending remotely)
Tarrell Kullaway
Yoav Schlesinger

STAFF MEMBERS PRESENT: Dave Donery, Town Manager
Emily Longfellow, Town Attorney
Serge Avila, Town Clerk
Heidi Scoble, Community Development Director
Sean Condry, Public Works Director
Scott Schneider, Assistant Public Works Director
Mattie O'Grady, Community Services Director
Jackson Dobronyi, Associate Planner

6:00 PM I. Mayor Burdo announced that item A.1 will be discussed in Closed Session

Conference with Legal Counsel- Anticipated Litigation
Significant exposure to litigation pursuant to California Government Code Section 54956.9(d)(2) and (e)(1): (1 or more cases)

Public Comment on Closed Session

An individual was concerned about the condition of Floribel Avenue.

Andrew discussed the agreement between the Town and property owners of Floribel Avenue. He noted the agreement violates State and County requirements. He discussed the condition of the road.

An individual who lives on Floribel Avenue stated the road is in terrible shape and the constant flow of delivery trucks compounds the problem.

An individual discussed the damage done to his property from runoff and asked the Town to install curbs. There is a turnout parking place that is very dangerous.

Mayor Burdo Closed Public Comment

Council adjourned to Open Session at 6:13 PM

7:00 PM Call to Order: Optional Pledge of Allegiance

Open Time for Public Expression

Maria, Florence Avenue, was concerned about speeding on Center Avenue and would like to see some Police presence.

Council requests for future agenda items; Committee liaison reports; questions and comments to staff; miscellaneous items

Councilmember Kullaway encouraged everyone to look into the Ross Valley School District Bond Measure; she attended the Climate Action Committee meeting.

Vice Mayor Walker reported the League of California Cites North Bay Division will be coming to San Anselmo on April 16th.

Councilmember Schlesinger reported he attended the Marin Wildfire Prevention Authority (MWPA) meeting; it is National Cheesesteak Day

Councilmember Burke reported she attended the Ross Valley Fire Board meeting.

Mayor Burdo reported he attended the Ross Valley Fire Board meeting (as a substitute for Vice Mayor Walker); joined the Board of Fire Safe Marin; attended the Marin County Bicycle Coalition Annual Fundraiser.

Special Presentation

There were no Special Presentations.

1. Consent Agenda

1.1 Approved the Draft Minutes of the Regular Meeting of March 10, 2026

1.2 Received and Filed the Revenue and Expenditure Reports, February 2026

1.3 Received and Filed the 2025 Central Marin Police Authority Traffic and Crime Statistics Report

1.4 Received and Filed the Financial Report on Recreation Fund ending February 28, 2026

1.5 Adopt a Resolution Proclaiming April 2026 as Fair Housing Month.

1.6 Adopted Ordinance No. 2026-1199 to Repeal Title 9, Chapter 23, Sales of Residential Property: Reports of Residential Building Records

1.7 Approved a Special Events Application- 4th Annual San Anselmo Chanukah Festival

1.8 Adopt Proclamation Declaring National Library Week, April 19-25, 2026

Vice Mayor Walker pulled item #1.5 and #1.8 for discussion.

M/s, Schlesinger/Walker, Motion to approve Consent Calendar items # #1.1 through #1.4 and #1.6 and #1.7.
AYES: Burke, Kullaway, Schlesinger, Vice Mayor Walker, Mayor Burdo

1.5 Adopt a Resolution Proclaiming April 2026 as Fair Housing Month.

Vice Mayor Walker noted it was Fair Housing Month and discussed its importance.

M/s, Walker/Kullaway, Motion to approve Resolution No. 2026-4613 Proclaiming April 2026 as

Fair Housing Month.
AYES: Burke, Kullaway, Schlesinger, Vice Mayor Walker, Mayor Burdo

1.8 Adopt a Proclamation Declaring National Library Week, April 19-25, 2026

Vice Mayor Walker noted it was National Library Week and discussed how important a library is to the community.

M/s, Walker/Kullaway, Motion to adopt a Proclamation Declaring National Library Week, April 19-25, 2026.
AYES: Burke, Kullaway, Schlesinger, Vice Mayor Walker, Mayor Burdo

Council Business Items

2.1 Receive Presentation of the Results of the Memorial Park Master Plan Amendment- Capital Campaign Feasibility Study

Town Manager Donery presented the staff report. Director O'Grady presented a PowerPoint presentation that included: 1) Project Funding Context; 2) Project Background; 3) How the Study was Conducted; 4) Community Perceptions; 5) Themes that Resonated; 6) Key Feasibility Finding; 7) Feasibility Findings: Leadership and Readiness; 8) Lotus Consulting Recommendations; 9) Parks and Recreation Commission Recommendations; 10) Staff Recommendations. Staff answered questions from the Council regarding the composition, by-laws, and goals of the Friends of San Anselmo Parks; if naming opportunities also apply to the Creek Park Project; why only five major donors were chosen to interview; wealth screening and who the audience would be; who would provide the seed money in this public/private partnership; if they are married to the name the Friends of San Anselmo Parks; deferred maintenance and re-surfacing of the tennis/pickleball courts.

Ms. Melissa Irish, representing Lotus Consulting, stated the public response indicated that the $4 million "price tag" was reasonable but a clear path would be necessary.

Mayor Burdo opened Public Comment.

There were no comments.

Mayor Burdo closed Public Comment.

Mayor Burdo suggested the name of the group (Friends of San Anselmo Parks) was dated and he would like to see something more aspirational. Town Manager Donery stated a broader scope could attract more attention.

Vice Mayor Walker stated they need to think about what structure would work best to enliven people to support all of San Anselmo. The entity should be separate and not controlled by the Town.

Councilmember Kullaway stated the goal was visibility.

Councilmember Burke stated she was on the Task Force and noted that Memorial Park is used as a place for sports and underused as a park. She would like to see more community based events at the park to increase its use.

Councilmember Schlesinger stated the park is used by dog owner, sports teams, and for birthday parties. It is underutilized and it could be turned into a community asset.

2.2 Accept Update on the 2025 General Plan Annual Progress Report and the 2025 Housing Element Annual Progress Report and Authorize Staff to Send the Report to the State Governor's Office of Land Use and Climate Innovation (LCI) and State Housing and Community Development Department (HCD) and provide feedback to staff on future Housing Element Implementation actions

Associate Planner Dobronyi presented the staff report and a PowerPoint presentation that included: 1) Objective; 2) Background; 3) Town's RHNA; 4) Housing Permits Issued; 5) 2025 Housing Element Implementation Progress; 6) Housing Element Implementation Actions for 2026; 7) Request for Council Direction- Interested in AB 1033? 8) Recommendation. Staff answered questions from the Council regarding the hope for the mid-point in the plan; if there are plan to change strategies to get closer to the RHNA numbers; if staff has spoken to the large property owners of the opportunity sites; the barriers, aside from cost, to development; AB 1033 and the challenges; compliance and if the Town has done enough to prevent penalties; if other jurisdictions have taken advantage of AB 1033 and the results; other options; if part of the Objective Development and Design Standards (ODDS) could be rescinded; the most cumbersome ODDS items; opportunity sites that are the most feasible for development; if staff envisions development at any of the opportunity sites given the market; if AB 1033 could be used for "informal family subdivisions".

Mayor Burdo opened Public Comment.

There were no comments.

Mayor Burdo closed Public Comment.

Councilmember Kullaway was in favor of pursuing the AB 1033 option. She would like the Planning Commission to take a look at the ODDS and bring it back to the Council.

Vice Mayor Walker and Councilmember Burke stated they would be interested in learning more.

The Council took a 5-minute break at 8:30 p.m.

Public Hearing

2.3 Introduction and First Reading of an Ordinance Amendment to Title 10 "Planning and Zoning", Section 10-3.302, Land Use Regulations Table 3A and Section 10-6.103, ADU and JADU Approvals

Assistant Town Attorney Longfellow presented the staff report and noted these were ministerial corrections. Staff answered a question from the Council regarding the change to Section 16 and possible impacts.

Mayor Burdo opened Public Comment.

There were no comments.

Mayor Burdo closed Public Comment.

M/s, Walker/Schlesinger, Motion to Read the Ordinance Amendments by Title Only.
AYES: Burke, Kullaway, Schlesinger, Vice Mayor Walker, Mayor Burdo

M/s, Walker/Schlesinger, Motion to Introduction an Ordinance of the Town Council of the Town

of San Anselmo Amending Title 10 “Planning and Zoning”, Section 10-3.302, Land Use Regulations Table 3A for consistency with State Law and the Housing Element for Ministerial Error Corrections and Section 10-6.103, ADU and JADU Approvals and Making Associated CEQA Exemption Findings.
AYES: Burke, Kullaway, Schlesinger, Vice Mayor Walker, Mayor Burdo

At 8:32 PM the Town Council took a break.

The Town Council reconvened in the Council Chambers at 8:40 PM

Council Business Items

2.4 Transportation Authority of Marin (TAM) Crossing Guard Program 2026/2027 School Year Updates

Public Works Director Condry presented the staff report. Staff answered a question from the Council regarding infrastructure improvements planned by staff.

Mayor Burdo opened Public Comment.

There were no questions.

Mayor Burdo closed Public Comment.

Councilmember Schlesinger stated filling these positions could be a fundraising goal for people with school aged children.

Mayor Burdo stated it was unfortunate that the Town is losing positions.

Councilmember Kullaway stated the Crossing Guard Program was great but she would prefer to see all intersections safe 24/7 with no need for guards.

Councilmember Burke suggested contacting the schools to see if any parents would volunteer to be a crossing guard.

2.5 1) Accept Roadway, Sidewalk and Utility Easement for Sequoia Park Safe Routes to Schools Project Area #3; 2) Approve Plans for the Project; 3) Authorize Staff to Advertise for Construction Bids Based on Approved Plans; 4) Authorize the Town Manager to Award the Construction Contract to the Lowest Responsible Bidder; 5) Adopt Resolution of Intent to Abandon a Portion of Right-of-Way Adjacent to 9 Sequoia Avenue

Assistant Public Works Director Schneider presented the staff report and a PowerPoint presentation that included: 1) Project Area #3- Sequoia Drive to Ancho Vista Avenue; 2) Scope, Budget, Schedule. Staff answered questions from the Council regarding what abandonment means; why the homeowner volunteered to move the house; staff’s thinking on areas #2, #4, and #5; mitigations for the fact that increasing the angle would increase the speed.

Mayor Burdo opened Public Comment.

There were no comments.

Mayor Burdo closed Public Comment.

M/s, Schlesinger/Kullaway, Motion to:
Accept Roadway, Sidewalk and Utility Easement for Sequoia Park Safe Routes to Schools Project Area #3, Adopted Resolution No. 2026-4611; 2) Approve Plans for the Project; 3) Authorize Staff to Advertise for Construction Bids Based on Approved Plans; 4) Authorize the Town Manager to Award the Construction Contract to the Lowest Responsible Bidder; 5) Adopted Resolution No. 2026-4612 Intent to Abandon a Portion of Right-of-Way Adjacent to 9 Sequoia Avenue and Making Associated CEQA Exemption Findings.
AYES: Burke, Kullaway, Schlesinger, Vice Mayor Walker, Mayor Burdo

There being no further business to discuss the meeting was adjourned at 9:16 p.m.

Respectfully submitted,
Toni DeFrancis, Recording Secretary

STAFF REPORT

TOWN OF SAN ANSELMO Item #1.2

MEETING DATE: April 28, 2026

AGENDA TITLE: Revenue and Expenditure Reports, March 2026

FROM: Jeff Zuba, Finance & Admin Services Director

RECOMMENDATION: That Town Council consider approving the monthly year-to-date Revenue and Expenditure Reports and corresponding activity for the period ending through March 31, 2026.

SUMMARY

Every reporting period end, the Town of San Anselmo presents to the Town Council its operations as shown on the Revenue and Expenditure reports for discussion and approval.

BACKGROUND

The Revenue and Expenditure reports are year-to-date summaries of revenues and expenditures from the Town's financial system (Tyler Incode) for both the current as well as the prior corresponding fiscal year. These reports include the General Fund's operations given that most of the Town-level operational activities are processed through the General Fund either directly or indirectly. The Town Council approves these reports monthly throughout the fiscal year.

DISCUSSION/ANALYSIS

The revenue and expenditure data through March 31, 2026, is a compilation of all operating activity that is year-to-date for the current and prior fiscal year. These reports are sourced directly from the Town's financial system, of which a corresponding analysis has been carried out by identifying the key trends the Town Council should take note of.

Revenues
Overall, through the March 2026 reporting period, the Town's general fund revenue increased its base relative to the prior year by $0.755M. A majority of the Town's revenue is collected at specific times.

Category	MAR YTD FY26	MAR YTD FY25	$ Change	% Change
Property Tax	9,773,883.50	9,353,468.63	420,414.87	4.49%
Sales Tax	929,469.71	855,021.48	74,448.23	8.71%
Property Transfer Tax	57,721.10	77,538.16	(19,817.06)	-25.56%
Franchise Taxes	501,209.04	506,604.11	(5,395.07)	-1.06%
Licenses & Permits	1,213,847.25	1,030,823.88	183,023.37	17.76%
Fines	7,757.40	52,784.01	(45,026.61)	-85.30%
Cash & Investment Interest	-	-	-	-
Intergovernmental	144,204.51	203,007.99	(58,803.48)	-28.97%
Other Fees	515,696.21	301,766.93	213,929.28	70.89%
Transfers In	280,441.38	288,408.01	(7,966.63)	-2.76%
Total	**13,424,230.10**	**12,669,423.20**	**754,806.90**	**5.96%**

As shown above, the Town's overall revenue base increased by $0.755M due to the following:

- The Town receives property tax disbursements from the County of Marin in December (55%), April (40%), and June (5%). Property Tax revenue increased by $0.419M. The Town budgeted a 3.78% increase in property taxes in fiscal year 2025-2026 and is right on track.
- The Town receives disbursements monthly from the State for Sales Tax. The collections for the fiscal year 2025-26 have been higher compared to the prior year and are on track to exceed the budgeted amount by around $50,000.
- Revenue from Licenses & Permits increased by $0.183M compared to the previous period, due to construction activity in the Town.
- Fines decreased by $0.045M compared to the previous period, due to the transition of these revenues to the parking fund to align with expenditures. The Town funds the Community Service Officer position with Central Marin Police Authority from the parking fund.
- Intergovernmental revenues decreased by $0.059M compared to the previous period due to receiving $0.065M Leap grant for the Housing Element from the State in FY24-25 and no similar grant in FY25-26.
- Other Fees have increased by $0.214M compared to the previous period due to an increase in planning fees, and Friends of the Library donation towards the library refresh project.

As far as the other revenue streams, these changes either decreased or remained flat year-over-year resulting in an immaterial change.

Expenditures
Overall, through the March 2026 reporting period end, the Town's General Fund expenditures have increased by $1.686M compared to the prior year. This is primarily from increases in compensation, retirement, outside services, and debt service. All

other activity is either flat year-over-year or nets to an immaterial change, all of which are within management's expectations.

Category	MAR YTD FY26	MAR YTD FY25	$ Change	% Change
Compensation	3,725,595.99	3,293,155.70	432,440.29	13.13%
Retirement	470,635.14	326,112.59	144,522.55	44.32%
Training	35,563.78	46,092.25	(10,528.47)	-22.84%
Outside Services	1,672,939.70	1,843,942.40	(171,002.70)	-9.27%
Outside Services - Public Safety	8,794,319.15	8,228,628.08	565,691.07	6.87%
Maintenance	211,261.56	92,807.18	118,454.38	127.63%
Utilities	23,073.39	14,827.62	8,245.77	55.61%
Supplies	100,737.67	158,677.20	(57,939.53)	-36.51%
Debt Service - Pension Bond	680,096.16	638,811.71	41,284.45	6.46%
Other Expenditure	165,592.59	180,166.38	(14,573.79)	-8.09%
Internal Service Charge	1,155,320.44	1,265,858.85	(110,538.41)	-8.73%
Transfers Out	1,380,000.00	640,000.00	740,000.00	0.00%
Total	**18,415,135.57**	**16,729,079.96**	**1,686,055.61**	**10.08%**

As shown above, the Town's expenditures base overall increased by $1.686M, which is driven by compensation, retirement, outside services – public safety, and debt service:

- Compensation (Salaries & Wages and Benefits) increased by $0.432M compared to the prior fiscal year, primarily due to the 6.0% cost of living adjustment effective July 1, 2025, step adjustments, one-time payment upon the signing of the Memorandum of Understanding (MOU) 2025-2028, vacation cashout and sick time roll overs per the MOU and health insurance premiums.
- Retirement increased by $0.144M compared to the prior period due to the Town's CalPERS unfunded liability payment, cost of living, step adjustments, and fully staffed positions.
- Outside Services decreased by $0.171M compared to the previous period due to lower allocated costs for Animal Control Services with the County and Library Marinet Membership, no contracted building inspector, and fewer plan check fees for third party consultants.
- Outside Services – Public Safety increased by $0.566M compared to the previous fiscal year due to payments for Public Safety JPA's, Central Marin Police Authority, and Ross Valley Fire Department. These increases are in line with the budgeted amounts set by the Police Council and Fire Board.
- Maintenance increased by $0.118M compared to the previous fiscal year due to the Library Project. The funds donated by the Friends of the Library are being expended from this category.
- Debt Service increased by $0.041M compared to the previous fiscal year due to the repayment of the 2021 Pension Obligation Bonds. The bond payments are due in August and February.
- Internal Service Fund Charge decreased by $0.110M compared to the previous period due to decreased payment to the Internal Service Funds for Insurance and vehicle replacement, offset by increases for Building Maintenance and Information Technology.
- Transfers Out increased by $0.740M compared to the previous period due to the Council approved 2025-2026 mid-year budget transfers (Resolution 2026-4609)

of a portion of General Fund surplus reserves to the following funds, $500,000 to Park Capital Improvement, $200,000 to Building Maintenance, $75,000 to Information Technology, and $50,000 to Special Events offset by no original budgeted transfers to the Parks Capital Improvement Fund in fiscal year 2025-2026 because of budget constraints.

As far as the other expenditure streams, these changes either slightly changed or remained flat year-over-year, resulting in an immaterial change. All other changes are immaterial for further discussion and are expected given the Town's operations.

Overall, the General Fund is in good financial standing for 9 months through fiscal year 2025-2026. We remain on track with our projections.

MEASURE J

Revenues

Overall, through the March reporting period, the Town's Measure J Fund's revenue increased its base relative to the prior year by $0.086M.

Category	MAR YTD FY26	MAR YTD FY25	$ Change	% Change
Sales Tax	1,533,666.57	1,450,234.99	83,431.58	5.75%
Cash & Investment Interest	-	-	-	-
Reimbursement	2,390.87	-	2,390.87	
Total	**1,536,057.44**	**1,450,234.99**	**85,822.45**	**5.92%**

- The Town receives disbursements monthly from the State for Sales Tax. The collections for the fiscal year 2025-26 have been higher compared to the prior year and are on track to exceed the budgeted amount by $50,000.

Expenditures

Overall, through the March 2026 reporting period end, the Town's Measure J expenditures have increased by $1.127M compared to the prior year. This is primarily from increases in compensation, outside services, and construction. All other activity is either flat year-over-year or nets correspondingly to an immaterial change.

Category	MAR YTD FY26	MAR YTD FY25	$ Change	% Change
Compensation	181,659.78	160,642.95	21,016.83	13.08%
Retirement	13,947.28	12,595.57	1,351.71	10.73%
Training	-	-	-	-
Outside Services	220,852.28	203,328.70	17,523.58	8.62%
Construction	2,551,575.72	1,464,025.17	1,087,550.55	74.28%
Transfers Out	-	-	-	-
Total	**2,968,035.06**	**1,840,592.39**	**1,127,442.67**	**61.25%**

- Compensation (Salaries & Wages and Benefits) increased by $0.021M compared to the prior fiscal year, primarily due to the 6.0% cost of living adjustment effective July 1, 2025, step adjustments, one-time payment upon the

signing of the Memorandum of Understanding (MOU) 2025-2028, vacation cashout and sick time roll overs per the MOU and health insurance premiums.

- Outside Services increased by $0.017M compared to the prior period due to Ross Valley Fire Department staffing costs, including a 3% COLA, 3% equity adjustment, and continued step increases for Firefighter/Paramedic personnel.
- Construction increased by $1.089M compared to the previous period due to the Fire Station 20 Project and Isabel Cook Community Center Roof Project. In the prior period through September, the Town had completed some bridge design work, repairs on concrete roads, wrapped up of Town Hall roof & HVAC project, minor work at Memorial Park, and slurry seal project. There is no slurry seal project scheduled for FY25 due to major ongoing projects at Fire Station 20 and the Resilience Hub. The Town anticipates a slurry seal project in fiscal year 2026-2027.
- The Fire Station 20 project is still on target to be completed on time. The project has had about 18.0% change orders on the original contract amount of $3,449,000. The Town Council approved a mid-year budget adjustment of $650,000 for the Measure J budget to account for the Fire Station 20 project change orders.

FISCAL IMPACT

None

GENERAL PLAN CONSISTENCY

Not applicable

CEQA AND CLIMATE ACTION PLAN CONSISTENCY

The Council's discussion and approval of this report is not a "project" under the California Environmental Quality Act, because it does not involve an activity which has the potential to cause a direct or reasonably foreseeable indirect physical change in the environment. (Cal. Pub. Res. Code § 21065).

ATTACHMENTS

Attachment #1: Budget Comparison Report by Subcategory, March 2026
Attachment #2: Budget Comparison Report by Department, March 2026
Attachment #3: Budget Comparison Report by Subcategory Measure J, March 2026
Attachment #4: Budget Comparison Report by Department Measure J, March 2026

Town of San Anselmo 2025-2026 Rev & Exp Report as of 03/31/2026 Fund: 01 - GENERAL FUND	2024-2025 Revised Budget	2024-2025 Audited Actuals	2024-2025 YTD Actuals	% of Audited Actuals	2025-2026 Adopted Budget	2025-2026 Revised Budget	2025-2026 YTD Actuals	% of Actual / Budget
Revenue								
400 - PROPERTY TAX GENERAL	10,030,351.00	10,050,213.98	5,632,788.97	56.05%	10,487,401.00	10,487,401.00	5,890,504.10	56.17%
401 - PENSION	3,020,000.00	3,171,137.39	1,739,684.70	54.86%	3,097,000.00	3,222,000.00	1,832,174.58	56.86%
402 - PROPERTY TAX OTHER	3,998,058.00	4,062,920.53	2,058,533.12	50.67%	4,109,847.00	4,109,847.00	2,108,925.92	51.31%
410 - OTHER TAXES	1,530,000.00	1,454,484.46	855,021.48	58.79%	1,471,120.00	1,471,120.00	929,469.71	63.18%
411 - FRANCHISE TAXES	936,500.00	939,820.99	506,604.11	53.90%	976,000.00	976,000.00	501,209.04	51.35%
420 - BUSINESS LICENSE	290,000.00	325,689.18	248,514.81	76.30%	298,000.00	298,000.00	232,040.84	77.87%
421 - PARKING	0.00	192.54	0.00	0.00%	0.00	15,000.00	17,151.86	114.35%
422 - CONSTRUCTION	1,091,000.00	1,167,221.10	782,309.07	67.02%	1,105,000.00	1,230,000.00	964,654.55	78.43%
430 - VEHICLE CODE	15,000.00	13,101.62	6,321.65	48.25%	0.00	0.00	5,791.25	0.00%
431 - LIBRARY	1,500.00	2,351.93	1,850.08	78.66%	2,500.00	2,500.00	1,966.15	78.65%
432 - PARKING	117,990.00	82,449.77	44,612.28	54.11%	10,000.00	10,000.00	0.00	0.00%
440 - USE OF MONEY AND PROPERTY	100,000.00	420,448.71	0.00	0.00	135,000.00	185,000.00	32.73	0.02%
450 - STATE REVENUE	235,500.00	256,356.88	203,007.99	79.19%	171,000.00	171,000.00	120,863.48	70.68%
460 - FEDERAL REVENUE	0.00	0.00	0.00	0.00%	0.00	0.00	0.00	0.00%
470 - LOCAL AGENCY REVENUE	0.00	0.00	0.00	0.00%	0.00	0.00	23,341.03	0.00%
480 - FEES FOR SERVICES	198,500.00	214,551.93	150,168.33	69.99%	215,500.00	215,500.00	216,068.36	100.26%
490 - MISCELLANEOUS REVENUE	115,555.00	279,866.05	151,598.60	54.17%	157,500.00	257,500.00	299,627.85	116.36%
519 - TRANSFERS IN	403,318.00	398,987.58	288,408.01	72.28%	413,185.00	413,185.00	280,441.38	67.87%
520 - SOURCE OF PROCEEDS	0.00	0.00	0.00	0.00%	0.00	0.00	0.00	0.00%
Total Revenue:	**22,083,272.00**	**22,839,794.64**	**12,669,423.20**	**55.47%**	**22,649,053.00**	**23,064,053.00**	**13,424,262.83**	**58.20%**
Expense								
600 - SALARIES AND WAGES	3,552,174.00	3,493,701.89	2,603,934.83	74.53%	3,922,641.00	4,025,158.20	2,964,061.88	73.64%
601 - RETIREMENT	428,706.00	407,334.57	326,112.59	80.06%	568,476.00	570,412.97	470,635.14	82.51%
602 - EMPLOYEE BENEFITS	872,566.00	832,705.82	624,745.20	75.03%	953,970.00	960,854.70	698,047.57	72.65%
604 - RETIREE BENEFITS	180,796.00	180,796.00	64,475.67	35.66%	190,028.00	190,028.00	63,486.54	33.41%
610 - TRAINING	68,750.00	51,805.43	46,092.25	88.97%	69,750.00	69,750.00	35,563.78	50.99%
611 - OUTSIDE SERVICES	2,734,465.00	2,525,643.13	1,843,942.40	73.01%	2,112,045.00	2,507,045.00	1,672,939.70	66.73%
612 - OUTSIDE SERVICES - POLICE (CMPA) & FIRE (RVFD)	10,974,172.00	10,971,504.08	8,228,628.08	75.00%	11,732,115.00	11,732,115.00	8,794,319.15	74.96%
613 - PUBLICATION / DUES	27,522.00	19,719.73	18,639.52	94.52%	28,645.00	28,645.00	16,153.91	56.39%
614 - MAINTENANCE	123,485.00	80,460.09	57,918.95	71.98%	104,250.00	104,250.00	58,277.81	55.90%
615 - BUILDING MAINTENANCE	60,000.00	48,951.16	16,248.71	33.19%	42,500.00	242,500.00	136,829.84	56.42%
616 - VEHICLE MAINTENANCE	16,050.00	19,072.48	14,827.62	77.74%	16,050.00	16,050.00	23,073.39	143.76%
617 - UTILITIES	0.00	119,494.51	88,242.55	73.85%	0.00	0.00	39,058.98	0.00%
618 - HIRING	1,000.00	13,318.46	12,687.10	95.26%	0.00	0.00	985.43	0.00%
619 - MISCELLANEOUS	25,000.00	4,562.64	3,287.64	72.06%	15,500.00	15,500.00	112.50	0.73%
620 - OFFICE SUPPLIES	32,754.00	33,760.59	28,624.99	84.79%	1,800.00	1,800.00	9,243.67	513.54%
622 - DEPARTMENT SUPPLIES	133,197.00	192,875.10	126,764.57	65.72%	134,450.00	134,450.00	91,381.50	67.97%
623 - BOOKS / MAGAZINES / VIDEOS	29,000.00	32,201.33	19,657.68	61.05%	30,750.00	30,750.00	14,108.80	45.88%
628 - Internal Service Charge	1,437,812.00	1,437,811.80	1,265,858.85	88.04%	1,307,094.00	1,307,094.00	1,155,320.44	88.39%
629 - MISCELLANEOUS	105,500.00	67,845.10	46,838.31	69.04%	183,800.00	183,800.00	109,388.14	59.51%
630 - EQUIPMENT	500.00	12,740.74	12,740.74	100.00%	0.00	0.00	2,051.24	0.00%
631 - CAPITAL OUTLAY - CONSTRUCTION	0.00	0.00	0.00	0.00%	0.00	0.00	0.00	0.00%
640 - PRINCIPAL	465,000.00	465,000.00	465,000.00	100.00%	510,000.00	510,000.00	510,000.00	100.00%
641 - INTEREST	173,929.00	173,811.71	173,811.71	100.00%	170,189.00	170,189.00	170,096.16	99.95%
670 - TRANSFERS OUT	640,000.00	640,000.00	640,000.00	100.00%	555,000.00	1,380,000.00	1,380,000.00	100.00%
Total Expense:	**22,082,378.00**	**21,825,116.36**	**16,729,079.96**	**76.65%**	**22,649,053.00**	**24,180,391.87**	**18,415,135.57**	**76.16%**
Total Fund: 01 - GENERAL FUND:	**894.00**	**1,014,678.28**	**-4,059,656.76**		**0.00**	**-1,116,338.87**	**-4,990,872.74**	

Town of San Anselmo 2025-2026 Rev & Exp Report as of 03/31/2026 Fund: 01 - GENERAL FUND Expense	2024-2025 Revised Budget	2024-2025 Audited Actuals	2024-2025 YTD Actuals	% of Audited Actuals	2025-2026 Adopted Budget	2025-2026 Revised Budget	2025-2026 YTD Actuals	% of Actual / Budget
00 - UNDESIGNATED	640,000.00	640,000.00	640,000.00	100.00%	555,000.00	1,380,000.00	1,380,000.00	100.00%
11 - TOWN COUNCIL	71,446.00	72,327.28	59,551.09	82.34%	64,260.00	64,260.00	34,450.42	53.61%
12 - ADMINISTRATION	1,669,529.00	1,671,278.59	1,172,167.61	70.14%	1,712,209.00	1,748,945.87	1,304,963.94	74.61%
16 - LEGAL SERVICES	330,000.00	220,398.50	123,152.50	55.88%	280,000.00	280,000.00	161,203.30	57.57%
18 - PLANNING	1,169,800.00	1,050,424.51	781,169.20	74.37%	916,720.00	1,226,409.00	678,787.34	55.35%
19 - Building & Inspections	0.00	0.00	0.00	0.00%	1,134,173.00	1,198,550.00	873,628.64	72.89%
21 - NON-DEPARTMENTAL	1,488,431.00	1,472,164.52	1,309,304.51	88.94%	1,494,217.00	1,544,217.00	1,363,853.71	88.32%
30 - POLICE	5,474,469.00	5,476,919.00	4,108,301.75	75.01%	5,814,695.00	5,814,695.00	4,361,021.21	75.00%
32 - ROSS VALLEY FIRE SERVICE	5,559,703.00	5,531,890.03	4,131,822.90	74.69%	5,959,920.00	5,959,920.00	4,446,475.88	74.61%
40 - DEBT SERVICE	640,429.00	640,111.71	640,111.71	100.00%	681,689.00	681,689.00	681,696.16	100.00%
41 - ENGINEERING AND INSPECTION	1,774,695.00	1,760,842.33	1,329,929.96	75.53%	669,661.00	674,990.00	510,769.96	75.67%
42 - STREETS	1,278,642.00	1,251,926.33	937,833.79	74.91%	1,302,235.00	1,317,252.00	967,828.15	73.47%
71 - LIBRARY	899,716.00	958,206.51	700,151.10	73.07%	952,892.00	1,165,164.00	842,134.09	72.28%
81 - PARKS	768,688.00	763,422.31	549,177.28	71.94%	752,314.00	759,419.00	557,581.96	73.42%
82 - RECREATION/GENERAL FUND	316,830.00	315,204.74	246,406.56	78.17%	359,068.00	364,881.00	250,740.81	68.72%
Total Expense:	**22,082,378.00**	**21,825,116.36**	**16,729,079.96**	**76.65%**	**22,649,053.00**	**24,180,391.87**	**18,415,135.57**	**76.16%**
Total Fund: 01 - GENERAL FUND:	**22,082,378.00**	**21,825,116.36**	**16,729,079.96**	**76.65%**	**22,649,053.00**	**24,180,391.87**	**18,415,135.57**	**76.16%**
Report Total:	**22,082,378.00**	**21,825,116.36**	**16,729,079.96**	**76.65%**	**22,649,053.00**	**24,180,391.87**	**18,415,135.57**	**76.16%**

Town of San Anselmo 2025-2026 Rev & Exp Report as of 03/31/2026	2024-2025 Revised Budget	2024-2025 Audited Actuals	2024-2025 YTD Actuals	% of Audited Actuals	2025-2026 Adopted Budget	2025-2026 Revised Budget	2025-2026 YTD Actuals	% of Actual / Budget
Fund: 15 - SALES TAX - MEASURE J								
Revenue								
410 - OTHER TAXES	2,539,700.00	2,479,818.93	1,450,234.99	58.48%	2,493,023.00	2,493,023.00	1,533,666.57	61.52%
440 - USE OF MONEY AND PROPERTY	0.00	43,562.13	0.00	0.00%	20,000.00	20,000.00	0.00	0.00%
470 - LOCAL AGENCY REVENUE	0.00	0.00	0.00	0.00%	0.00	0.00	0.00	0.00%
490 - MISCELLANEOUS REVENUE	0.00	0.00	0.00	0.00%	363,005.00	363,005.00	2,390.87	0.66%
Total Revenue:	**2,539,700.00**	**2,523,381.06**	**1,450,234.99**	**57.47%**	**2,876,028.00**	**2,876,028.00**	**1,536,057.44**	**53.41%**
Expense								
600 - SALARIES AND WAGES	184,552.82	178,688.70	133,445.61	74.68%	194,877.00	199,152.00	150,441.79	75.54%
601 - RETIREMENT	17,403.96	16,871.90	12,595.57	74.65%	18,606.00	18,606.00	13,947.28	74.96%
602 - EMPLOYEE BENEFITS	43,971.10	37,283.51	27,197.34	72.95%	41,874.00	42,201.03	31,217.99	73.97%
611 - OUTSIDE SERVICES	261,716.00	268,757.71	203,328.70	75.66%	332,653.00	332,653.00	220,852.28	66.39%
631 - CAPITAL OUTLAY - CONSTRUCTION	2,807,857.00	1,859,183.28	1,086,276.47	58.43%	2,245,912.00	2,895,912.00	2,551,575.72	88.11%
632 - SLURRY	200,000.00	377,748.70	377,748.70	100.00%	0.00	0.00	0.00	0.00%
670 - TRANSFERS OUT	0.00	0.00	0.00	0.00%	124,651.00	124,651.00	0.00	0.00%
Total Expense:	**3,515,500.88**	**2,738,533.80**	**1,840,592.39**	**67.21%**	**2,958,573.00**	**3,613,175.03**	**2,968,035.06**	**82.14%**
Total Fund: 15 - SALES TAX - MEASURE J:	**-975,800.88**	**-215,152.74**	**-390,357.40**		**-82,545.00**	**-737,147.03**	**-1,431,977.62**	
Report Total:	**-975,800.88**	**-215,152.74**	**-390,357.40**		**-82,545.00**	**-737,147.03**	**-1,431,977.62**	

Town of San Anselmo 2025-2026 Rev & Exp Report as of 03/31/2026 Fund: 15 - SALES TAX - MEASURE J Expense	2024-2025 Revised Budget	2024-2025 Audited Actuals	2024-2025 YTD Actuals	% of Audited Actuals	2025-2026 Adopted Budget	2025-2026 Revised Budget	2025-2026 YTD Actuals	% of Actual / Budget
00 - UNDESIGNATED	0.00	0.00	0.00	0.00%	124,651.00	124,651.00	0.00	0.00%
32 - ROSS VALLEY FIRE SERVICE	261,716.00	565,658.44	196,287.03	34.70%	1,282,653.00	1,932,653.00	1,775,367.15	91.86%
41 - ENGINEERING AND INSPECTION	2,725,427.88	1,544,573.13	1,257,886.16	81.44%	1,395,269.00	1,399,871.03	797,899.04	57.00%
71 - LIBRARY	0.00	0.00	0.00	0.00%	100,000.00	100,000.00	100,000.00	100.00%
81 - PARKS	175,000.00	66,735.47	66,735.47	100.00%	0.00	0.00	180.26	0.00%
90 - Climate Action	353,357.00	561,566.76	319,683.73	56.93%	56,000.00	56,000.00	294,588.61	526.05%
Total Expense:	**3,515,500.88**	**2,738,533.80**	**1,840,592.39**	**67.21%**	**2,958,573.00**	**3,613,175.03**	**2,968,035.06**	**82.14%**
Total Fund: 15 - SALES TAX - MEASURE J:	**3,515,500.88**	**2,738,533.80**	**1,840,592.39**	**67.21%**	**2,958,573.00**	**3,613,175.03**	**2,968,035.06**	**82.14%**
Report Total:	**3,515,500.88**	**2,738,533.80**	**1,840,592.39**	**67.21%**	**2,958,573.00**	**3,613,175.03**	**2,968,035.06**	**82.14%**

TOWN OF SAN ANSELMO
EST. 1907

STAFF REPORT

TOWN OF SAN ANSELMO Item 1.3

MEETING DATE: 4/28/26

AGENDA TITLE: Financial Report on Recreation Fund

FROM: Mattie O'Grady – Director of Community Services

RECOMMENDATION: That the Parks & Recreation Commission review the Recreation Fund revenue and expenditure report for the period ending March 31, 2026.

BACKGROUND

The Recreation Department offers a wide variety of fee-based programs throughout the fiscal year including sports programs and leagues, youth and adult classes, and childcare and camps. Additional revenue is generated through facility rentals and administrative fees.

DISCUSSION/ANALYSIS

As of March 31, 2026, 75% of the fiscal year has elapsed and the Recreation Fund is listed at 86% of projected revenues and 75% of projected expenditures.

You will also find attached the capital outlay budget for the department, in addition to the Recreation Fund revenue and expenditure report.

For future historical comparison purposes, staff has developed the following table:

FY	Revenue			Expenditures			Rev Over/(Under) Exp	
	Budget	Actual	%	Budget	Actual	%	$$	%
2025-26	**2,362,320**	**2,030,074**	**86%**	**2,362,320**	**1,789,256**	**75%**	**240,818**	**10%**
2024-25	2,210,355	2,104,671	95%	2,210,355	1,543,412	70%	561,259	25%
2023-24	1,984,971	1,919,416	97%	2,284,971	1,506,104	66%	413,312	21%
2022-23	1,875,414	1,906,138	102%	1,848,926	1,309,682	71%	596,457	32%
2021-22	1,348,625	1,908,595	142%	1,507,369	1,211,017	80%	697,578	52%
2020-21	1,408,125	957,660	68%	1,550,947	857,385	55%	100,274	7%
2019-20	1,627,269	1,603,491	99%	1,676,763	1,270,916	76%	332,575	20%
2018-19	1,510,604	1,586,775	105%	1,591,144	1,047,174	66%	539,601	36%
2017-18	1,514,000	1,402,029	93%	1,644,385	1,037,903	63%	364,126	24%
2016-17	1,384,325	1,401,167	101%	1,500,570	1,023,908	68%	377,259	27.3%

Attachment 1 – Revenue & Expenditure Report FY 2025-26: Recreation Fund as of 3/31/2026.
Attachment 2 – Capital Outlay Report FY 2025-26 as of 3/31/2026

Town of San Anselmo

Budget Report
Group Summary
For Fiscal: 2025-2026 Period Ending: 03/31/2026

SubCategory	Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
Department: 00 - UNDESIGNATED						
670 - TRANSFERS OUT	38,815.00	38,815.00	0.00	38,815.00	0.00	0.00%
Department: 00 - UNDESIGNATED Total:	**38,815.00**	**38,815.00**	**0.00**	**38,815.00**	**0.00**	**0.00%**
Department: 61 - SPORTS						
480 - FEES FOR SERVICES	669,000.00	669,000.00	133,109.76	729,536.84	60,536.84	9.05%
600 - SALARIES AND WAGES	30,120.00	30,120.00	0.00	26,098.50	4,021.50	13.35%
602 - EMPLOYEE BENEFITS	2,304.00	2,304.00	0.00	1,996.61	307.39	13.34%
611 - OUTSIDE SERVICES	305,000.00	305,000.00	41,946.75	179,849.10	125,150.90	41.03%
629 - MISCELLANEOUS	44,990.00	44,990.00	9,312.24	49,745.50	-4,755.50	-10.57%
Department: 61 - SPORTS Surplus (Deficit):	**286,586.00**	**286,586.00**	**81,850.77**	**471,847.13**	**185,261.13**	**-64.64%**
Department: 62 - CULTURE						
480 - FEES FOR SERVICES	181,000.00	181,000.00	39,940.00	169,017.16	-11,982.84	6.62%
611 - OUTSIDE SERVICES	110,800.00	110,800.00	18,942.49	91,630.13	19,169.87	17.30%
629 - MISCELLANEOUS	1,500.00	1,500.00	0.00	791.99	708.01	47.20%
Department: 62 - CULTURE Surplus (Deficit):	**68,700.00**	**68,700.00**	**20,997.51**	**76,595.04**	**7,895.04**	**-11.49%**
Department: 63 - CHILD CARE						
480 - FEES FOR SERVICES	1,461,000.00	1,461,000.00	127,491.00	1,089,390.61	-371,609.39	25.44%
600 - SALARIES AND WAGES	615,904.00	627,904.00	36,125.18	514,581.63	113,322.37	18.05%
601 - RETIREMENT	33,755.00	33,755.00	2,297.84	26,442.29	7,312.71	21.66%
602 - EMPLOYEE BENEFITS	127,125.00	128,043.00	7,624.87	90,698.07	37,344.93	29.17%
611 - OUTSIDE SERVICES	336,200.00	336,200.00	40,288.41	253,232.37	82,967.63	24.68%
622 - DEPARTMENT SUPPLIES	7,000.00	7,000.00	0.00	2,389.58	4,610.42	65.86%
629 - MISCELLANEOUS	42,600.00	42,600.00	1,888.81	26,921.87	15,678.13	36.80%
Department: 63 - CHILD CARE Surplus (Deficit):	**298,416.00**	**285,498.00**	**39,265.89**	**175,124.80**	**-110,373.20**	**38.66%**
Department: 64 - EVENTS AND OTHER						
480 - FEES FOR SERVICES	31,020.00	31,020.00	4,957.00	27,278.00	-3,742.00	12.06%
611 - OUTSIDE SERVICES	20,000.00	20,000.00	0.00	0.00	20,000.00	100.00%
Department: 64 - EVENTS AND OTHER Surplus (Deficit):	**11,020.00**	**11,020.00**	**4,957.00**	**27,278.00**	**16,258.00**	**-147.53%**
Department: 65 - PROGRAM ADMINISTRATION						
480 - FEES FOR SERVICES	20,300.00	20,300.00	1,962.00	14,851.45	-5,448.55	26.84%
600 - SALARIES AND WAGES	313,039.00	322,039.00	30,136.91	235,811.05	86,227.95	26.78%
601 - RETIREMENT	29,741.00	29,741.00	2,841.94	21,852.36	7,888.64	26.52%
602 - EMPLOYEE BENEFITS	104,879.00	105,567.50	5,997.62	66,665.56	38,901.94	36.85%
610 - TRAINING	7,500.00	7,500.00	107.92	5,256.68	2,243.32	29.91%
611 - OUTSIDE SERVICES	114,748.00	114,748.00	47,210.76	107,421.28	7,326.72	6.39%
613 - PUBLICATION / DUES	1,000.00	1,000.00	0.00	484.55	515.45	51.55%
614 - MAINTENANCE	850.00	850.00	0.00	0.00	850.00	100.00%
615 - BUILDING MAINTENANCE	11,000.00	11,000.00	277.00	2,522.99	8,477.01	77.06%
617 - UTILITIES	14,450.00	14,450.00	1,439.66	10,528.75	3,921.25	27.14%
618 - HIRING	4,000.00	4,000.00	582.00	1,491.87	2,508.13	62.70%
620 - OFFICE SUPPLIES	33,500.00	33,500.00	338.33	29,744.04	3,755.96	11.21%
622 - DEPARTMENT SUPPLIES	11,500.00	11,500.00	338.56	4,284.85	7,215.15	62.74%
Department: 65 - PROGRAM ADMINISTRATION Surplus (Deficit):	**-625,907.00**	**-635,595.50**	**-87,308.70**	**-471,212.53**	**164,382.97**	**25.86%**
Report Surplus (Deficit):	**0.00**	**-22,606.50**	**59,762.47**	**240,817.44**	**263,423.94**	**1,165.26%**

Fund Summary

Fund	Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)
21 - RECREATION	0.00	-22,606.50	59,762.47	240,817.44	263,423.94
Report Surplus (Deficit):	**0.00**	**-22,606.50**	**59,762.47**	**240,817.44**	**263,423.94**

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
Fund: 21 - RECREATION							
Expense							
SubCategory: 619 - MISCELLANEOUS							
21.64.61185	SPECIAL EVENT EXPENSE	10,000.00	10,000.00	0.00	3,248.84	6,751.16	67.51 %
21.64.61200	OLDER ADUILT PROGRAMMING	15,000.00	15,000.00	1,159.14	5,066.23	9,933.77	66.23 %
	SubCategory: 619 - MISCELLANEOUS Total:	**25,000.00**	**25,000.00**	**1,159.14**	**8,315.07**	**16,684.93**	**66.74%**
SubCategory: 631 - CAPITAL OUTLAY - CONSTRUCTION							
21.65.63100	CAPITAL OUTLAY - CONSTRUCTION	300,000.00	300,000.00	6,107.07	115,915.08	184,084.92	61.36 %
	SubCategory: 631 - CAPITAL OUTLAY - CONSTRUCTION Total:	**300,000.00**	**300,000.00**	**6,107.07**	**115,915.08**	**184,084.92**	**61.36%**
	Expense Total:	**325,000.00**	**325,000.00**	**7,266.21**	**124,230.15**	**200,769.85**	**61.78%**
	Fund: 21 - RECREATION Total:	**325,000.00**	**325,000.00**	**7,266.21**	**124,230.15**	**200,769.85**	**61.78%**
	Report Total:	**325,000.00**	**325,000.00**	**7,266.21**	**124,230.15**	**200,769.85**	**61.78%**

Group Summary

SubCategory	Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
Fund: 21 - RECREATION						
Expense						
619 - MISCELLANEOUS	25,000.00	25,000.00	1,159.14	8,315.07	16,684.93	66.74%
631 - CAPITAL OUTLAY - CONSTRUCTION	300,000.00	300,000.00	6,107.07	115,915.08	184,084.92	61.36%
Expense Total:	**325,000.00**	**325,000.00**	**7,266.21**	**124,230.15**	**200,769.85**	**61.78%**
Fund: 21 - RECREATION Total:	**325,000.00**	**325,000.00**	**7,266.21**	**124,230.15**	**200,769.85**	**61.78%**
Report Total:	**325,000.00**	**325,000.00**	**7,266.21**	**124,230.15**	**200,769.85**	**61.78%**

Fund Summary

Fund		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
21 - RECREATION		325,000.00	325,000.00	7,266.21	124,230.15	200,769.85	61.78%
	Report Total:	**325,000.00**	**325,000.00**	**7,266.21**	**124,230.15**	**200,769.85**	**61.78%**

STAFF REPORT

TOWN OF SAN ANSELMO Item #:1.4

MEETING DATE: April 28, 2026

AGENDA TITLE: Quarterly Treasurer's Investment Report, March 2026

FROM: Jeff Zuba, Finance & Admin Services Director

RECOMMENDATION: That the Town Council consider approving the Treasurer's Investment Report for the quarter ending March 31, 2026.

SUMMARY

The Treasurer's Investment Report is a quarterly itemization of the market value of Town investments. The purpose of this report is to present financial information for review and discussion.

DISCUSSION/ANALYSIS

The attached report itemizes the Town's investments and states the market value of each investment as of March 31, 2026. The Wells Fargo bank account is the Town's primary checking account used for the deposit and expenditure of operating funds. The Bank of America checking account is a controlled account used for payroll processing only.

The Town holds three investment accounts: one with Moreton Capital with funds held at U.S. Bank, one with Wells Fargo Securities with funds held at Wells Fargo, and one with RBC Capital Markets held at RBC. The investments held are allowable by the Town's investment policy.

The Town maintains two Local Agency Investment Fund accounts (LAIF) for the purpose of maximizing interest income on funds not needed for immediate expenditure. One LAIF account is for the investment of general operating funds. The other is for the remaining series 2003 Measure G bond proceeds, required by law to be maintained in a segregated account.

The Town's cash balance as of March is $11,019,846, which is $3,854,875 less than the balances at this time last year. The significant decrease is due to the Town's

ongoing projects, General Plan update, Fire Station 20, Resilience Hub, Library Roof & HVAC, Isabel Community Center roof.

FISCAL IMPACT
Not applicable

GENERAL PLAN CONSISTENCY
Not applicable

CEQA AND CLIMATE ACTION PLAN CONSISTENCY

The Council's discussion and approval of this report is not a "project" under the California Environmental Quality Act, because it does not involve an activity which has the potential to cause a direct or reasonably foreseeable indirect physical change in the environment. (Cal. Pub. Res. Code § 21065).

ATTACHMENTS
Attachment #1: Quarterly Treasurer's Investment Report, March 31, 2026

TOWN OF SAN ANSELMO

TREASURER'S INVESTMENT REPORT
for the quarter ending March 31, 2026

INSTITUTION	TYPE OF INVESTMENT	MATURITY DATE	EFFECTIVE YIELD	MARKET VALUE OF AMOUNT ON DEPOSIT	NOTES BOOK VALUE	NOTES UNREALIZED GAIN
Wells Fargo Bank	Government Advantage Checking	None	1.65%	48,419		
Wells Fargo Bank	Government Sweep Account	None	3.68%	6,204,529		
Bank of America	Business Checking Account	None	0.49%	58,047		
LAIF (Local Agency Investment Fund) Operating Account	State Treasurer's Pool	None	3.82%	8,681		
LAIF (Local Agency Investment Fund) Measure G Proceeds	State Treasurer's Pool	None	3.82%	104,584		
Moreton Capital	Money Market	None	3.59%	45,125		
Moreton Capital	Municipal Bonds	Varies	4.44%	2,381,142		
RBC Wealth Management	Certificate of Deposits	Varies	4.55%	244,388		
RBC Wealth Management	Treasury/Federal Agency	Varies	0.00%	-		
RBC Wealth Management	Money Market	None	3.23%	1,924,931		
Total Investment Portfolio:				11,019,846		

I hereby verify that this report is in conformity with the Town of San Anselmo Investment Policy.

John Mahl Digitally signed by John Mahl Date: 2026.04.21 10:07:02 -07'00'

John Mahl, Town Treasurer

Jeff Zuba, Finance & Administrative Services Director

April 10, 2026
Date

STAFF REPORT

TOWN OF SAN ANSELMO Item #: 1.5

MEETING DATE: April 28, 2026

AGENDA TITLE: Senate Bill 1 (SB1) Gas Tax Funding Project List

FROM: Scott Schneider, Assistant Public Works Director

RECOMMENDATION: That the Town Council adopt the attached Resolution approving the 2026-2027 Senate Bill 1 (SB1) Project List to be included in the Fiscal Year 2026-2027 Budget for roadway improvements and finding the project exempt from CEQA under 14 Cal. Code Regs. § 15301(c).

BACKGROUND

On April 28, 2017, the Governor signed Senate Bill 1 (SB1), an increase in vehicle registration fees along with per-gallon gas and diesel tax increases. The tax rates are also adjusted for inflation.

Distribution of funds to San Anselmo will follow the apportionment formula used for the current gas tax. Funding will be available for basic road maintenance, rehabilitation and critical safety projects on local streets and roads. SB1 requires annual project reporting, which includes submittal of a list of proposed projects (Project List) that is adopted by Resolution by the Town Council. The Project List must include a description and location of the project, a proposed schedule of completion and an estimated useful life of the improvement. The 2026/2027 Fiscal Year (FY) Project List is due to the California Transportation Commission by July 1, 2026. Project Expenditure Reports are due December 1.

In addition, the Town is also required to sustain a Measure of Effort (MOE) by spending at least the annual average of its General Fund expenditures during Fiscal Years 2009/2010, 2010/2011, and 2011/2012. ($730,759 average per year). The proposed FY 2026/27 Town budget reflects a MOE of above this level.

The funding from SB1 will supplement the existing funding sources for this paving project. The Project List includes the streets expected to be paved in summer/fall 2026 as part of 2026 Street Resurfacing Project.

Project Title: 2026 Street Resurfacing Project
Project Description: Road resurfacing, including complete streets elements

Project Location:
Valley Road – Suffield Avenue to West Court (33 and 54 PCI)
Suffield Avenue – Valley Road to Butterfield Road (36 and 46 PCI)
Rutherford Avenue – Camino de Herrera to Butterfield Road (40 PCI)
Camino De Herrera – Valley Road to Oakwood Court (14 and 48 PCI)
Skyline Road – Traxler Road to End (14 PCI)
Bennit Avenue – Suffield Avenue to Camino de Herrera (60 and 66 PCI)
Oakwood Court – Camino de Herrera to End (41 PCI)
Sunnyside Avenue – Austin Avenue to Ross Avenue (3 PCI)
Spring Grove Avenue – Greenfield Avenue to Town Limit (1 and 53 PCI)
Longwood Drive – Town Limits to end (43 PCI)

Estimated Project Schedule: Start (07/26)– Completion (11/26) based on the component being funded with RMRA funds

Estimated Project Useful Life: 20 years

DISCUSSION/ANALYSIS

Per Town Council Resolution No. 4020, Complete Streets analysis will be done to determine if any pedestrian, bicyclist or transit improvements are necessary.

If the Town Council adopts the attached Resolution approving the Project List, the proposed list of street paving projects (2026 Street Resurfacing Project) will be included in the FY 2026-2027 Town Budget.

FISCAL IMPACT

The SB1 revenue to be distributed to San Anselmo is expected to be approximately $358,728 in FY 2026/2027. The remaining project budget has funding from the Town's Road Maintenance Fund, Measure AA and Measure J Funds for FY 2026/2027.

CEQA AND CLIMATE ACTION PLAN CONSISTENCY

Adoption of the proposed resolution is categorically exempt from the requirement for the preparation of environmental documents under the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301 because the resolution allocates a portion of the funds for a paving project that will not create additional automobile lanes nor result in an expansion of use. (14 Cal. Code Regs. § 15301(c)).

ATTACHMENTS

Attachment 1- Resolution

RESOLUTION NO. _____

RESOLUTION OF THE SAN ANSELMO TOWN COUNCIL ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2026/27 FUNDED BY SB 1: THE ROAD REPAIR AND ACCOUNTABLILITY ACT OF 2017

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and Signed into law by the Governor in April 2017 to address the significant multi-modal transportation funding shortfalls statewide; and

WHEREAS, SB 1 includes accountability and transparency provisions that will ensure the residents of our Town are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

WHEREAS, the Town of San Anselmo must adopt by resolution a list of projects proposed to receive fiscal year funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

WHEREAS, the Town of San Anselmo, will receive an estimated $358,728 in RMRA funding in Fiscal Year 2026/27 from SB 1; and

WHEREAS, this is the tenth year in which the Town of San Anselmo is receiving SB 1 funding and will enable the Town of San Anselmo to continue essential road maintenance and rehabilitation projects, safety improvements, repairing and replacing aging bridges, and increasing access and mobility options for the traveling public that would not have otherwise been possible without SB 1; and

WHEREAS, the Town of San Anselmo has undergone a robust public process to ensure public input into our community's transportation priorities/the project list; and

WHEREAS, the Town of San Anselmo used a Pavement Management System to develop the SB 1 project list to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the communities priorities for transportation investment; and

WHEREAS, the funding from SB 1 will help the Town maintain and rehabilitate several streets throughout the Town this year and other streets into the future; and.

WHEREAS, the 2023 California Statewide Local Streets and Roads Needs Assessment found that the Town's streets and roads are in an "LOWER RISK" condition and this revenue will help us increase the overall quality of our road system and over the next decade will bring our streets and roads into a "GOOD to EXCELLENT" condition; and

WHEREAS, the SB 1 project list and overall investment in our local streets and roads

infrastructure with a focus on basic maintenance and safety, investing in complete streets infrastructure, and using cutting-edge technology, materials and practices, will have significant positive co-benefits statewide.

NOW, THEREFORE, THE TOWN COUNCIL HEREBY RESOLVES:

Section 1. The foregoing recitals are true and correct.

Section 2. The following list of newly proposed projects will be funded in-part or solely with Fiscal Year 2026-27 Road Maintenance and Rehabilitation Account revenues:

Project Title:	2026 Street Rehabilitation Project
Project Description:	Road resurfacing, including complete streets elements
Project Location:	Valley Road – Suffield Avenue to West Court Suffield Avenue – Valley Road to Butterfield Road Rutherford Avenue – Camino de Herrera to Butterfield Road Camino De Herrera – Valley Road to Oakwood Court Skyline Road – Traxler Road to End Bennit Avenue – Suffield Avenue to Camino de Herrera Oakwood Court – Camino de Herrera to End Sunnyside Avenue – Austin Avenue to Ross Avenue Spring Grove Avenue – Greenfield Avenue to Town Limit Longwood Drive – Town Limits to end

Estimated Project Schedule: Start (07/26)– Completion (11/26) based on the component being funded with RMRA funds

Estimated Project Useful Life: 20 years

Section 3.
GAS TAX FUND
The budget will include the following:

Transfers Out	Transfers to Road Maintenance fund by $358,728 to fund SB 1 eligible projects.

ROAD MAINTAINANCE FUND

The budget will include the following:

Transfers In:	$358,728 Transfer in from Gas Tax Fund.
Expenditure Budget:	Budget $358,728 for SB 1 funded projects.

Section 4.

Environmental Analysis. Adoption of this resolution is categorically exempt from the requirement for the preparation of environmental documents under the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301, because the resolution allocates a portion of the funds for a paving project that will not create additional automobile lanes nor result in an expansion of use. (14 Cal. Code Regs. § 15301(c).)

RESOLUTION PASSED AND ADOPTED, at the regular meeting of the San Anselmo Town Council on the 28th day of April, 2026, by the following vote:

AYES: Councilmember:
NOES: Councilmember:
ABSENT: Councilmember:
ABSTAIN: Councilmember:

_____
Steve Burdo
MAYOR

ATTEST:

_____
SERGE AVILA
TOWN CLERK

STAFF REPORT

TOWN OF SAN ANSELMO Item #: 2.1

MEETING DATE: April 28, 2026

AGENDA TITLE: Receive and File the Diversity, Equity, Inclusion, and Belonging (DEIB) Assessment Memorandum Prepared by The Justice Collective and Provide Direction on Proposed General Plan Amendments

FROM: Community Development Department

RECOMMENDATION: Receive and file the DEIB Assessment Memorandum prepared by The Justice Collective (TJC); review and provide input on proposed General Plan amendments prepared by staff with assistance from Dr. Robin Beers; and provide direction on next steps, including whether to proceed with incorporating revisions into the Draft General Plan 2045 or to conduct additional review with advisory bodies.

BACKGROUND

On March 10, 2026, the Town Council reviewed the Draft General Plan 2045 and provided direction to staff regarding further refinement of the document, including consideration of a Diversity, Equity, Inclusion, and Belonging (DEIB) review prior to adoption.

Following that direction, the Town retained The Justice Collective (TJC) to conduct a high-level DEIB assessment of the Draft General Plan. The scope of work included evaluating how DEIB principles are integrated throughout the Plan and identifying opportunities to strengthen clarity, consistency, and implementation.

TJC completed its San Anselmo General Plan 2045 DEIB Assessment Memorandum in April 2026 (**Attachment 1**). The resulting memorandum presents findings, analysis, and recommended language additions intended to strengthen the Plan's alignment with the Town's DEIB values while building on the existing framework. In addition, TJC prepared an Editorial Guidance for Staff Review memorandum to support consistent application of an equity lens in refining General Plan language and implementation strategies (**Attachment 2**).

On April 21, 2026, the Racial Equity Committee (REC) held a special meeting to review the TJC DEIB Assessment Memorandum and Editorial Guidance. The Committee

discussed the findings and provided input on the proposed approach. The Committee expressed general support for the memorandum and the Town's approach to incorporating targeted edits into the Draft General Plan.

Concurrent with the REC review, staff, with the assistance of Dr. Robin Beers and the General Plan consultant team, incorporated these changes directly into the Draft General Plan. The revisions are reflected in the attached redline version of the General Plan, which identifies the specific pages and sections where edits occurred across all chapters.

DISCUSSION/ANALYSIS

Overview of TJC Findings

TJC found that the Draft General Plan already incorporates many DEIB principles and includes strong foundational definitions, particularly the definition of "belonging," which establishes a values-based framework for the Plan.

The memorandum identifies opportunities to strengthen the Plan by:

- More consistently applying DEIB principles across all elements
- Improving specificity and accountability in policy language
- Enhancing equity framing in elements such as Land Use, Circulation, Sustainability, and Open Space
- Incorporating structural mechanisms to support implementation, such as equity review processes and annual reporting

TJC emphasizes that its recommendations are additive and are intended to refine and strengthen the existing draft rather than require a comprehensive rewrite.

Proposed Amendments

In response to the TJC memorandum and Editorial Guidance, staff, working with Dr. Robin Beers and the General Plan consultant team, prepared a set of targeted amendments to the Draft General Plan (see **Attachment 2**).

These amendments reflect key themes from the TJC recommendations and are intended to strengthen alignment with the Town's DEIB framework while maintaining the structure of the Draft General Plan.

At a high level, the revisions fall into the following categories:

- **Strengthening the DEIB Framework:** Refinements to definitions, including "belonging," and clarification of DEIB as an ongoing framework guiding implementation and decision-making

- **Integration into Vision and Narrative Sections:** Updates to element introductions and long-range planning sections to better articulate how policies affect different community members and advance equitable outcomes

- **More Actionable and Directive Policy Language:** Revisions to goals, policies, and actions to improve clarity, accountability, and alignment between intent and implementation
- **Governance, Participation, and Access:** Expanded direction related to inclusive civic engagement, language access, and transparency in decision-making processes
- **Embedding Equity Across All Elements:** Integration of DEIB considerations throughout all General Plan elements rather than limiting them to a single section
- **Improved Specificity and Clarity:** More clearly identifying populations who may face barriers and clarifying intended outcomes of policies and actions

The revisions are shown in the attached redline version of the General Plan (**Attachment 3**), which identifies the specific pages and sections where edits occurred across all chapters.

Purpose of Council Review
The purpose of this item is twofold:

1. Receive and file the TJC memorandum and associated recommendations; and
2. Review and provide input on the proposed amendments to the Draft General Plan

Town Council feedback will help determine whether the proposed revisions appropriately respond to the TJC findings and align with Council priorities.

Next Steps and Council Direction
Based on Town Council input, the following pathways are available:

Option 1: Proceed with Revisions
If the Town Council is comfortable with the proposed amendments, staff will direct the General Plan consultants to incorporate the revisions and prepare the finalized Draft General Plan for public release, anticipated in summer 2026.

Option 2: Additional Review and Vetting
If the Town Council would like further review of the proposed amendments, staff requests direction on whether to:

- Refer the revisions to the Racial Equity Committee
- Refer the revisions to the General Plan Advisory Committee
- Conduct additional stakeholder or public engagement prior to returning to the Town Council

Staff will incorporate Council direction into the next phase of the General Plan Update process.

FISCAL IMPACT

The DEIB assessment conducted by TJC was funded as part of the General Plan Update process. The amount of the contract was not to exceed $17,000.

Implementation of the proposed General Plan amendments is not anticipated to result in significant additional costs beyond the existing consultant scope. Minor additional consultant time may be required to incorporate revisions and finalize the document.

Future implementation actions identified in the General Plan may have fiscal implications. These will be evaluated through the Town's future budgeting and work planning processes.

GENERAL PLAN CONSISTENCY

The proposed action supports the ongoing development and refinement of the Draft General Plan 2045, which is intended to provide a comprehensive and internally consistent policy framework to guide future decision-making.

The incorporation of DEIB considerations is consistent with the Plan's guiding principles and community priorities related to equity, inclusion, and community well-being.

CEQA AND CLIMATE ACTION PLAN CONSISTENCY

Review and discussion of the DEIB Assessment Memorandum and proposed General Plan amendments is not a "project" under the California Environmental Quality Act (CEQA) because it does not involve a commitment to a specific physical change in the environment (Public Resources Code Section 21065).

Environmental review for the General Plan Update will be completed through the Program Environmental Impact Report, which is currently in preparation.

The current Climate Action Plan (CAP) for the Town of San Anselmo does not specifically address the General Plan Update. The draft Elements, along with their corresponding goals, policies, and actions, provide an opportunity to align future policies with the Town's climate goals while incorporating equity considerations, including attention to how climate impacts and benefits are experienced across different community members, particularly those who may be more vulnerable or historically underserved.

ATTACHMENTS

1. The Justice Collective San Anselmo General Plan 2045 DEIB Assessment Memorandum (April 2026)
2. The Justice Collective Editorial Guidance for Staff Review memorandum (April 2026)
3. Draft General Plan Amendments dated April 22, 2026
4. Summary of Summary of Proposed Edits by Page Number

THE JUSTICE COLLECTIVE

San Anselmo General Plan 2045

DEIB Assessment Memorandum

Prepared for

Heidi Scoble, Community Development Director and Town Council

Town of San Anselmo

April 2026

Executive Summary

In March 2025, the Town of San Anselmo engaged The Justice Collective (TJC) to conduct a high-level DEIB assessment of the Draft General Plan 2045. This memorandum presents TJC's findings, analysis, and recommended language additions. The Town and TJC share a common goal: a General Plan that reflects San Anselmo's stated values, advances the well-being of all who live here, and sets a durable foundation for equitable decision-making through 2045 and beyond.

Acknowledgment of the Plan's Existing Strengths

TJC's assessment found that the Draft General Plan 2045 already addresses numerous aspects of diversity, equity, inclusion, and belonging across its elements. The plan's definitions of diversity, equity, inclusion, and belonging, particularly the belonging definition, are substantive and values-grounded. References to aging residents, people with disabilities, lower-income households, and tribal cultural resources appear consistently in several elements. The plan reflects a commitment to equity that was clearly present throughout its development.

The recommendations in this memorandum are additive. They are not a critique of what is absent so much as an identification of where the plan's existing commitments can be deepened, connected, and made more durable. The opportunity TJC saw was to recommend meaningful and necessary details that strengthen the Town's mission, reinforce its vision for the future, and give fuller expression to its stated values. Every recommendation in this memorandum is offered in that spirit.

Summary of Key Findings and Priority Recommendations

The following represents TJC's most significant findings and the recommendations that will make the most meaningful difference. Councilmembers seeking the full analysis and proposed language will find both in the body of this memorandum.

1. **The plan's belonging definition is its strongest DEIB asset and its most underimplemented.** The definition, authored by the Racial Equity Committee, sets a high and meaningful standard: belonging as a felt and lived experience. The plan's element-level policies do not yet consistently deliver the conditions that would make that experience real. The single most important thing the Town can do in this revision is apply the belonging definition as an active standard across the plan's elements: not as a section header, but as the test against which goals and policies are measured.

2. **Equity is present in intent but uneven in application.** Community Services and Housing carry the clearest equity commitments. Land Use, Circulation, Sustainability, and Open Space are weaker, not because equity is absent, but because it is not applied with the same rigor. Brief introductory equity framing statements for each element, connected to the belonging definition, would close this gap without requiring a rewrite of existing policy language.

3. **Many DEIB commitments lack the specificity to be held accountable.** Language like 'consider,' 'explore,' and 'encourage' signals intent but does not constitute a commitment. A targeted set of revisions to sharpen the most important DEIB-related actions and to

add accountability mechanisms such as demographic tracking and annual equity progress reporting would increase the plan's durability.

4. **The Boards, Commissions, and Committees policy is a high-leverage opportunity that the draft we reviewed does not fully use.** These bodies shape every consequential Town decision, and who serves on them determines whose perspectives are present. The current policy focuses on appointments. What is missing is an active recruitment strategy, participation supports that address real barriers to service, and structural mechanisms for broadening the pipeline of residents who see civic participation as accessible and worthwhile. This policy, if redesigned well, is a pipeline for every other DEIB priority the plan names.

5. **Underrepresentation is not simply an outreach problem.** Some residents are not disengaged from civic life because they haven't been invited. They are disengaged because prior experiences with institutions, including local government, have given them reason to distrust whether their participation will matter. The plan has an opportunity to name this directly and to commit to the deeper work of rebuilding trust, not just increasing outreach volume.

6. **Several high-impact changes require minimal resources.** Adding a racial equity analysis section to staff report templates, posting an on-demand Brown Act refresher training on the Town website, installing a language translation tool on the Town's public website, and committing to annual equity progress reporting are all structural changes that cost very little and will make a genuine difference.

Grounded in San Anselmo's Specific Context

Our recommendations are specific to San Anselmo's context, politically grounded, and oriented toward what the Town can actually implement. This is not a standard template applied to a new jurisdiction. Our recommendations in this memorandum were shaped by direct engagement with the Town's own documents, its stated priorities, its budget realities, and the political and civic dynamics that will determine whether this plan's equity commitments hold over time.

We have included concrete specificity throughout the analysis. The language access recommendation is calibrated to San Anselmo's actual demographic data (approximately 2% of residents speak English less than very well) rather than applying a blanket multilingual policy that would impose costs disproportionate to the community's current needs. The boards and commissions recommendations account for what the Town already does well (evening meetings, Brown Act training, statutory vacancy reporting) and build from that foundation rather than treating existing practice as a gap. The accountability mechanisms proposed are tied to reporting cycles and staff processes already in place, so they can be adopted without creating new infrastructure. The recommendation on participation supports addresses the budget concern directly: the scale involved is a handful of volunteers at any given time, and the likely cost of a modest support structure is a few hundred dollars per cycle, rather than a structural expenditure.

Political groundedness also means being honest about what a general plan can and cannot do. This memorandum does not recommend commitments the Town cannot keep or aspirations that will become liabilities if left unmet. It recommends the level of specificity appropriate for a plan document while being realistic about the fact that culture change, trust-building, and the sustained work of belonging happen in implementation, not on the page.

Community Voices Already Embedded in This Assessment

This assessment was shaped in significant part by community voice already present in the plan's development. The Racial Equity Committee of the Town of San Anselmo conducted its own substantive work ahead of this engagement, including the development of the plan's DEIB definitions and guiding principles and the publication of the REC's May 2023 Action Plan. That work is the foundation on which TJC's analysis builds.

Dr. Robin Beers, a member of the Racial Equity Committee, participated directly in TJC's assessment process, bringing both community perspective and deep familiarity with the plan's equity framing. Her authorship of the belonging definition and her active participation in the working sessions that shaped this memorandum ensured that community voice was not an input collected at the start and set aside, but a living presence throughout the analytical process.

Process and Partnership

TJC conducted this assessment in close partnership with Heidi Scoble, Community Development Director; Dr. Robin Beers, Racial Equity Committee member; and Christine O'Rourke, lead General Plan consultant. This group convened beginning in late March 2026 and met regularly through April to review TJC's preliminary findings, discuss how the recommendations would land with the Council and the public, and work through the practical considerations of feasibility, implementation capacity, and the realities of a plan nearing adoption. Every recommendation in this memorandum was tested against those conversations.

That process of alignment was intentional. TJC's approach to client partnership is built on the principle that recommendations that surprise decision-makers or ignore operational realities do not serve the communities they are meant to benefit. The working sessions allowed TJC to refine both the substance and the framing of this memorandum so that what is presented here is not only analytically sound but actionable within the Town's actual context.

On Implementation

Some of what is needed to fully embody the Town's belonging principles can only be realized in implementation: in the day-to-day decisions staff make, in the culture of boards and commissions, in the relationships the Town builds with community members who are not yet at the table. A general plan cannot mandate culture change. What it can do is set clear expectations, name commitments with enough specificity to be held accountable, and build structural mechanisms that keep equity principles active after adoption. The recommendations in this memorandum are designed to do exactly that, at a level of specificity appropriate to a plan document and realistic for the Town's scale and resources.

Public Engagement

TJC understands that the Draft General Plan 2045 was developed through an extensive public engagement process that included community workshops, committee participation, public hearings, and input from the Racial Equity Committee, the General Plan Advisory Committee, and other civic bodies. The DEIB content additions recommended in this memorandum are offered as enhancements to a plan that the community has already substantially shaped. TJC supports the Town's further community engagement on both the General Plan and the recommended DEIB additions anticipated to be approved at the April 28, 2026 Town Council meeting, and encourages the Town to continue treating community voice, including the voices of residents who are not yet regularly engaged with civic processes, as central to how this plan is implemented and eventually updated.

Introduction

The Town of San Anselmo engaged The Justice Collective (TJC) to conduct a high-level DEIB assessment of the Draft General Plan 2045, the Town's first general plan update in over four decades. The scope of this engagement was to assess how well diversity, equity, inclusion, and belonging principles are embedded in the current draft; to identify strengths, gaps, and opportunities; and to recommend specific policy enhancements or language additions, without undertaking a full rewrite.

This memorandum presents TJC's findings and recommendations. It is organized into three parts. Part 1 applies TJC's six-factor analytical framework to the draft plan and presents findings by theme. Part 2 addresses the Boards, Committees, and Commissions policy as a high-leverage opportunity, drawing on TJC's regional expertise in civic participation equity. Part 3 presents recommended language additions for specific goals, policies, and actions within the draft plan. A reference appendix follows, cross-indexing all recommendations against the relevant policy numbers and page locations in the draft.

TJC Analytical Framework

TJC organized its review around six factors that together assess both the quality of DEIB intent in a plan and the degree to which that intent is supported by conditions for meaningful implementation. These factors fall into two frames:

Diagnostic Frame			Implementation Frame		
Who Is Centered	**Equity Framing**	**Cross-Element Consistency**	**Actionability**	**Inclusive Engagement**	**Accountability**
Who is named and protected in the plan's language	Whether equity is applied as a lens throughout the plan	Whether DEIB commitments are consistent across all elements	Whether goals are backed by real implementation steps	Whether outreach is designed to reach all residents	Whether there are metrics, timelines, and named responsibility

A plan can reflect strong intent in the diagnostic frame, naming equity, identifying affected communities, maintaining consistent language, while falling short on implementation. Aspiration without actionability is the most common pattern in general plan DEIB reviews. San Anselmo's draft exhibits this pattern in places, though it also has genuine strengths that the recommended revisions are designed to build upon.

Part 1 | Findings and Recommendations by Theme

1. Who Is Centered: Representation and Recognition

The draft plan names several historically marginalized populations across its elements. In the Land Use and Community Services elements, references to aging residents, people with

disabilities, and lower-income households are consistent. This reflects attention to equity during the drafting process.

Representation of communities of color, immigrant residents, renters, and LGBTQ+ community members is less consistent. These groups appear in some elements and not others, and when they do appear, they tend to be acknowledged in background sections rather than reflected in the goals, policies, and actions that would make a material difference for them.

Finding: The plan's definitions of diversity, equity, inclusion, and belonging in Section 1.9 provide a strong foundation. The belonging definition in particular is precise and values-grounded. The gap is between this framing and its application within the element-level policies. The term 'community' as used throughout the plan's goals and policies would benefit from a clear, inclusive definition in the introduction and glossary, one that explicitly encompasses renters, non-English speakers, and residents who do not typically participate in civic processes.

2. Equity Framing: Is Equity Applied as a Lens?

The most significant DEIB asset in the current draft is the belonging definition authored for the plan by a member of the Racial Equity Committee. It reads:

> **San Anselmo's Definition of Belonging (Draft General Plan 2045 Glossary, p. 202)**
>
> The felt and lived experience of being valued, safe, respected, and essential within a community, such that individuals feel secure being their authentic selves without fear of marginalization or exclusion. Belonging emerges when diversity is welcomed, equity is practiced, and inclusion is sustained, resulting in environments where people not only have access and voice, but also feel they matter and are integral to the shared purpose and culture of the community.

This definition establishes a high standard. The challenge is that the plan's element-level policies do not yet consistently deliver the conditions this definition describes. Belonging is named as a principle in the introduction but is not operationalized as a standard within the substantive elements.

Finding: Each element of the plan would be strengthened by a brief introductory statement connecting that element's goals to the Town's DEIB principles, and specifically to the belonging definition as a guiding standard. This applies with particular force to Land Use, Circulation, Sustainability, and Open Space, where the equity framing is currently thinner than in Community Services and Housing.

Additionally, equity principles should function as a living framework that informs future Town decisions beyond the adoption of this plan. A structural mechanism, such as an alignment check built into staff report templates and meeting agendas, would ensure that the belonging definition and the plan's DEIB principles remain active standards rather than aspirational language.

3. Cross-Element Consistency

DEIB commitments vary significantly across the plan's elements. The Community Services and Housing elements carry the most explicit equity language. Land Use, Circulation, Sustainability,

and Open Space are less consistent, not because equity is entirely absent, but because it is not applied with the same rigor to the policies within them. A resident reading Land Use would not encounter the same level of equity attention as a resident reading Community Services.

Most of the DEIB-relevant policies are already clustered within the Land Use element, particularly in the LU-H policy cluster, by design of the existing plan structure. TJC acknowledges this is a reasonable planning approach that keeps DEIB policies legible and consolidated. The recommendation to add equity framing language to each element's navigating section is not intended to duplicate or relocate those policies, but to ensure that a reader of any element encounters a signal that equity principles apply to decisions made under that element, and to provide contextual grounding before reaching the detailed Land Use policies. A reader of the Circulation element should not finish that chapter without understanding that transportation access is a dimension of belonging, even if the policy mechanism lives in LU-H. That thread of coherence is what the navigating additions are meant to provide.

Finding: Introductory equity framing language for each element, connected to the Town's DEIB principles and the belonging definition, would address this gap. Targeted refinements to select goals, policies, and actions in the weaker elements, particularly Land Use, Circulation, Sustainability, and Open Space, would further strengthen consistency. Recommended language for specific policies is provided in Part 3 of this memorandum.

4. Actionability: Are Commitments Backed by Real Steps?

Many of the plan's DEIB-related aspirations are expressed through language that is difficult to hold accountable: 'consider,' 'explore,' 'encourage,' 'support.' These terms signal intent but do not constitute commitments. Future decision-makers are not bound by them, and they provide no basis for measuring whether the Town is making progress.

The plan correctly distinguishes between mandatory language ('shall,' 'must'), advisory language ('should'), and permissive language ('may') in its administering section. The issue is that several DEIB-related actions fall below even the advisory threshold, listed as possibilities rather than advisories.

Finding: A targeted review of DEIB-related actions in the implementation tables is warranted to identify where language can be sharpened to reflect a committed advisory or directed action, rather than a possibility. Where actions are strengthened in the element body text, those changes must also be reflected in the implementation tables, as the two are mirrors of each other. Named responsible departments are captured in the implementation tables, which is their appropriate structural home. Naming them here as well, however, serves a distinct purpose: it signals to Council and to the public that accountability is expected, not merely hoped for. Visibility in the policy narrative creates a different kind of accountability than a reference in an appendix table. Both serve the goal; both are worth preserving.

5. Inclusive Engagement: Who Gets to Participate?

The plan references community outreach and public participation across several elements. What is absent is a commitment to evaluating whether that outreach results in representative participation, whether the residents engaging with planning processes reflect the full range of people who live in San Anselmo.

The Town has existing practices that support accessibility: evening meetings, annual Brown Act training for all boards and commissions, and vacancy listings required under the MATI Act.

These are genuine assets. The plan should acknowledge them without listing ongoing practices as new commitments.

Language Access

San Anselmo's 2020 Census data indicates that approximately 214 of the Town's 12,000 residents, roughly 2%, speak English less than very well, of whom approximately 37 speak primarily Spanish. A blanket multilingual translation requirement would not be proportionate to these numbers and would impose costs inconsistent with the Town's scale.

Finding: Rather than a blanket translation policy, the plan should adopt a targeted language access approach: identify a small set of high-priority materials for multilingual preparation (General Plan summary, major public meeting notices, housing-related information), and ensure the Town website includes a language translation tool. This is a proportionate, low-cost measure that sends a clear signal of welcomeness without imposing an undue burden. The plan should also acknowledge that San Anselmo's linguistic demographics may shift over time, and that language access practices should be revisited accordingly.

6. Accountability: Metrics, Timelines, and Named Responsibility

Most of the plan's DEIB commitments lack the accountability mechanisms that would make them durable over time: measurable outcomes, named responsible departments, review timelines, and processes for course-correction. This pattern is not unique to San Anselmo, but it is a significant gap.

The Racial Equity Committee's May 2023 Action Plan is a high-value companion document that is not yet formally connected to the plan's implementation structure. It carries the specificity and community grounding that the General Plan's aspirations need in order to be actionable downstream.

Finding: The General Plan should include a reference to the REC Action Plan as a companion implementation document and a commitment to an annual equity progress review tied to existing reporting cycles. This does not require new infrastructure, it requires stating the expectation clearly. The existing Annual Review of Implementation Actions (Action LU-H.9.c) provides a natural vehicle for this.

The belonging gap: a summary

San Anselmo's belonging definition is the strongest DEIB language in this plan. It is also the most underimplemented. The Town has defined belonging as a felt and lived experience, but the plan's policies do not yet consistently deliver the conditions that would make that experience real for residents who are currently at the margins of civic and economic life. The revisions recommended in this memorandum (introductory equity framing for each element, targeted policy language improvements, a structural accountability mechanism, and an active stance on civic participation) are designed to close that gap. The Council's adoption of this plan is an opportunity to make belonging not only a principle the Town endorses but a standard the plan is built to meet.

Part 2 | Boards, Commissions, and Committees: A High-Leverage Opportunity

This section draws on TJC's direct experience conducting boards and commissions equity work with Marin and Sonoma Counties. It focuses on Policy LU-H.5 (Boards, Commissions and Committees, p. 48) and the surrounding policy cluster, which represents one of the highest-leverage opportunities in the plan for advancing DEIB in practice.

What the Current Policy Misses

Policy LU-H.5 focuses on appointments: promoting inclusive and equitable participation through appointments to official bodies. Appointment access is a starting point, not a complete strategy. Equitable representation depends on whether the conditions exist for a wider range of residents to see themselves as eligible, supported, and welcome to serve, conditions that involve awareness, time, and a sense of genuine invitation.

Most structural barriers to civic participation appear earlier than the appointment process. A resident working multiple jobs may never see a vacancy listing. A parent with young children cannot attend a 6:00 pm meeting without childcare support. A newer resident may lack the social network to know a position exists or to feel confident applying. These barriers are not addressed by posting a notice, regardless of how it is distributed.

Assessment: The current policy language is not inaccurate, it is incomplete. Equitable and inclusive participation in governance is not achieved solely through appointments. It requires active recruitment, accessible conditions for service, and mechanisms for broadening the pipeline of residents who engage with civic life.

Why This Policy Has Leverage

Boards, commissions, and committees are the bodies through which community members shape Town decisions on land use, parks, transportation, sustainability, and public safety. Who serves on those bodies determines whose perspectives are present when consequential decisions are made.

Of all the DEIB priorities the Racial Equity Committee has named, this policy cluster has particular systemic value. A well-designed boards and commissions policy is a pipeline for every other DEIB priority in the plan. When the residents deliberating on housing policy include renters, when the people advising on parks include those who use them most, when commission membership reflects the demographic range of the Town, the decisions that follow are more likely to reflect the belonging standard the plan endorses.

Recommended Enhancements

The following recommendations address the policy cluster at LU-H.5 through LU-H.7. Recommended language is provided in Part 3.

- **Outreach metrics and demographic transparency.** The Town should track and report how vacancy listings are distributed and whether outreach extended beyond the Town website. Demographic context should be added to vacancy reporting through the existing MATI Act framework.

- **Community-based organization partnerships as recruitment channels.** Organizations working across Marin County often have constituents who live or work in San Anselmo and who represent populations currently underrepresented on Town bodies. These organizations should be treated as recruitment and awareness partners. TJC can provide specific recommendations for regional partners.
- **AB2561 racial equity lens.** The 2024 law provides a natural opportunity to embed equity principles into the Town's approach to civic and workforce recruitment.
- **Racial equity analysis in staff report templates.** Adding a racial equity analysis section to Planning Commission and Town Council staff report templates is a structural change that builds equity review into routine governance without new process or infrastructure. It is one of the most direct ways to keep the plan's DEIB principles active after adoption.
- **Equity lens orientation for new appointees.** TJC will provide draft language for an equity lens orientation statement for use in the onboarding of new board and commission members.
- **Participation supports.** The Town should name participation support, including stipends, childcare alternatives, and accessible meeting logistics, as a value it is actively committed to advancing, to be pursued through grant-seeking and Recreation Department partnerships. It is worth being direct about the scale involved: the bodies that would benefit most from this kind of support will likely involve a very small number of volunteers at any given time. A modest support arrangement for a handful of appointees would not represent a significant budget line. The perception that this is a prohibitive cost deserves examination; the reality is likely much less than assumed per annual cycle, achievable through grants or interdepartmental coordination. This is among the most accessible changes the Town can make, and one of the most visible signals of commitment to belonging in practice.
- **Brown Act refresher training.** An annual refresher training, recorded and posted on the Town website for on-demand access, ensures that all board and commission members have consistent access to governance fundamentals regardless of when they joined.

Needs-Based Participation Stipends: A Low-Cost, High-Return Investment

Over the past year, TJC has reviewed participation support structures across multiple jurisdictions, including jurisdictions in California and out of state. What the research shows is straightforward: the residents most likely to be excluded from boards and commissions due to financial barriers are the same residents whose participation would most meaningfully diversify civic decision-making. Stipends do not guarantee diversity, but the absence of any financial support is a structural signal that only those who can absorb the cost of participation are truly welcome.

TJC recommends that the Town build a Needs-Based Participation Stipend program into its boards and commissions framework now, even if current conditions do not require it. The program should be structured to provide support for meeting attendance and, where appropriate, mileage reimbursement. Based on TJC's research across current programs, stipend rates typically range from $35 to $75 per meeting attended. Some boards and commissions meet as infrequently as twice a year; few meet more than monthly. At any given time, only a small number of commissioners would be eligible and in need of support. In practical terms, a full year of stipend payments for a five-person commission meeting monthly could cost as little as $2,100 at $35 per meeting, or roughly $4,500 at $75. Mileage

reimbursement, calculated at the IRS standard rate, would add a modest additional line. These are not significant budget items by any measure of municipal finance.

The real cost of not having this program is harder to quantify but easier to observe. If no current commissioner would benefit from a stipend, that fact itself is worth examining. It likely reflects the demographic homogeneity that the plan's belonging principles are meant to change. Planning for a stipend program now, to be activated as the commission pipeline diversifies, is both forward-thinking and honest about where the Town is headed.

Boards and commissions are the most accessible entry point into civic leadership. They are where residents learn the mechanics of local government, build relationships with staff and electeds, and develop the confidence to pursue further civic roles. Investing in that pipeline, even modestly, produces returns that compound over time. A resident who joins a parks advisory committee because meeting logistics and a small stipend made it possible is a candidate for the Planning Commission in five years, and potentially for Town Council in ten. That is the ROI. The cost is a few hundred to a few thousand dollars per year. The benefit is a more representative civic culture, which is exactly what the General Plan commits to building.

TJC recommends the following:

- Establish a Needs-Based Participation Stipend policy that can be activated as the commission applicant pool diversifies.
- Set a base stipend rate of $35 to $75 per meeting, with mileage reimbursement at the current IRS rate.
- Explore grant funding and Recreation Department partnerships as cost-neutral mechanisms for launching the program.
- Include a commitment to this program in the revised Policy LU-H.5.c (Participation Supports) language proposed in Part 3.

- Brown Act refresher training. An annual refresher training, recorded and posted on the Town website for on-demand access, ensures that all board and commission members have consistent access to governance fundamentals regardless of when they joined.

Part 3 | Recommended Language Additions

The following proposed language additions correspond to specific locations in the Draft General Plan 2045. Each entry identifies the relevant policy number, the current text (where applicable), and the proposed addition or revision. These are offered as suggested language for the Town's review and consideration during the revision process.

Additions are designed to strengthen rather than rewrite. In all cases, the goal is to connect existing policy language to the Town's DEIB principles, sharpen the specificity of commitments where warranted, and build the structural conditions that make belonging a standard rather than an aspiration.

Introduction (Section 1.9)

Current text at p. 16-17 establishes the DEIB definitions and lists overarching strategies by element. The following addition would strengthen the frame.

Section 1.9 | Diversity, Equity, Inclusion, and Belonging: Addition to Overarching Strategies	
PROPOSED	Add after the existing list of overarching strategies: 'The Town recognizes that equity principles must function as a living framework, not a one-time commitment, but an active standard applied to future decisions. To support this, the Town will incorporate a DEIB alignment review into the staff report process for Planning Commission and Town Council actions, and will conduct an annual review of progress on equity-related General Plan actions as part of the implementation reporting described in Action LU-H.9.c. The Racial Equity Committee's Action Plan (May 2023) is recognized as a companion implementation document to this General Plan and should be referenced in equity-related planning decisions.'

Glossary | Definition of 'Community'	
CURRENT	*Not currently defined in the Glossary.*
PROPOSED	Add: 'Community. For purposes of this General Plan, the community of San Anselmo includes all people who live, work, or spend time in the Town, with particular attention to residents who have historically faced barriers to participation in civic life, including renters, low-income households, non-English-speaking residents, immigrants, people with disabilities, LGBTQ+ individuals, and communities of color. Where goals, policies, and actions reference the community, this definition applies.' A note on this language: General plans frequently use the word 'community' as if its meaning is self-evident. In practice, when a plan commits to serving 'the community,' it tends to mean those who already participate, which often means those who already have access, time, and familiarity with civic processes. An inclusive definition is not a departure from neutrality; it is the correction of a default that systematically favors those already represented. Naming specific groups is not about special treatment. It is about acknowledging that planning processes have historically not reached everyone equally, and that a plan committed to belonging must actively close that gap. This is a standard practice in equity-centered planning and reflects the Town's own stated commitment to the belonging principles it has adopted.

Land Use and Community Design Element (Chapter 2)

The Land Use element carries the most significant DEIB policy cluster in the plan (Goal LU-H). The following additions strengthen the cluster and introduce equity framing in the element's navigating section.

Section 2.6 | Navigating Towards 2045: Equity Addition	
CURRENT	*Current text (p. 36) addresses demographic shifts, housing, and climate change but does not mention equity or belonging.*
PROPOSED	Add at end of Section 2.6: 'Ensuring that land use decisions reflect the Town's commitment to diversity, equity, inclusion, and belonging will require ongoing attention to who benefits

	from growth and investment. The Town will apply its DEIB principles as a lens in evaluating land use priorities, identifying who may be displaced or excluded by proposed changes, and ensuring that development patterns support a community where all residents, including renters, older adults, lower-income households, and residents of color, can remain and thrive.'

Policy LU-H.5 | Boards, Commissions and Committees	
CURRENT	*Promote inclusive, equitable, active, and informed participation in governance through appointments to official boards, commissions, and committees. [Action LU-H.5.a: Review and oversee the annual action plans of all boards, commissions, and committees, subject to Town Council approval.]*
PROPOSED	Add new Action LU-H.5.b: Recruitment and Outreach. Develop and implement active recruitment strategies to broaden the demographic range of applicants for boards, commissions, and committees. Strategies shall include outreach to community-based organizations serving Marin County residents with connections to San Anselmo, distribution of vacancy listings through channels beyond the Town website, and tracking of outreach methods and applicant demographics in annual MATI Act reporting. Add new Action LU-H.5.c: Participation Supports. Establish a Needs-Based Participation Stipend policy to reduce financial barriers to civic service. Stipend rates shall be set between $35 and $75 per meeting attended, with mileage reimbursement available at the current IRS standard rate. The Town shall pursue grant funding and partnerships with the Recreation Department to fund this program, with the policy designed to activate as the commission applicant pool diversifies. The Town shall also pursue accessible meeting logistics and childcare options as part of this commitment.

Policy LU-H.7 | Leadership in Equity, Inclusion, and Belonging	
CURRENT	*Establish the town as a regional leader in the incorporation of diversity, equity, inclusion, and belonging principles and practices into local decision-making and hiring processes as consistent with federal and State law.*
PROPOSED	Add new Action LU-H.7.b: Equity Lens in Staff Reports. Within one year of General Plan adoption, revise Planning Commission and Town Council staff report templates to include a racial equity analysis section. This section shall require that project proposals and Town actions be assessed for their consistency with the General Plan's DEIB principles, and for their anticipated effects on historically underserved populations. Add new Action LU-H.7.c: AB2561 Racial Equity Implementation. In implementing Assembly Bill 2561 (2024) requirements for recruitment and personnel, apply an explicit racial equity lens to recruitment strategies, vacancy outreach, and hiring practices for Town positions and board and commission appointments. Add new Action LU-H.7.d: Trust-Building with Disenfranchised and Underrepresented Communities. Recognize that low civic participation among some San Anselmo residents reflects not a lack of interest but a history of institutional exclusion, including the displacement of Coast Miwok people, the legacy of racially restrictive housing covenants, and ongoing patterns of underrepresentation in local governance. The Town shall develop and implement a trust-building strategy that goes beyond outreach to address the conditions that have made civic engagement feel inaccessible or unwelcoming to residents who have been historically excluded. This strategy shall include: regular community listening sessions in formats and locations designed to reach residents not currently engaged with civic processes; transparent reporting on who participates in Town decisions and who does not; and ongoing assessment of whether the Town's

	governance culture, including the conduct of meetings, the accessibility of public comment, and the responsiveness of staff, reflects the belonging standard the Town has defined for itself. Outreach volume is not the measure of success. Meaningful, sustained participation by a wider range of San Anselmo residents is.

Action LU-H.1.c | Accessible and Inclusive Communications	
CURRENT	*Provide information about Town services, programs, resources, and decision-making in multiple languages and accessible formats, using digital platforms, social media, email newsletters, and in-person outreach to effectively reach all residents.*
PROPOSED	Retain existing language and add: 'The Town shall maintain a language translation tool on its public website to ensure information is accessible to residents who prefer a language other than English. Priority materials for multilingual preparation shall include the General Plan summary document, notices for major public hearings, and housing-related program information. The Town shall review its language access approach periodically as community demographics evolve.'

Open Space and Conservation Element (Chapter 3)

Section 3.8 | Navigating Towards 2045: Equity Addition	
CURRENT	*Current text focuses on ecological stewardship and climate resilience. No reference to equitable access.*
PROPOSED	Add at end of Section 3.8: 'Ensuring equitable access to open space is central to the Town's belonging principles. As the Town pursues open space acquisition and trail improvements, it will prioritize connections to neighborhoods with the least access, and will design and program open spaces to serve the full range of the community's ages, abilities, and cultural backgrounds.'

Goal OSC-E (or equivalent goal on public access) | Open Space Access	
CURRENT	*Review existing goal language on open space access, current draft addresses access primarily in terms of physical proximity and conservation.*
PROPOSED	Add or amend to include: 'Ensure that access to and programming of open space reflects the needs of historically underserved community members, including lower-income residents, people with disabilities, and communities of color. Prioritize open space improvements in areas of the Town with the least existing access.'

Sustainability, Climate Change, and Resiliency Element (Chapter 4)

Section 4.6 | Navigating Towards 2045: Equity Addition	
CURRENT	*Current text (p. 79) describes adaptive planning pathways and community feedback loops without addressing equity dimensions of climate vulnerability.*
PROPOSED	Add to Section 4.6: 'Climate change does not affect all residents equally. Lower-income households, older adults, people with disabilities, and residents of color are more likely to

	face disproportionate climate impacts, including extreme heat, flooding, and limited access to resources for adaptation. The Town will ensure that its sustainability and resilience planning prioritizes outreach to and investment in these populations, and will track equity outcomes as part of its regular review cycles.'

Policy SU-A.1 | Sustainability Education and Empowerment	
CURRENT	*Provide comprehensive outreach, education, and community engagement programs... [existing text]*
PROPOSED	Strengthen Action SU-A.1.a to include: 'Ensure that outreach and education programs are designed to reach lower-income households, non-English-speaking residents, and renters. Track participation demographics and adjust outreach strategies to close gaps in engagement.'

Economic Vitality Element (Chapter 5)

Section 5.6 | Navigating Towards 2045: Equity Addition	
CURRENT	*Current text (p. 102-103) addresses economic resilience and place activation without equity framing.*
PROPOSED	Add to Section 5.6: 'Economic vitality and belonging are connected. Small businesses owned by people of color, immigrants, and women play a role in shaping the character and accessibility of San Anselmo's commercial districts. The Town's economic development strategies should reflect and support this diversity, including through targeted outreach to underrepresented entrepreneurs and attention to affordability in commercial leasing markets.'

Circulation Element (Chapter 7)

Section 7.7 | Navigating Towards 2045: Equity Addition	
CURRENT	*Current navigating section addresses technology and environmental goals without equity framing.*
PROPOSED	Add to Section 7.7: 'Transportation access is a fundamental dimension of belonging. The Town will ensure that circulation investments prioritize the needs of residents who rely most on walking, bicycling, and public transit, including lower-income residents, older adults, people with disabilities, and those without access to a private vehicle. Equity in transportation access will be a factor in prioritizing infrastructure improvements.'

Policy C-A.1 or equivalent policy on Complete Streets | Complete Streets / Transportation Equity	
CURRENT	*Review existing complete streets language in Chapter 7.*
PROPOSED	Add or strengthen to include: 'In prioritizing transportation improvements, the Town shall give particular attention to routes and intersections serving lower-income neighborhoods,

	schools, transit stops, and destinations frequented by residents without access to private vehicles. Safety and accessibility improvements in these areas shall be given priority consideration in capital planning.' A note on this language: Staff have noted that there may not currently be routes or intersections that primarily serve lower-income neighborhoods in San Anselmo. That is a reasonable observation about current conditions. This language is intentionally forward-looking. Regional demographic trends, housing policy, and the State's housing production mandates are likely to bring meaningful change to Marin County communities over the next two decades. San Anselmo's General Plan is a 20-year document. Planning only for who lives here today means the plan will be outdated before it is fully implemented. Naming equity as a factor in transportation prioritization now, when the infrastructure decisions are being made, is precisely when it is most useful. It is far easier to build equitable transportation priorities into capital planning criteria before a project pipeline is established than to retrofit equity considerations afterward. If conditions do not require this lens in 2026, the language costs nothing. If they do, the Town will be ready.

Parks, Recreation, and Public Facilities Element (Chapter 8)

Section 8.4 | Navigating Towards 2045: Equity Addition	
CURRENT	*Current text (p. 148-149) references 'a more diverse community' that 'may require a broader range of culturally responsive programs.' This is a step forward but remains conditional.*
PROPOSED	Strengthen existing language to be more direct: Replace 'may require a broader range of culturally responsive programs, flexible gathering spaces, and inclusive amenities' with: 'will require the Town to actively design and program parks and public facilities for the full range of the community's cultural backgrounds, languages, ages, and abilities. The Town will engage underrepresented communities directly in park planning and programming decisions to ensure that public investments reflect their needs and preferences.'

Action PR-B.3.b | Financial Assistance	
CURRENT	*Explore ways of providing financial support to allow more residents of need to access recreation programs, services, and events.*
PROPOSED	Strengthen language: 'Establish and maintain a fee assistance program for recreation programs and services. Conduct annual outreach to lower-income residents, including Spanish-speaking and other non-English-speaking households, to ensure awareness of financial assistance options. Report on participation demographics and program uptake as part of annual recreation program review.'

Safety Element (Chapter 9)

Section 9.6 | Navigating Towards 2045: Equity Addition	
CURRENT	*Current navigating section addresses emergency preparedness and technology without addressing equity dimensions of disaster risk.*
PROPOSED	Add to Section 9.6: 'Emergency preparedness and disaster recovery have equity dimensions that require explicit attention. Lower-income residents, renters, people with

	disabilities, older adults, and non-English-speaking community members face heightened vulnerability during emergencies and may have less access to recovery resources. The Town will ensure that its emergency preparedness outreach, evacuation planning, and recovery programs are designed to reach and serve these populations.'

Goal S-A or equivalent emergency preparedness goal | Emergency Outreach and Equity	
CURRENT	*Review existing emergency outreach action language.*
PROPOSED	Add or strengthen: 'Conduct emergency preparedness outreach in multiple languages to ensure that non-English-speaking residents, including Spanish-speaking households, have access to evacuation routes, shelter information, and recovery resources. Partner with community-based organizations to reach residents who may not engage with standard municipal communications channels.'

Noise Element (Chapter 10)

Section 10.5 | Navigating Towards 2045: Equity Addition	
CURRENT	*Current navigating section is brief and addresses technical noise management only.*
PROPOSED	Add: 'Noise impacts are not distributed equally across the community. Residents in lower-income households and renters are more likely to live in proximity to noise-generating uses such as commercial corridors and high-traffic roadways, and less likely to have the resources to mitigate noise in their homes. The Town will consider equity in identifying noise mitigation priorities and will ensure that noise-sensitive land uses serving lower-income populations are protected through the standards established in this element.' A note on this language: The connection between income and noise mitigation capacity is worth explaining briefly. Noise mitigation in a private residence, whether through upgraded windows, insulation, or acoustic treatments, can cost several thousand dollars. Homeowners have access to financing and, in some cases, rebate programs; renters generally do not, and their landlord has no legal obligation to act unless the dwelling fails habitability standards. Lower-income renters in particular have the least ability to move to quieter units and the least leverage to demand improvements. Locating near commercial or transit corridors is often an outcome of housing cost constraints, not preference. Recognizing this in the Noise Element does not create new obligations; it signals that the Town understands noise as a quality-of-life issue with an equity dimension, and will factor that in when setting priorities.

Community Belonging Exercise: A Model for Aspirational Outreach

During TJC's working sessions with the project team, a promising model emerged for how the Town might translate the belonging definition from policy language into lived community experience. The concept, which has been referenced in conversations about aspirational public engagement, involves a structured community exercise in which residents are invited to articulate what belonging means to them personally, in their own words, and how they experience it or do not experience it in San Anselmo.

This kind of exercise serves multiple purposes. It creates a direct feedback loop between the plan's belonging standard and real community experience. It surfaces voices that do not

typically appear in formal planning processes. It also produces qualitative data that can inform implementation priorities without requiring a large-scale survey infrastructure.

TJC recommends that this exercise be referenced in the General Plan as a model for equity-centered outreach and community voice, specifically in the following locations:

- Section 1.9 (Introduction, DEIB Overarching Strategies): As an example of the type of community engagement practices the Town aspires to sustain beyond plan adoption, referenced alongside the commitment to annual equity progress review.
- Policy LU-H.4 (Community Participation): As an illustrative example of equitable and inclusive engagement design, to give the policy specificity about what representative participation can look like in practice.
- Action LU-H.1.c (Accessible and Inclusive Communications): As a model for targeted, culturally responsive outreach that goes beyond standard notification and creates genuine two-way dialogue with underrepresented community members.

The belonging exercise need not be prescribed in the plan text as a required action. It is more appropriately named as an example of aspirational practice that reflects the Town's values. Language such as the following could be incorporated into the relevant sections:

> 'The Town aspires to create ongoing opportunities for residents to engage directly with San Anselmo's belonging principles. Community exercises that invite residents to share their own experiences of belonging and exclusion in their own words are one model for this kind of engagement, and reflect the Town's commitment to hearing from those whose voices are not typically present in formal planning processes.'

Summary of Priority Actions

Structural Changes to the General Plan Framework

- Add a definition of 'Community' to the introduction and glossary that explicitly includes renters, non-English speakers, and residents who face barriers to civic participation (Glossary; Introduction)
- Add equity framing language to each element's 'Navigating Towards 2045' section, connecting each element's goals to the Town's DEIB principles (all elements)
- Add a reference to the REC Action Plan as a companion implementation document and commit to annual equity progress reporting through the existing Action LU-H.9.c mechanism (Section 1.9)
- Add a DEIB alignment review step to Planning Commission and Town Council staff report templates (Action LU-H.7.b, new)

Boards, Commissions, and Committees

- Add active recruitment actions with outreach metrics and demographic reporting to Policy LU-H.5 (Action LU-H.5.b, new)

- Add participation supports action, including a Needs-Based Participation Stipend policy, grant-seeking, and Recreation Department partnerships (Action LU-H.5.c, new)
- Add AB2561 racial equity implementation action (Action LU-H.7.c, new)

Language Access

- Strengthen Action LU-H.1.c to adopt a targeted language access approach: website translation tool, priority materials, and periodic demographic review

Element-Level Policy Improvements

- Strengthen land use equity framing, particularly in Section 2.6 (Land Use)
- Add equitable access language to open space goals (Open Space and Conservation)
- Add equity dimension to climate resilience and outreach actions (Sustainability)
- Add transportation equity framing to Navigating Towards 2045 and strengthen complete streets priorities (Circulation)
- Strengthen Parks recreation financial assistance action and Navigating Towards 2045 language (Parks and Recreation)
- Add equity dimension to emergency preparedness outreach actions (Safety)
- Add equity dimension to economic vitality framing (Economic Vitality)
- Add equity consideration to noise mitigation priorities (Noise)

Community Engagement

- Reference the belonging exercise model in Sections 1.9, Policy LU-H.4, and Action LU-H.1.c as an example of aspirational, equity-centered community engagement

Housing Element

The adopted Housing Element is outside the scope of this revision cycle and cannot be substantively amended until the 2029 update. TJC has noted gaps in the Housing Element's DEIB framing for consideration in that future cycle. The Land Use element's equity language additions are the appropriate vehicle for addressing housing-related DEIB issues in the current revision.

Appendix: Policy Reference Index

The following table cross-references all recommendations in this memorandum against specific policy numbers and page locations in the Draft General Plan 2045 (February 6, 2026). All page references are to that document.

Policy / Action	Element	Page	Recommendation

Section 1.9	Introduction	16-17	Add DEIB living framework statement; reference REC Action Plan as companion implementation document; add belonging exercise reference
Glossary	Introduction / Glossary	201	Add definition of 'Community' with rationale for inclusive scope; add definition of 'Resident'
Section 2.6	Land Use	36	Add equity framing to Navigating Towards 2045
Policy LU-H.4	Land Use	48	Strengthen community participation policy; reference belonging exercise as model for inclusive outreach
Policy LU-H.5 / Action LU-H.5.a	Land Use	48	Strengthen boards/commissions policy; add Action LU-H.5.b (recruitment/outreach) and LU-H.5.c (Needs-Based Participation Stipend and participation supports)
Policy LU-H.7 / Action LU-H.7a	Land Use	48-49	Add Action LU-H.7.b (equity analysis in staff reports) and LU-H.7.c (AB2561 racial equity lens)
Action LU-H.1.c	Land Use	47	Strengthen language access action; add belonging exercise reference
Action LU-H.9.c	Land Use	49	Reference as vehicle for annual equity progress review
Section 3.8	Open Space & Conservation	64	Add equity framing to Navigating Towards 2045
Goal OSC-E / public access goal	Open Space & Conservation	66-72	Add or strengthen equitable access language for underserved community members
Section 4.6	Sustainability	79	Add climate equity framing to Navigating Towards 2045
Policy SU-A.1 / Action SU-A.1.a	Sustainability	80	Strengthen outreach to track participation demographics and close engagement gaps
Section 5.6	Economic Vitality	102	Add economic equity and diverse entrepreneurship framing to Navigating Towards 2045
Section 7.7	Circulation	134-135	Add transportation equity framing to Navigating Towards 2045
Complete Streets policy (Ch. 7)	Circulation	136+	Strengthen to prioritize future improvements serving lower-income and transit-dependent residents; forward-planning rationale added
Section 8.4	Parks, Recreation & Public Facilities	148-149	Strengthen equity language from conditional to directive in Navigating Towards 2045
Action PR-B.3.b	Parks, Recreation & Public Facilities	152	Strengthen financial assistance action: establish program, conduct outreach, report demographics
Section 9.6	Safety	179	Add equity dimension to emergency preparedness framing in Navigating Towards 2045
Emergency outreach action (Ch. 9)	Safety	180+	Add multilingual emergency outreach and CBO partnership actions

Section 10.5	Noise	198	Add equity framing: disproportionate noise exposure for lower-income residents; rationale on mitigation capacity added

About The Justice Collective

The Justice Collective is a women of color-owned social impact consultancy specializing in DEIB integration in public agency policy, governance, and organizational practice. TJC partners with municipalities, counties, and public agencies across California to strengthen equity in planning, civic participation, and community investment.

Ellie Tumbuan and Lena Carew, Co-Founders
The Justice Collective

THE JUSTICE COLLECTIVE

Editorial Guidance for Staff Review

Evaluating General Plan Edits Through an Equity Lens

Town of San Anselmo | General Plan 2045 | April 2026

About This Document

This document is a working resource prepared by The Justice Collective (TJC) to help Town staff evaluate the March 2026 revisions to the Draft General Plan 2045 through a DEIB lens. It is organized around the same analytical framework used in TJC's DEIB Assessment Memorandum and is intended to complement, not replace, that report.

Use this guide when reviewing tracked changes, proposed insertions, or new draft language. The questions and criteria here reflect the Town's own DEIB principles as defined in Section 1.9 of the General Plan.

Part 1: The Framework Behind the Review

Before evaluating any specific edit, it helps to be grounded in what the Town is actually measuring against. Section 1.9 of the General Plan defines four principles: Diversity, Equity, Inclusion, and Belonging. TJC's assessment identified Belonging as the most underimplemented of the four, in part because it requires the most from a policy document: not just access, not just language, but an affirmative commitment to environments where residents feel they matter.

That distinction matters when reviewing edits. Language that expands access is real progress. Language that moves toward belonging, where policies name who is missing, why, and what the Town will actively do about it, goes further.

The Four Principles, Applied to Policy Review

Principle	What it looks like in policy	Watch out for
Diversity	Policies that name and affirm the range of identities and experiences present in the community, including renters, non-English speakers, lower-income residents, people with disabilities, and communities of color.	Language that gestures at diversity without naming who is included. Generic phrases like "all residents" can obscure who has been historically left out.

Principle	What it looks like in policy	Watch out for
Equity	Policies that identify structural or historical barriers and require the Town to take specific corrective action, not just provide equal treatment.	Policies framed as "equal" when the intent is equitable. Treating everyone the same does not address the unequal conditions people are starting from.
Inclusion	Policies that require active, ongoing effort to reshape participation structures, decision-making processes, and civic systems so that excluded groups can lead, not just attend.	Policies that invite participation without addressing the conditions that prevent it: scheduling, language, compensation, transportation, and institutional culture.
Belonging	The felt and lived experience of being valued, safe, and essential. Policies that reflect belonging go beyond access to create environments where people know they matter to the shared purpose of the community.	Language that is welcoming in tone but passive in structure. "The Town welcomes" is not the same as "The Town will." Belonging requires commitment, not invitation.

Part 2: A Six-Question Test for Any Edit

When your team reviews a proposed change, you do not need to conduct a formal audit of every sentence. Instead, apply these six questions as a quick diagnostic. They are drawn directly from TJC's assessment framework and the Town's own DEIB definitions in Section 1.9.

Question	What you are looking for
1. Who benefits, and is that named?	Strong equity language names who a policy is intended to serve. Edits that add phrases like "particularly lower-income residents" or "residents who have historically faced barriers" are moving in the right direction. Edits that replace specific population language with "all residents" or "the community" may actually be weakening the equity commitment, even if that is not the intent.
2. Is the language directive or aspirational?	There is a meaningful difference between "The Town will" and "The Town may" or "The Town encourages." Equity policy that uses permissive language (may, should, encourages, considers) signals that the action is optional. Review whether edits strengthen or weaken the verb. A proposed change from "will" to "may" deserves a second look.
3. Does it acknowledge barriers, not just intent?	The Town's own definition of equity requires identifying "historic, systemic, and structural barriers." Edits that add equity framing without acknowledging why the gap exists fall short of this standard. Look for language that gives context, even briefly, for why a particular group or need is being named.
4. Is there a mechanism for follow-through?	Belonging does not live in policy statements. It lives in implementation. Ask whether an edit is accompanied by, or connected to, an action with a responsible party, a timeline, or a measurable outcome. If a new goal or policy appears without a corresponding action, flag it for the implementation plan review.

Question	What you are looking for
5. Does it connect to the Racial Equity Committee's work?	The Racial Equity Committee Action Plan is a companion implementation document. Edits that touch areas covered by the REC Action Plan, including civic participation, language access, boards and commissions, and community engagement, should be evaluated for alignment with that plan's specific commitments.
6. Does it hold up against the Belonging standard?	This is the hardest test. Beyond access and intent: does the proposed language create conditions where residents who have historically felt excluded from San Anselmo's civic life would read it and feel seen? This is a judgment call, but it is the right one to be making.

Part 3: Language Patterns to Recognize

These patterns appear frequently in General Plan edits and are worth recognizing by name. They are not automatically problematic, but each one carries a risk that staff should understand before accepting or approving the change.

Patterns That Strengthen Equity

Naming the gap

Language that identifies a specific disparity, population, or structural barrier by name. This is the foundation of equity-grounded policy.

Example: "Residents in lower-income households are more likely to live in proximity to noise-generating uses and less likely to have resources to mitigate noise in their homes."

Directive commitment

Language that uses "will" or "shall" to attach the equity intent to a specific Town obligation.

Example: "The Town will ensure that noise-sensitive land uses serving lower-income populations are protected through the standards established in this element."

Active outreach design

Language that moves beyond passive availability to describe how the Town will reach people who do not typically show up. This includes multilingual outreach, community-based organization partnerships, and targeted engagement for underrepresented groups.

Example: "Partner with community-based organizations to conduct targeted outreach in languages other than English and track demographic participation in public engagement processes."

Patterns That May Weaken Equity

The universal swap

Replacing specific population language with "all residents" or "the broader community." This often happens unintentionally during editing for tone or length, but it erases the targeted intent.

Before: "...with an emphasis on reaching residents who have historically faced barriers to participation."

After (weakened): "...to ensure all residents can participate."

The passive welcome

Language that signals openness without requiring action. "San Anselmo welcomes diverse perspectives" is a value statement. It is not a policy.

Ask: What is the Town committing to do? If the edit removes the action and leaves only the aspiration, it needs a corresponding action item.

The permissive slide

Edits that change directive language to permissive language. This can be subtle: "will consider" instead of "will," "may explore" instead of "shall explore," "encourages" instead of "requires."

This is particularly important in actions (as opposed to goals or policies), where the verb carries the implementation weight.

The equity decoration

Adding the word "equitable" or "inclusive" to a sentence without changing what the policy actually requires. This pattern is common and worth watching for because it gives the appearance of DEIB integration without the substance.

Example: "Provide equitable access to parks" is stronger than the prior language only if it is accompanied by actions that address why access has been unequal.

Part 4: Element-by-Element Review Priorities

TJC's memo identified specific gaps and recommendations in each element. The table below summarizes the equity priorities for review in the March 2026 revisions. When evaluating edits in a given element, cross-reference against the corresponding memo section for the full recommendation.

Element	What TJC recommended	Questions to ask about the proposed edits
Introduction (Sec. 1.9)	Add DEIB living framework statement; reference REC Action Plan as companion document; add definition of 'Community' to the glossary that explicitly includes renters and residents who face barriers.	*Does the revised intro name historical inequities, not just commit to equity in the abstract? Is the REC Action Plan referenced? Does the 'Community' definition include renters and non-English speakers?*
Land Use	Strengthen equity framing in Sec. 2.6; add boards and commissions recruitment actions (LU-H.5.b, LU-H.5.c); add equity analysis in staff reports (LU-H.7.b); strengthen language access action (LU-H.1.c).	*Do boards and commissions edits address structural barriers, not just encourage applications? Is language access treated as an outreach responsibility, not a website feature? Are new actions directive?*
Open Space	Add equitable access language to Sec. 3.8 and open space goals; name residents with limited mobility and lower-income households as intended beneficiaries.	*Do edits name who has been underserved, or do they generalize? Is "equitable access" paired with an action that describes how the Town will close the gap?*
Sustainability	Strengthen climate equity framing in Sec. 4.6; add demographic tracking to outreach actions (SU-A.1.a).	*Do edits connect climate vulnerability to socioeconomic conditions? Does outreach language include a mechanism for measuring who is being reached?*
Economic Vitality	Add economic equity and entrepreneurship framing to Sec. 5.6 that names diverse small business owners and lower-income entrepreneurs.	*Does the Navigating Towards 2045 section name economic barriers, not just opportunity? Is there language addressing who has historically had less access to business support resources?*
Circulation	Add transportation equity framing to Sec. 7.7; strengthen complete streets priorities to name lower-income and transit-dependent residents.	*Do edits distinguish between transportation access as a universal good versus as a targeted priority for residents with fewer options? Does the complete streets language move from principle to prioritization?*
Parks & Recreation	Strengthen financial assistance action (PR-B.3.b) from conditional to directive; strengthen Sec. 8.4 equity framing.	*Does the financial assistance language now establish a program rather than just explore one? Is the framing in Sec. 8.4 directive ("will") or aspirational ("seeks to")?*

Element	What TJC recommended	Questions to ask about the proposed edits
Safety	Add equity dimension to Sec. 9.6 and emergency outreach actions; add multilingual outreach and CBO partnerships.	*Do emergency preparedness edits name vulnerable populations? Is multilingual outreach treated as a core commitment or an add-on?*
Noise	Add equity framing to Sec. 10.5 naming disproportionate exposure among lower-income residents.	*Does the revised section acknowledge the unequal distribution of noise impacts, or does it address noise as a technical standard only?*

Part 5: Evaluating Edits to the 'Navigating Towards 2045' Sections

TJC's memo recommended adding equity framing to each element's 'Navigating Towards 2045' section. These sections are the connective tissue of the General Plan: they orient the reader to why the policies in each element matter and who they are intended to serve.

When reviewing proposed edits to these sections, the standard is not whether equity language was added, but whether the added language is doing real work. Here is a quick rubric:

Stronger: Equity framing that works	Weaker: Equity framing that decorates
Names a specific group or condition: "lower-income residents," "transit-dependent households," "non-English speakers"	Uses "all residents," "the whole community," or "diverse populations" without naming who has been underserved
Acknowledges a gap or disparity: "...who have faced barriers to..." or "...disproportionately affected by..."	States an aspiration without context: "...to ensure an inclusive and vibrant community"
Points forward to a specific policy or action in the element: "See Policy LU-H.5 for boards and commissions recruitment actions"	Stands alone without connecting to anything actionable in the element
Uses directive verb language: "The Town will prioritize..." or "...must address inequities in..."	Uses passive or permissive language: "The Town recognizes the importance of..." or "...seeks to consider equity in..."

Part 6: The Boards, Commissions, and Civic Participation Test

This is one of TJC's highest-priority areas in the assessment, and it deserves special attention in reviewing the March revisions. Boards and commissions are the civic pipeline for every other DEIB priority in the General Plan. If the people making decisions do not reflect the community they serve, no other equity policy can reach its full potential.

The distinction TJC drew in the memo is important to preserve: the problem is not that underrepresented residents do not apply. The problem is that the process itself, its scheduling, its culture, its assumed knowledge and availability requirements, was designed for a narrow slice of the community. Edits that address recruitment without addressing process are incomplete.

What to look for in boards and commissions edits

The proposed edits should do more than add "active recruitment" language. Look for:

Active outreach with specific mechanisms: Are community-based organizations, multilingual channels, or demographic targets mentioned?

Participation supports: Is there language addressing barriers like meeting times, childcare, compensation, or transportation?

Demographic tracking: Is there a mechanism for the Town to report on who is serving and whether representation is improving?

AB 2561 alignment: California's AB 2561 requires cities and towns to apply a racial equity lens to boards and commissions. Does the language connect to this obligation?

Part 7: What to Do with Edits That Miss the Mark

Not every proposed edit will be ready to accept as written. Here is a simple approach for handling edits that are directionally right but need strengthening.

Accept: When an edit strengthens what was there

Accept edits that add specificity, move from aspirational to directive language, name underserved populations, or add a corresponding action to a goal or policy. These are doing the work the assessment called for.

Accept with note: When an edit improves things but leaves a gap

Some edits will move in the right direction without completing the recommendation. Accept the improvement but note in your review that the corresponding action, accountability mechanism, or population reference is still needed. Flag this for the next revision cycle or the implementation plan review.

Flag for revision: When an edit weakens what was there

If a proposed edit replaces specific population language with universal language, weakens a directive verb to permissive language, or removes an action without a substitute, flag it. This does not mean the edit is wrong, it may reflect other constraints (legal, political, stylistic). But the equity trade-off should be made consciously, not accidentally.

Flag for alignment: When an edit conflicts with another part of the plan

Cross-reference matters. An edit that adds a strong equity commitment in Section 2.6 but is not reflected in the corresponding policy or action in Section 2.7 creates an internal inconsistency. Watch for edits that update framing language without updating the operative policies, or vice versa.

A Note on the Standard

The Town of San Anselmo has made a meaningful commitment by embedding DEIB principles directly into the General Plan. The question this review guide is designed to help answer is not whether that commitment exists, it clearly does. The question is whether each proposed edit honors the full depth of what the Town has defined.

The Town's own definition of Belonging, "the felt and lived experience of being valued, safe, respected, and essential", is one of the most substantive belonging definitions we have seen in a California General Plan. Holding edits to that standard is not a high bar. It is the Town's own bar.

Questions about this guide or TJC's assessment can be directed to Ellie Tumbuan, The Justice Collective.

DRAFT GENERAL PLAN 2045

~~*March 8, 2026*~~*April 22, 2026*

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1. Introduction

SAN ANSELMO GENERAL PLAN 2045

The San Anselmo General Plan 2045 provides a long-range framework to guide the Town's growth, investment, and decision-making through 2045. It establishes goals, policies, and actions that ~~support~~ establish a safe, vibrant, and resilient community for all residents, including renters, lower-income households, non-English speakers, older adults, people with disabilities, communities of color, immigrants, and LGBTQ+ residents, while preserving San Anselmo's small-town character and natural environment.

The Plan addresses key topics, such as land use, housing, mobility, sustainability and climate resilience, open space and conservation, safety, economic vitality, recreation, and public facilities, and reflects extensive community input. Together, these elements outline how the Town will manage development, protect resources, strengthen infrastructure, and enhance quality of life.

Recognizing that community needs, environmental conditions, and state requirements will continue to evolve, the General Plan is designed to be a flexible and adaptable document. Many of its initiatives rely on ongoing efforts such as updates to the Climate Action Plan, Housing Element, and Hazard Mitigation Plan. A detailed Implementation Matrix identifies responsible departments, funding sources, and timelines, and Town staff will regularly report to the Town Council on progress.

Overall, General Plan 2045 provides a clear and practical roadmap for San Anselmo's future, supporting thoughtful planning, strengthening resilience, and ensuring that the Town remains a welcoming and sustainable place for current and future generations.

1.1 SETTING AND PLANNING AREA

San Anselmo is an incorporated town in central Marin County nestled in a picturesque valley straddling San Anselmo Creek, surrounded by wooded open spaces and the rolling hills of the Mount Tamalpais watershed. As shown in Figure IN-1, San Anselmo is bordered by the Town of Fairfax to the west; the City of San Rafael to the east; the Town of Ross to the south; and unincorporated areas to the west, north, and east.

San Anselmo is accessible by road from Sir Francis Drake Boulevard and Red Hill Avenue, which connect to adjacent communities and Highway 101. The Golden Gate Bridge is approximately 12 miles to the south. Public transit connects the town to local cities as well as regional locations. Commuter train stations are in nearby San Rafael and Larkspur, and a ferry terminal in Larkspur provides service to San Francisco.

The area now known as San Anselmo was originally home to the Coast Miwok, whose presence in Marin County dates back 3,600 years. The Miwok were hunters and gatherers who roamed the surrounding oak-studded hills and fished the freshwaters of San Anselmo Creek. In the first half of the 19th century, Mexico awarded land grants to Domingo Sais (1839), John Rogers Cooper (1840), and Timothy Murphy (1844) for large tracts that included portions of modern-day San Anselmo. The land remained rural for thirty-five years, occupied by scattered homes and grazing cattle.

The town changed dramatically in 1874 with the completion of the Sausalito-San Rafael section of the North Pacific Coast Railroad, bringing new trade and people to the area. At San Anselmo, the rail line branched east to San Rafael and west to Fairfax, Tomales, and the Sonoma County timberlands. Initially called Junction, the town was renamed San Anselmo in the 1880s, taking its name from Cooper's original land grant.

The arrival of the San Francisco Theological Seminary in 1892 spurred further development. After the 1906 earthquake and fire, many summer homes built by San Francisco residents became permanent residences. Local roads evolved from simple, dusty tracks to tree-lined streets. After a lively debate, residents voted to incorporate, and the Town of San Anselmo was created in 1907. A volunteer fire department, town hall (1911), library (1915), and chamber of commerce soon followed.

A shift to motor vehicle travel began to increase in the 1930s, particularly following the construction of the Golden Gate Bridge in 1937. Railroad service through town ended in 1941, and tracks were replaced with asphalt to accommodate vehicular traffic. The town's population increased in the post- World War II era and continued to grow through the 1960s until it leveled off at around 12,000. Development occurred first on the valley floor and lower elevations, and then progressively moved up the hillsides.

Today, San Anselmo is an established residential community with visitor- and neighborhood-serving businesses centered on the major transportation thoroughfares. Winding streets emanate out from the major roadways into quiet, residential neighborhoods and steep hillsides. Historic Downtown San Anselmo, one of the major commercial centers in San Anselmo, sits at the heart of the town and follows San Anselmo Creek. The town is largely developed with most remaining land constrained by

environmental hazards or conserved as open space. The community values the town's close access to open space with its natural beauty and recreation opportunities. Therefore, new construction is predominantly limited to infill development.

Elevations in the San Anselmo planning area range from about 40 feet in the downtown to about 1,400 feet near the Loma Alta peak. The community is located within a watershed that collects water from the surrounding hills and flows southeasterly into San Francisco Bay. Vegetation occurring within the area primarily consists of grassland, woodland, and urban landscaping.

1.2 TOWN LIMITS AND PLANNING AREA

The Town of San Anselmo comprises approximately 2.7 square miles of land area. The Town limits are shown in Figure IN-2.

The planning area for the General Plan is greater than the Town limits and includes the Town's sphere of influence (SOI), which defines the probable future physical boundaries and service area of the Town as determined by the Marin Local Agency Formation Commission. The SOI extends well past the Town's northern boundary to include the unincorporated community of Sleepy Hollow, as shown in Figure IN-2. The unincorporated area in the SOI is approximately 2.9 square miles and has a population of about 2,400. The SOI does not give the Town any direct land-use authority over the territory within the sphere. The Town's land use authority only applies to the area within its actual town limits.

Our Town by the Numbers

Land area: 2.7 square miles

Population: 12,830

Number of housing units: 5,621

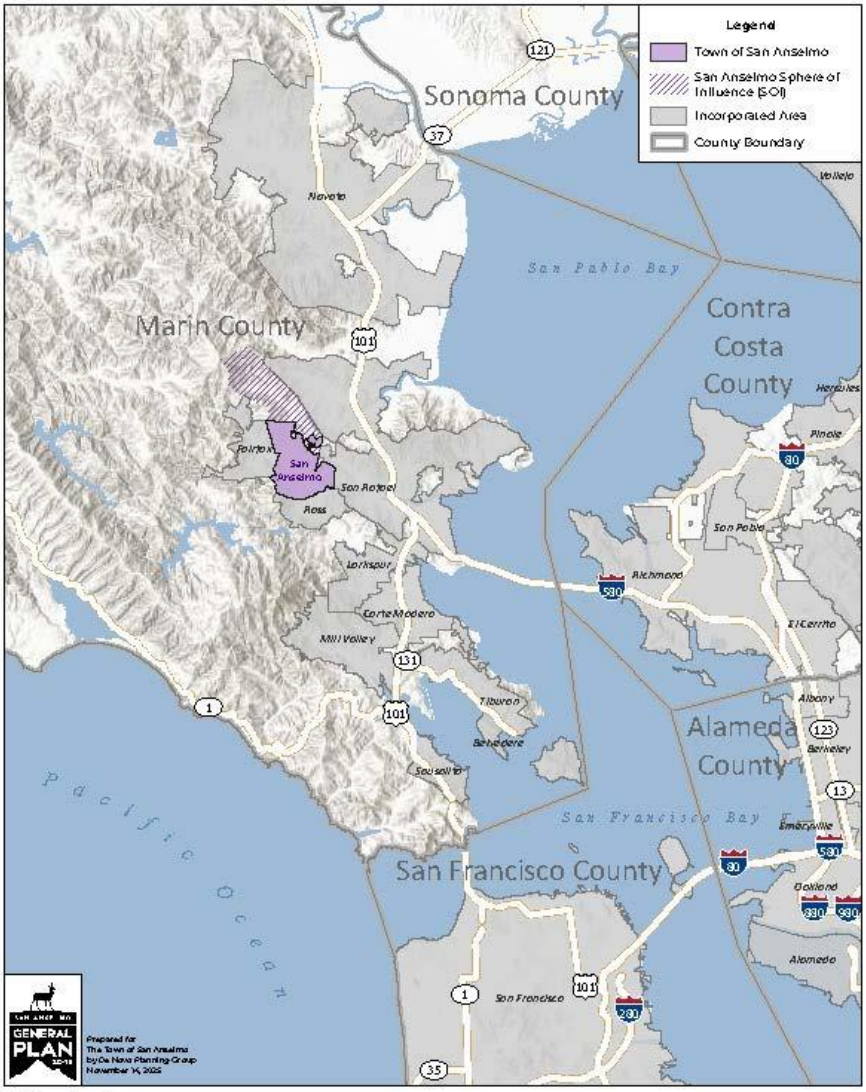
Seniors 65 and older: 21% of the population

Children under 18: 22% of the population

Median age: 47.2 years

Sources: U.S. Census (2020); CA Dept. of Finance (2025)

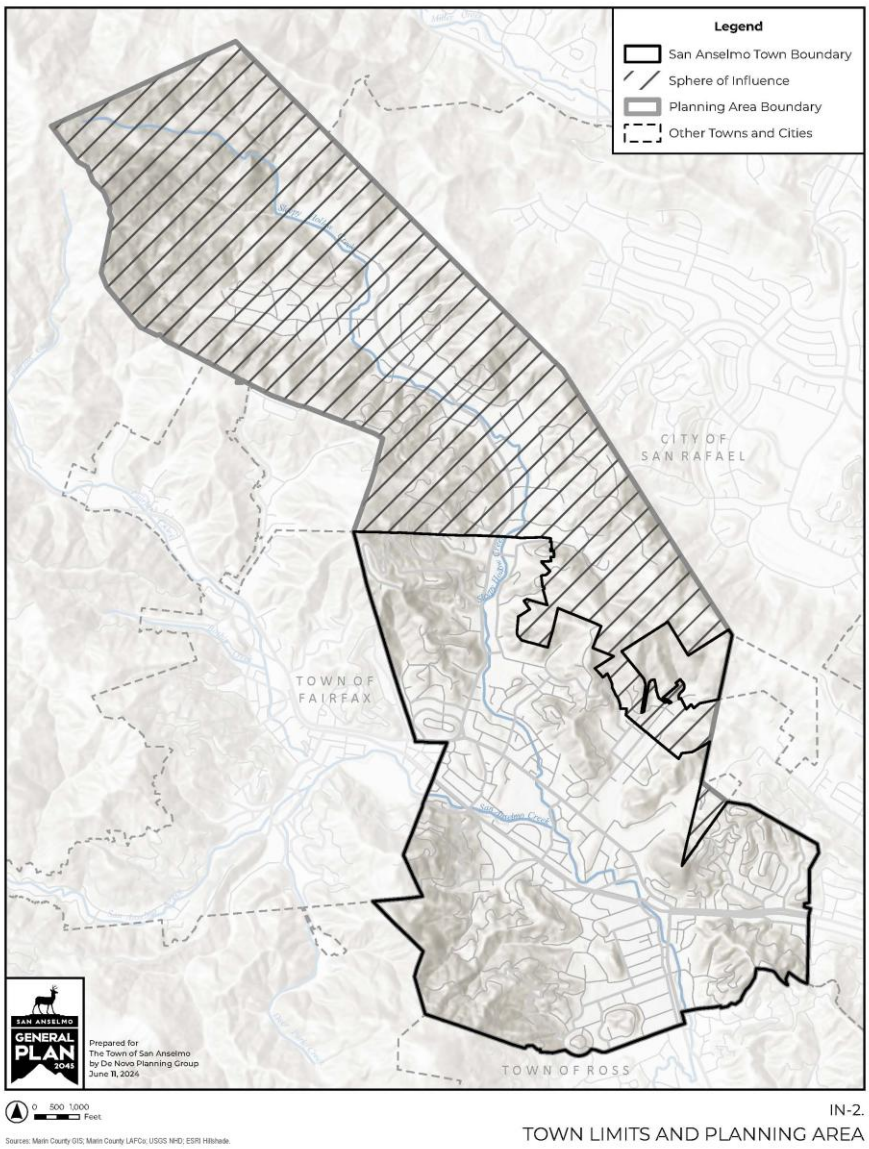
Figure IN-1 Regional Setting



IN 1.

REGIONAL SETTING

Figure IN-2 Town Limits and Planning Area



IN-2.
TOWN LIMITS AND PLANNING AREA

1.3 WHAT IS A GENERAL PLAN?

A general plan is a town's road map for the future. It describes a community's long-term vision and sets forth goals, policies, and actions to guide growth, land use decision-making, and preservation of the community's environment and distinctive qualities. The State of California requires every town, city, and county to have a general plan to guide future development, preserve open space, conserve resources, and safeguard public health, safety, and welfare. Local ordinances and other plans must be consistent with the general plan and applicable policies.

This comprehensive update of San Anselmo's General Plan provides goals and policies that reflect present-day community values and priorities and compliance with current State laws and local ordinances. The Implementation Plan at the end of this document contains information to support staff and community implementation of the General Plan actions to effectively integrate them into budgets, the capital improvement program, and other work plans. The actions are intended to help achieve, and be consistent with, the Town's General Plan vision and goals.

1.4 THE GENERAL PLAN LEGACY

San Anselmo's General Plan was last comprehensively updated in 1988. Since that time, several amendments to the plan have been adopted, including recent revisions of the Housing and Safey Elements in 2023. The 1988 General Plan concluded that the town was near build-out at the time and that additional residential development was most likely to occur as infill. Primary land use goals for the 1988 General Plan included 1) preserving the small-town character of the town and its close connections to the natural beauty of its setting; 2) maintaining economic viability of the town's commercial core; 3) integrating new development harmoniously into existing neighborhoods and commercial areas; 4) regulating new development in the town's open hillsides and ridge areas to protect the natural beauty of these areas; and 5) accommodating the housing needs of a socially and economically diverse population.

The Town has adopted several planning documents that fall under the umbrella of the General Plan and provide important policy and program implementation for topics addressed in the General Plan. These include the Sorich Ranch Park Master Plan (1992), the Bald Hill Area Plan (1996), the Bicycle and Pedestrian Master Plan (2016), the Economic Development Plan (2018), the Climate Action Plan 2030 (2019), and the Multi-Jurisdiction Hazard Mitigation Plan (2023). These plans are referred to and incorporated in this General Plan and may be updated according to General Plan policy.

1.5 GENERAL PLAN UPDATE PROCESS

The General Plan update process was a community-wide effort to ensure that San Anselmo retains its distinctive sense of community while accommodating growth and encouraging positive change. It was a two-year planning process used to help define the community's shared values and explore a vision for the future. It was a public process, one that sought to engage the community as the General Plan was drafted and refined.

Each stage of the General Plan update process was supported by extensive community outreach and participation. Community members shared their input through a series of public workshops, meetings, and surveys. The Town created a website dedicated to the San Anselmo General Plan update effort and offered in-person and virtual workshops, an open house, pop-up events, and surveys to expand community participation. Notifications and updates were shared through the website, the Town's newsletter, postcard mailers, email lists, local newspaper, and printed materials to publicize upcoming events and ensure the community stayed informed and involved.

Surveys and Workshops. The General Plan process began with a series of stakeholder interviews and a "Setting Priorities" survey to identify special characteristics about the town, key issues to address, and potential areas for change or improvement. Residents said they prized San Anselmo's natural environment and access to open space, downtown, lifestyle and community life, and location. The town's safety and security, parks and public gathering spaces, local businesses, and walkability and bikeability were also noted. Key issues facing the town included: business viability, bike and pedestrian infrastructure, housing affordability, flooding, diversity, traffic, wildfire risk, and climate change.

A series of community workshops and an open house were held between October 2024 and April 2025. Workshops focused on specific topics of the General Plan as follows:

- Sustainability, Climate Change, and Resiliency
- Commercial Districts
- Circulation and Noise
- Community Programming, Recreation, Parks, Open Space and Conservation

Online and paper surveys were provided before and after each workshop to engage community members who could not participate during the scheduled event or who did attend but wanted to provide additional input.

General Plan Advisory Committee. The General Plan update process was guided by a 15-member General Plan Advisory Committee (GPAC) that was appointed by the Town Council

to provide input, feedback, and recommendations to the Town Council, Planning Commission, Town staff, and the consultant team. The GPAC included two Town Council members, two Planning Commissioners, and one representative each from the Climate Action Commission, Bicycle and Pedestrian Advisory Committee, Economic Development Committee, Open Space Committee, Parks and Recreation Commission, and Racial Equity Committee. Five at-large community members, including one high school student, were also appointed to the GPAC. The GPAC met XX times over a period of three years.

Committees and Commissions. The Town's committees and commissions, including the Climate Action Commission, Bicycle and Pedestrian Advisory Committee, Economic Development Committee, Historical Commission, Infrastructure and Fiscal Monitoring Committee, Open Space Committee, Parks and Recreation Commission, and Racial Equity Committee, provided initial input on issues to address in the General Plan, reviewed draft General Plan policies and actions related to their area of expertise, and provided recommendations.

1.6 VISION STATEMENT

The Town of San Anselmo envisions a future where natural beauty, community well-being, and sustainable progress harmoniously coexist. We respectfully acknowledge that San Anselmo resides on the ancestral lands of the Coast Miwok people, and we honor their enduring connection to this land. Our town seeks to honor its heritage, scenic beauty, and sense of community, ~~and belonging~~ while embracing innovation, inclusivity, climate action, sustainability, economic vitality, and fiscal responsibility. Together, we will ~~strive~~ work to create a safe, welcoming, and vibrant community ~~for~~ where all people belong, recognizing that communities of color, renters, immigrants, non-English-speaking residents, and other historically underrepresented groups have not always experienced San Anselmo that way, and committing to equitable access to housing, services, and opportunities so that belonging is real for everyone who lives here. The values of social equity, environmental stewardship, and community connection are fundamental to that commitment. ~~where the values of social equity, environmental stewardship, and community connection are fundamental.~~

1.7 GENERAL PLAN GUIDING PRINCIPLES

The General Plan planning process was shaped by the following guiding principles that defined the major themes for the General Plan update and served as touchstones during the process of developing and refining goals, policies, and actions.

1. **Environmental Stewardship:** Protect and enhance our open spaces, wildlife, and biological diversity through thoughtful land use and environmental policies, and support public access to open space and scenic vistas in ways that minimize environmental impact and preserve natural resources.

2. **Climate Action, Resilience, and Sustainability:** Lead in eliminating greenhouse gas emissions, mitigating and adapting to climate change, and building a resilient community that can withstand environmental challenges, with particular attention to lower-income households, renters, older adults, people with disabilities, non-English-speaking residents, and immigrants, who face disproportionate climate impacts and have the least access to recovery resources. Embed sustainable practices across all Town operations and decisions. ~~prioritizing support for our most vulnerable populations. Embrace sustainable practices in all aspects of town life.~~

3. **Architectural and Scenic Beauty:** Maintain and complement the diverse and historic qualities of the built environment, and preserve and enhance the scenic beauty of San Anselmo.

4. **Economic Vitality:** Support a thriving local economy that strengthens Town revenues by fostering a variety of businesses, encouraging sustainable economic practices, and ensuring that economic growth is inclusive, responsive to the changing needs of the community, and in alignment with our environmental and social goals. Encourage businesses in the town's commercial hubs and downtown to foster vibrancy and contribute to attractive gateways to San Anselmo.

5. **Housing:** Promote a wide range of housing options that are affordable at all income levels, accessible, and sustainable while protecting the town's natural resources and respecting its charming architecture. Encourage housing that meets the needs of existing residents and welcomes a diverse spectrum of future residents.

6. **A Community of Belonging:** Foster an inclusive, welcoming, and socially connected community where people of all ages, backgrounds, and abilities, including renters, lower-income households, non-English speakers, older adults, people with disabilities, communities of color, immigrants, and LGBTQ+ residents, and others who may face barriers to access or participation, have a sense of belonging, equitable access, and opportunities to thrive. Emphasize community engagement, connections, and volunteerism to enhance the social fabric of the town.

7. Social Equity and Diversity: Commit to ~~promoting~~ social equity, respect, and understanding in all community interactions. Actively remove barriers to participation, access, and opportunity faced by communities of color, renters, immigrants, non-English-speaking residents, lower-income households, people with disabilities, and LGBTQ+ residents. Commit to diversity, equity, inclusion, and belonging ~~promote diversity and inclusiveness~~ as fundamental values that strengthen the town, to the extent consistent with federal and State law. Honor the history and enduring presence of the Coast Miwok.

8. Healthy Community: Offer and improve access to our parks, recreation programs, facilities, and events which provide affordable opportunities for active living, personal enrichment, education, and social connection to all members of the community.

9. Sustainable Transportation: Prioritize multi-modal transportation options and improvements that eliminate greenhouse gas emissions, such as zero-emission vehicles, public transit, cycling, and pedestrian-friendly infrastructure. Improve and promote safety, accessibility, and traffic flow.

10. Safety and Preparedness: Ensure the safety and well-being of all residents through high-quality public services, resilient infrastructure, improved safety and noise regulation, and robust emergency preparedness and response plans.

11. Excellence in Governance: Provide high-quality public facilities and infrastructure and fiscally responsible, innovative, transparent, and responsive local government services to ensure the health, safety, and welfare of the community. Communicate with and engage all members of the community to align leadership with the diverse needs and values of San Anselmo's residents.

1.8 GENERAL PLAN ORGANIZATION

The General Plan is organized into ~~nine~~ ten chapters:

1. The **Introduction** provides background information on the General Plan.
2. The **Land Use and Community Design Element** describes land use in San Anselmo and how and where new development will occur and fit into the existing built and natural environment. This element also covers the topics of governance and inclusion.

3. The **Open Space and Conservation Element** covers open space, natural communities and ecological resources, watersheds and waterways, water resources, water and air quality, and cultural resources.
4. The **Sustainability, Climate Change, and Resiliency Element** describes concepts of sustainability, provides an overview of climate change impacts, and addresses how the town will reduce greenhouse gas emissions and become a more sustainable and resilient community.
5. The **Economic Vitality Element** describes the town's economic sectors and identifies strategies to strengthen the town's economy and support its local businesses.
6. The **Housing Element** details the constraints to and need for housing, especially housing affordable to lower and moderate-income households, identifies sites available for housing, and sets the course to address identified needs.
7. The **Circulation Element** describes and plans for the circulation network and traffic operations, parking, public transportation, and bicycle and pedestrian facilities.
8. The **Parks, Recreation, and Public Facilities Element** addresses the maintenance and enhancement of San Anselmo's public facilities, parks, and recreational programs.
9. The **Safety Element** describes environmental and human-caused hazards, including earthquakes, flooding, sea level rise, and fire, and addresses potential risks to the community.
10. The **Noise Element** identifies existing and future noise sources and prescribes appropriate noise levels in San Anselmo.

State law requires the San Anselmo General Plan to cover seven topics, also known as "elements." Elements may be combined, as is the case for San Anselmo's Open Space and Conservation Element, and requirements for an element may be addressed in more than one element. Table IN-1 shows the relationship of the General Plan elements to the State-mandated elements.

Table IN-1 Location of State-Mandated Elements

State-Mandated Element	San Anselmo General Plan Element
Land Use	Land Use and Community Design; Safety 1
Circulation	Circulation
Open Space	Open Space and Conservation
Conservation	Open Space and Conservation
Safety	Safety; Sustainability, Climate Change, and

[1] California Government Code 65302(a) specifies that the land use element identify areas subject to flooding. This information is presented in the Safety Element.

	Adaptation2
Noise	Noise
Housing	Housing

An eighth element covering Environmental Justice is required for local governments that contain disadvantaged communities as defined by State law. San Anselmo does not have any such communities. Nonetheless, the Town is committed to environmental justice, and the General Plan integrates policies and actions reflecting these foundational values throughout all elements to create a just and equitable community and provide a healthy environment for all.

State law also allows local governments to include additional, or "optional," elements in a general plan to cover other topics of local importance. The General Plan includes three optional elements: the Parks, Recreation, and Public Facilities Element, the Economic Development Element, and the Sustainability, Climate Change, and Resiliency Element.

Each element in the General Plan describes existing conditions and context for the topic area, followed by goals, policies, and actions to guide the town's future management and development.

The General Plan is supported by separately published documents that provide background information and environmental analysis. The Existing Conditions Reports, prepared in an early phase of the General Plan update, contain detailed baseline information for each of the topic areas covered in the General Plan and were used as reference documents during the development of the Plan. The Environmental Impact Report determines the type and extent of environmental impacts that would result from implementation of the General Plan. It identifies requirements for more detailed environmental analysis that may be necessary for specific projects considered in the future.

1.9 DIVERSITY, EQUITY, INCLUSION, AND BELONGING

San Anselmo is committed to fostering a town that is welcoming and supportive of all residents. The Town recognizes that diverse perspectives strengthen decision-making and strives to ensure that its policies, decisions, and public spaces work for everyone.

[2] California Government Code 65302(g)(4) specifies that the safety element address climate adaptation and resiliency strategies. This information is presented in the Sustainability, Climate Change, and Adaptation Element.

The Town acknowledges that many of the structural inequities that have affected marginalized groups such as communities of color and indigenous people have had long-lasting effects. To move forward, we must acknowledge our past, beginning with the displacement of the Coast Miwok people in the 19th century and continuing with the discriminatory practices of redlining, racial covenants in deeds, and exclusionary zoning rules. These policies have had long-term adverse effects both locally and regionally on opportunities for marginalized groups and must be addressed.

The Town recognizes that equity principles must function as a living framework, an ongoing standard that informs future decisions rather than a one-time commitment. To support this, the Town will incorporate a DEIB alignment review into the staff report process for Planning Commission and Town Council actions and will conduct periodic reviews of progress on equity-related General Plan actions as part of the implementation reporting described in Action LU-H.9.c. The Town also acknowledges the foundational work of the Racial Equity Committee's Action Plan (May 2023), which helped inform these efforts, and intends to through continued collaboration with the Racial Equity Committee, evaluation of the Action Plan, community engagement, and future initiatives over the life of the General Plan.

The Town reaffirms its commitment to foster an equitable future and incorporates the principles of diversity, equity, inclusion, and belonging throughout the General Plan. Key terms and concepts related to these principles are defined below.

Diversity. The full spectrum of differences that everyone brings to the table. It includes characteristics such as race, ethnicity, gender identity, sexual orientation, age, ability, language, and socioeconomic status, as well as neurodiversity, worldviews, and life experiences. Embracing diversity acknowledges the value of multiple perspectives, ideas, and solutions provided when individuals with different backgrounds, identities, and views collaborate and are heard.

Equity. Fair treatment and access to all individuals or groups irrespective of their identity. Equity is not sameness; it is justice in design, practice, and outcome. This requires the identification, recognition, and remediation of historic, systemic, and structural barriers that create unequal access to resources, opportunities, and power.

Inclusion. The active, continuous practice of reshaping environments, relationships, and systems so that all individuals and groups can fully participate, contribute, and lead in the greater community. It includes valuing difference as a resource and building cultures rooted in trust, respect, and shared purpose.

Belonging. The felt and lived experience of being valued, safe, respected, and essential within a community, such that individuals feel secure being their authentic selves without fear of marginalization or exclusion. Belonging emerges when diversity is welcomed, equity is practiced, and inclusion is sustained — resulting in environments where people not only have access and voice, but also feel they matter and are integral to the shared purpose and culture of the community. The Town will actively apply this definition as a guiding standard in planning decisions, staff report review, boards and commissions governance, and ongoing equity progress reporting.

General Plan policies and actions designed to increase diversity, equity, inclusion, and belonging appear across all elements and will be implemented with explicit attention to who benefits, who may be underserved, and whether outcomes are improving to enhance belonging for all residents. Progress will be reviewed annually as part of the Town's existing implementation reporting. ~~are woven throughout the Plan.~~ Overarching strategies to create an equitable, diverse, and welcoming community in San Anselmo include:

- Allowing a variety of land uses to accommodate a socially and economically diverse community. (Land Use and Community Design Element)
- Encouraging age- and disability-friendly communities. (Land Use and Community Design Element)
- Facilitating the authentic, equitable, and inclusive participation of all residents in local government and decision-making. (Land Use and Community Design Element)
- Providing equitable public access to open space. (Open Space and Conservation Element)
- Honoring and protecting tribal cultural resources. (Open Space and Conservation Element)
- Ensuring equitable access to programs, resources, and financial incentives for electrification, energy efficiency, and climate resilience. (Sustainability, Climate Change, and Resiliency Element)
- Providing affordable housing for lower-income households and affirmatively furthering fair housing. (Housing Element)
- Providing Complete Streets that meet the needs of all users. (Circulation Element)
- Providing equitable access to parks and community and recreation facilities and programs. (Parks, Recreation, and Public Facilities Element)
- Conducting outreach and education to vulnerable communities through multilingual materials, accessible formats, and engagement strategies designed to reach renters, working families, non-English-speaking residents, immigrants, and others who face barriers to participation. (Land Use, Open Space and Conservation,

Sustainability, Economic Vitality, Housing, Parks, Recreation, and Public Facilities, and ~~.~~ (Safety Element)

1.10 ADMINISTERING THE PLAN

The General Plan is for all members of the community and used in a variety of ways. The Town Council and the Town's committees and commissions use the document to guide decision-making and budgeting. Town staff use the General Plan to ensure that projects, capital improvements, programs, and budgeting are consistent with the General Plan land use designations and applicable goals, policies, and actions. Importantly, the General Plan empowers the Town, public agencies that work with the Town, and property owners to invest in and plan for a future in accordance with the Plan's goals and policies.

Each chapter of the General Plan contains a series of goals, policies, and actions that provide guidance to the Town on how to direct change, manage growth, and maintain resources over the life of the General Plan. The following provides a description and explains the relationship of each:

- A **goal** is a description of the general desired result related to a particular topic or issue that the Town seeks to create through the implementation of the General Plan.
- A **policy** is a specific statement that guides decision-making as the Town works to achieve its goals. The General Plan's policies set out the standards that will be used by Town staff, the Planning Commission, and the Town Council in its review of land development projects, resource protection activities, infrastructure improvements, and other Town actions. Policies are ongoing and require no specific action on behalf of the Town.
- An **action** is a program, procedure, or technique to be undertaken by the Town to help achieve a specified goal or implement an adopted policy.

The following words are used to indicate whether a particular policy or program is mandatory, advisory, or permissive:

- "Must" or "shall" means an action the Town is required to follow.
- "Should" means an action the Town is advised to follow.
- "May" means an action which is left to the discretion of the Town.

The General Plan contains a series of figures and maps depicting existing and proposed or future conditions of areas within and near San Anselmo. These maps and diagrams are intended to provide the reader with a general understanding of the extent of land uses and conditions. Most maps are focused on land within the town boundaries and do not detail

characteristics in the SOI. Figures as shown at the General Plan scale are not intended to be used for development, permitting, or investment purposes for specific parcels. More detailed maps may be available at the Town of San Anselmo.

The General Plan's actions set forth a work program for the Town, guide capital improvement projects, and prioritize Town expenditures. Some actions call for additional analysis, studies, and implementing ordinances. The General Plan Implementation Matrix will track implementation of the General Plan's actions through 2045, detailing how each action will be carried out, including the Town departments responsible, the funding source(s), and the timeframes. Town staff will regularly report to the Town Council on the progress of the Plan's implementation.

The Town will evaluate General Plan implementation using the belonging standard established in Section 1.9, including regular review of who is benefiting from policies and actions and where outcomes fall short for renters, communities of color, immigrants, non-English-speaking residents, lower-income households, people with disabilities, and LGBTQ+ residents. This evaluation will be coordinated with existing reporting processes and the work of the Racial Equity Committee.

Importantly, the General Plan is not a static document; it is expected to evolve as San Anselmo's needs, priorities, and conditions change over time. Many of the Plan's goals, policies, and actions rely on ongoing efforts, such as regularly updating the Climate Action Plan, Housing Element, and Hazard Mitigation Plan, which require the Town to adapt to new data, regulations, technologies, and community expectations. As demographic shifts influence housing and service needs, climate change alters environmental risks, and innovations reshape mobility, communication, and community, the General Plan will be reviewed and refined to remain relevant, effective, and aligned with community values. The Town will periodically assess the entire document, making updates as necessary to guide responsible growth, enhance resilience, and support a high quality of life for all residents.

Successful implementation of the General Plan will rely on the active participation and shared commitment of the entire community. Residents, businesses, local organizations, and town leaders each play a vital role in bringing the Plan's vision to life. By working together, contributing ideas, and taking collective responsibility for our town's future, San Anselmo can ensure that the goals and ideals outlined in this Plan are realized for generations to come.

2. Land Use and Community Design

San Anselmo's land use pattern reflects a long-established blend of diverse neighborhoods, vibrant commercial districts, and treasured natural areas that shape the Town's identity. Looking ahead, the Town will adapt these patterns to meet changing demographic, environmental, and technological conditions while preserving the community character residents value.

2.1 PURPOSE OF THE ELEMENT

The purpose of this element is to advance equitable access to housing, services, and opportunity for all who live in San Anselmo, with particular attention to residents who have historically been excluded from the decisions that shape their neighborhoods. Its policies are designed to produce outcomes consistent with the Town's belonging standard, ensuring that land use decisions reflect not just who participates in the process, but who benefits from the result.

The Land Use and Community Design Element describes existing land use in San Anselmo and establishes a ~~holistic~~ comprehensive framework ~~for~~ to guid~~e~~ing growth, as well as ~~and~~ the use, development, and preservation of land over time. It ~~guides~~ informs decisions about the location, type, intensity, and design of future development in a manner that reflects community values and balances the needs of residents, businesses, the environment, and State ~~mandates for additional~~ housing ~~capacity~~requirements.

This element includes goals, policies, actions, and land use designations that shape development patterns to support a vibrant downtown and commercial ~~hubs~~areas, provide a diverse range of housing choices, protect the town's unique neighborhoods and natural resources, and promote sustainable, resilient growth. It also addresses community design, reflecting the importance ~~San Anselmo~~ residents place on maintaining the character and quality of development throughout ~~the town~~San Anselmo.

The Land Use and Community Design Element includes the following sections.

- **2.2 Development Trends.** Discusses how land use in San Anselmo has developed and changed over time.

- **2.3 Land Use Categories and Map.** Describes land use designations within the town and graphically represents allowed land uses and intensities on the Land Use Map.
- **2.4 Community Design.** Focuses on creating and maintaining a strong sense of place in San Anselmo by enhancing the appearance of streets, buildings, and public space. It also addresses the preservation of historic resources.
- **2.5 Development Projections.** Identifies the maximum growth potential in San Anselmo based on the policy framework of the General Plan.
- **2.6 Navigating Towards 2045.** Discusses how the Town's land use policies will respond to changing demographic, environmental, and technological conditions.
- **2.7 Goals, Policies, and Actions.** Identifies goals, policies, and actions to guide growth, enhance community design, balance residential and commercial uses, and ensure effective governance and inclusive participation in decision-making.

2.2 DEVELOPMENT TRENDS

San Anselmo's historical development patterns reflect its evolution from a small rural settlement into a vibrant Marin County community shaped by transportation, commerce, and suburban growth. In the late 19th century, the town developed around the extension of the North Pacific Coast Railroad, which connected San Anselmo to San Francisco and other parts of the region. The rail line made the area more accessible and laid the foundation for early residential and commercial growth.

Small businesses, schools, and civic institutions clustered near the train depot, located at "The Hub", the present-day intersection of Sir Francis Drake Boulevard, Center Boulevard, Greenfield Avenue, and Red Hill Avenue. The original depot location helped establish San Anselmo's downtown and adjacent neighborhoods, characterized by a mix of uses anchored by local shops, restaurants, and civic buildings that reinforce San Anselmo's identity as a walkable, pedestrian-oriented community.

As the 20th century progressed, San Anselmo's character was further influenced by the rise of the automobile and post–World War II suburban expansion. Expanding road networks opened new areas to housing, leading to the creation of distinctive residential neighborhoods with tree-lined streets and a variety of architectural styles. Commercial activity gradually spread along major roadways to serve increasing automobile traffic, shifting some focus away from the historic town center.

Like many Bay Area communities, San Anselmo experienced an influx of families seeking single-family homes in a traditional neighborhood setting with access to regional employment centers. This period brought new housing construction, the growth of local

schools, and the expansion of municipal services. Commercial development began to accommodate cars through larger roadways and parking areas.

Despite these changes, the town also retained much of its historic charm, preserving open spaces, protecting creeks and natural landscapes, and maintaining a strong sense of place. Today, San Anselmo's development patterns reflect a balance of historic small-town character, suburban residential growth, and ongoing efforts to adapt to modern challenges while honoring its unique past.

2.3 LAND USE CATEGORIES AND LAND USE MAP

Land in San Anselmo is classified according to three broad land use categories: residential areas, commercial areas, and community and natural resource areas.

Residential land use designations are applied to areas appropriate for single-family, two-family, multifamily, manufactured home, and accessory dwelling housing options. The Town's residential neighborhoods support a diverse range of lifestyles and household income levels.

Commercial land use designations are applied to areas appropriate for retail and commercial services to serve residents and visitors. Multifamily residential uses are also allowed to be mixed in with commercial uses.

Community and Natural Resource land use designations apply to open space, parks, and community facilities. Natural areas, such as the woodlands and grasslands, offer opportunities for preservation and conservation. Public facilities provide opportunities for social and community interaction and the provision of public utilities and services.

Table LU-1 identifies acreages for each land use designation in the Land Use Map. The greatest amount of land within the town limits is designated for residential use, encompassing 80 percent of San Anselmo's land area. The second largest amount of land is designated for community and natural resource use, totaling 16.5 percent of the land area. Commercial and mixed-use areas comprise 3.5 percent of San Anselmo's land area. Figure LU-1 shows the Town's Land Use Map.

Table LU-1: General Plan Land Use Acreage

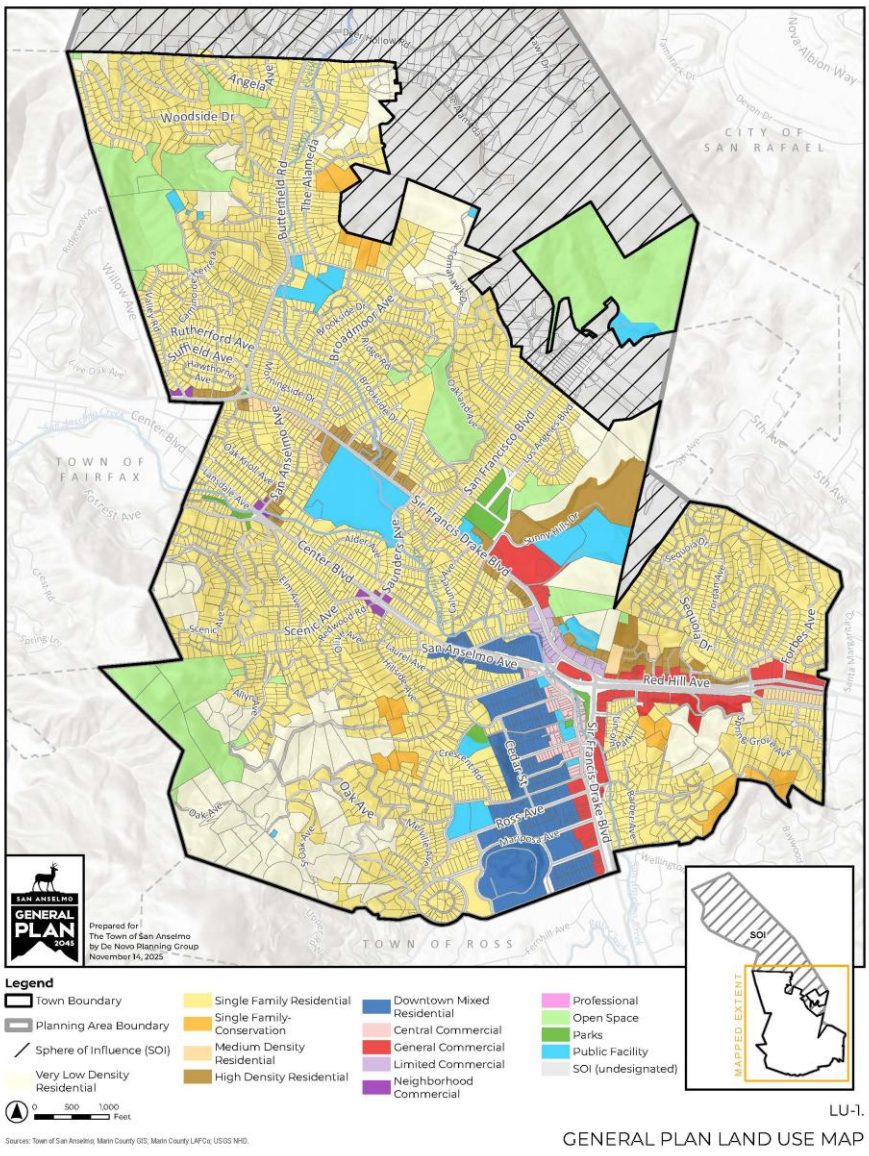
Land Use Designation	Acreages
Residential	
Very Low Density Residential	206
Single-Family Residential-Conservation	24

Land Use Designation	Acreages
Single-Family Residential	813
Medium Density Residential	15
High Density Residential	43
Downtown Mixed Residential	67
Residential Subtotal	*1,169*
Commercial	
Central Commercial	8
General Commercial	35
Limited Commercial	5
Neighborhood Commercial	2
Professional	0
Commercial Subtotal	*51*
Community and Natural Resource	
Parks	10
Open Space	170
Public Facilities	60
Right-of-Ways	2
Community and Natural Resource Subtotal	*241*
Total	**1,461**

Notes:

1. *General Plan Land Use acreage reflects the land area that has assigned land use designations. The remainder of the land that does not have a land use designation is primarily roads and associated rights-of-way.*
2. *Land in the Sphere of Influence (1,749 acres) is not designated.*
3. *Totals may not sum due to rounding.*

Figure LU-1 General Plan Land Use Map



LU-1.

GENERAL PLAN LAND USE MAP

Within each of the land use categories, specific land use designations identify allowable land uses and the density and intensity of development allowed in each designation. Table LU-2 details the Town's land use designations and describes the general land uses intended for the category and applicable building density and/or intensity.

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

Density is defined by the number of dwelling units per gross acre, and intensity of a parcel is defined as the ratio of floor area to the land area. Residential densities for land use designations are expressed in dwelling units per gross acre. For non-residential designations, building intensities are defined by Floor Area Ratio (FAR), which is the ratio of gross building floor area to the gross site area. For example, a FAR of 0.5 would allow a one-story building over half of a site, or a two-story building over one quarter of a site.

In addition to building density, State law requires the General Plan to estimate population density for the various land use categories. Population density is determined by multiplying the average household size by the maximum number of dwelling units permitted in a land use category, rounded up to the nearest whole number. The average household size in San Anselmo was 2.35 persons in 2025, as reported by the California Department of Finance. For example, since the Medium Density Residential category allows 12 units per gross acre, the population density may be up to 29 persons per acre.

The General Plan provides the high-level parameters of density and intensity for land use designations, but all development must also comply with the applicable regulations of the Zoning Ordinance. The Town's Zoning Ordinance contains detailed descriptions of land uses permitted in each designation, as well as development standards that implement the General Plan.

Table LU-2 Land Use Categories

LAND USE DESIGNATION		ASSOCIATED ZONING DISTRICT(S)		RESIDENTIAL DENSITY AND BUILDING INTENSITY	DESCRIPTION
RESIDENTIAL DESIGNATIONS					
VLD	Very Low Density Residential	R-1-H	Very Low Density Residential	Up to 1 unit/acre	The Very Low-Density Residential land use designation is applied to those hillside lands, located at or above the 150-foot mean sea level elevation, suitable for low density, detached single-family homes, accessory residential uses, residential care, day care, and essential public and quasi-public utility facilities on larger lots which will maintain the natural features of the land and associated landscape and have minimal visual impacts on the community. Other residential uses are also allowed, as consistent with State law.
SF-C	Single-Family Residential-Conservation	R-1-C	Single-Family Residential-Conservation	Up to 1 unit/acre	The Single-Family Residential-Conservation land use designation is applied to hillside areas, located at or above the 150-foot mean sea level elevation, appropriate for development of single-family homes, accessory residential uses, residential care, day care, and essential public and quasi-public utility facilities on larger lots which will have minimal visual impacts on the community. Other residential uses are also allowed, as consistent with State law.
SF	Single-Family Residential	R-1	Single-Family Residential	1-6 units/acre	The Single-Family Residential land use designation is applied to areas suitable for detached single-family homes and accessory residential uses on smaller lots. Duplex, triplex, and multifamily homes may also be compatible. Additionally, education, day care, residential care, religious, institutional, and essential public and quasi-

					public utility facilities may be allowed.
MDR	Medium Density Residential	R-2	Medium Density Residential	6-12 units/acre	The Medium Density Residential land use designation is applied to areas appropriate for a mix of housing types including single-family, duplex, triplex, and multifamily homes and accessory residential uses at moderate densities. Additionally, education, day care, residential care, religious, institutional, and utility facilities may be allowed.
HDR	High Density Residential	R-3	High Density Residential	13-30 units/acre*	The High Density Residential land use designation is applied to areas appropriate for single-family, duplex, triplex, and multifamily homes and accessory residential uses at higher densities. Additionally, education, day care, residential care, religious, lodging, institutional, and utility facilities may be allowed.
COMMERCIAL AND MIXED USE DESIGNATIONS					
DMR	Downtown Mixed Residential	R-1	Single-Family Residential	6-30 units/acre* 2.0 FAR	The Downtown Mixed Residential land use designation is applied to areas suitable for a mixture of single-family, duplex, triplex, and multifamily housing and accessory residential uses. Additionally, education, day care, residential care, religious, lodging, institutional, and utility facilities may be allowed.
		R-2	Medium Density Residential		
		R-3	High Density Residential		
		C-2	Downtown Commercial		
		C-3	Commercial		
CC	Central Commercial	C-2	Downtown Commercial	13-30 units/acre 2.0 FAR	The Central Commercial land use designation is applied to the downtown area providing for a wide range of resident- and visitor-serving commercial and institutional uses that create a vibrant downtown environment. Mixed commercial and residential uses are allowed.
GC	General Commercial	C-3	Commercial	13-30 units/acre* 2.0 FAR	The General Commercial land use designation is applied to areas appropriate for a broad range of retail, restaurant, entertainment, lodging, office,

					medical, service, automotive, institutional, and utility facilities. Mixed commercial and residential uses are allowed.
LC	Limited Commercial	C-L	Limited Commercial	13-30 units/acre 2.0 FAR	The Limited Commercial land use designation is applied to areas appropriate for a broad range of commercial uses that have lower traffic generation including limited retail, restaurant, office, medical, service, automotive, religious, institutional, and utility facilities. Mixed commercial and residential uses are allowed.
NC	Neighborhood Commercial	C-1	Neighborhood Commercial	13-20 units/acre 1.0 FAR 1.25 FAR for mixed use projects with 8-10 units	The Neighborhood Commercial land use designation is applied to neighborhood-serving commercial uses within residential areas appropriate for a mix of retail, restaurant, office, medical, personal service, recreation, religious, lodging, institutional, and utility facilities. Mixed commercial and residential uses are allowed.
P	Professional	P	Professional	20-30 units/acre 2.0 FAR	The Professional land use designation is applied to professional uses in areas in the vicinity of the Town's commercial hubs which serve as buffers or transitions between the more intense commercial development and adjoining residential development.
COMMUNITY AND NATURAL RESOURCE DESIGNATIONS					
Parks	Parks	Parks	Parks	-	The Parks land use designation is applied to areas suitable for parks, playgrounds, and other recreational uses.
OS	Open Space	OS	Open Space	-	The Open Space land use designation is applied to publicly-owned and privately-owned land devoted to the preservation of natural and scenic resources and for limited passive recreation on designated trails.
PF	Public Facilities	PF	Public Facilities	40 units/acre	The Public Facilities land use designation is applied to public land uses including public educational facilities and

					governmental buildings and facilities. Residential uses may also be permitted.

* Residential densities up to 40 units per acre may be allowed for properties subject to the Affordable Housing Overlay (AHO) District, as specified in the Zoning Code.

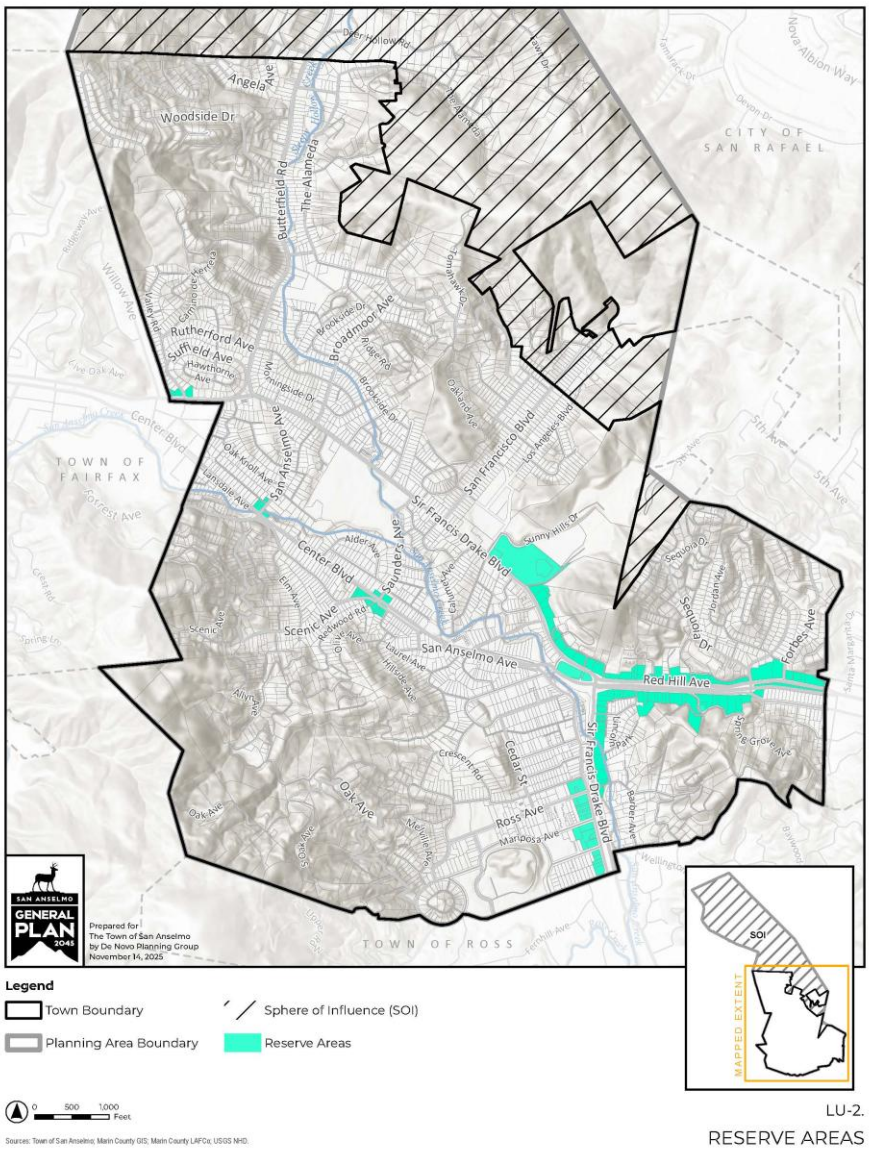
Reserve Areas

Every eight years, the Town must update the General Plan's Housing Element according to State law and identify land that is appropriately zoned to accommodate its share of the Regional Housing Needs for the upcoming planning cycle. The current Housing Element plans for needed housing development through the year 2030 on a variety of housing opportunity sites. The Housing Element will need to be updated in 2031 to accommodate the next Regional Housing Needs Allocation (RHNA).

To proactively accommodate anticipated housing needs over time, the General Plan proactively identifies Reserve Areas along major transportation corridors in San Anselmo where future increases in residential density and additional development incentives could be considered to encourage new housing. These Reserve Areas are shown in Figure LU-2 and were selected based on community input gathered through outreach conducted during the General Plan Update process.

Reserve Areas provide a framework for accommodating growth in a planned and orderly manner while ensuring that infrastructure, public services, and community design standards are maintained. The identification of these Reserve Areas is advisory and serves as a conceptual framework for identifying potential housing opportunity areas in future Housing Element updates. Future density increases or housing-related land use changes to meet upcoming RHNA cycles may also occur elsewhere in the Town. Redevelopment in any area, whether within or outside the Reserve Areas, will continue to be guided by the General Plan, Zoning Ordinance, and other Town policies.

Figure LU-2 Reserve Areas



LU-2.
RESERVE AREAS

2.4 COMMUNITY DESIGN

Community design refers to the form and appearance of the Town. It addresses how buildings, streets, landscape, and activities within neighborhoods come together to create a distinct sense of place. Community design also defines the physical and aesthetic relationships between neighborhoods, examining how shared characteristics or natural and built features connect, or in some cases separate them. The physical form of each street corridor, public space, and neighborhood contributes to the town's livability, economic vitality, and overall quality of life.

The goals, policies, and actions in this element articulate how to maintain San Anselmo's natural setting and small-town character, while incorporating compatible new development.

Natural Setting

The natural setting is an essential part of San Anselmo's sense of place. The town is nestled in a picturesque valley along San Anselmo Creek, surrounded by wooded open spaces and the rolling hills of the Mount Tamalpais watershed. Many of the town's hillsides are visually prominent, and Figure LU-3 identifies key ridgelines visible from vantage points throughout the community. The General Plan establishes a policy framework to minimize potential visual and environmental impacts from hillside development.

Residential Neighborhoods

San Anselmo is home to several distinct neighborhoods, each featuring a mix of architectural styles, street patterns, and building scales that reflect its original period of development. Through the goals, policies, and actions outlined in the General Plan, the Town seeks to preserve the scale, walkability, and aesthetic qualities of these neighborhoods while allowing for context-sensitive infill and new development.

Downtown

Downtown San Anselmo functions as the heart of the community, serving as the town's primary center for commerce, civic life, and community gatherings. Its pedestrian-oriented layout with storefronts along active sidewalks defines its identity as a walkable and vibrant commercial district. The area's character is further distinguished by its historic architecture and inviting public realm, which together contribute to a strong sense of place. The public realm, including Downtown's streets, plazas, parks, and civic buildings is central to the community's identity and quality of life. Town Hall Plaza, Imagination Park, and Creek Park provide opportunities for social interaction, recreation, and community events. San Anselmo Creek offers a distinctive natural amenity within steps of the town's urban core, enhancing the connection between the built and natural environments.

Throughout San Anselmo, parks and gathering places continue to promote health, well-being and civic engagement.

To ensure Downtown's continued vitality, the General Plan's community design policy framework supports active ground-floor uses, enhanced pedestrian connectivity, and a welcoming environment for residents and visitors alike.

Commercial Corridors

San Anselmo's commercial corridors along Sir Francis Drake Boulevard and Red Hill/Greenfield Avenues are vital to the San Anselmo community and the broader Marin County region. Serving as key transportation routes, these corridors also act as visual gateways to the Town, shaping how many visitors first experience San Anselmo.

Because the General Plan supports the redevelopment of aging and underutilized parcels, these corridors present important opportunities for reinvestment and new development. Goals, policies, and actions related to community design ensure that redevelopment results in high-quality architecture and site design that create attractive, welcoming entries to the Town.

Along Greenfield Avenue and the portion of Sir Francis Drake Boulevard south of The Hub, pedestrian connectivity is especially important. The General Plan encourages active ground-floor uses, such as storefronts and businesses that open directly onto the street, to promote pedestrian activity and economic vitality.

Furthermore, goals, policies, and actions support the enhancement of the public right-of-way through added street trees and landscaping, and pedestrian amenities, creating a more comfortable, shaded, and engaging environment. Together, these improvements will help reinforce pedestrian-oriented character that defines San Anselmo's commercial corridors.

Figure LU-3 Protected Ridge Zones

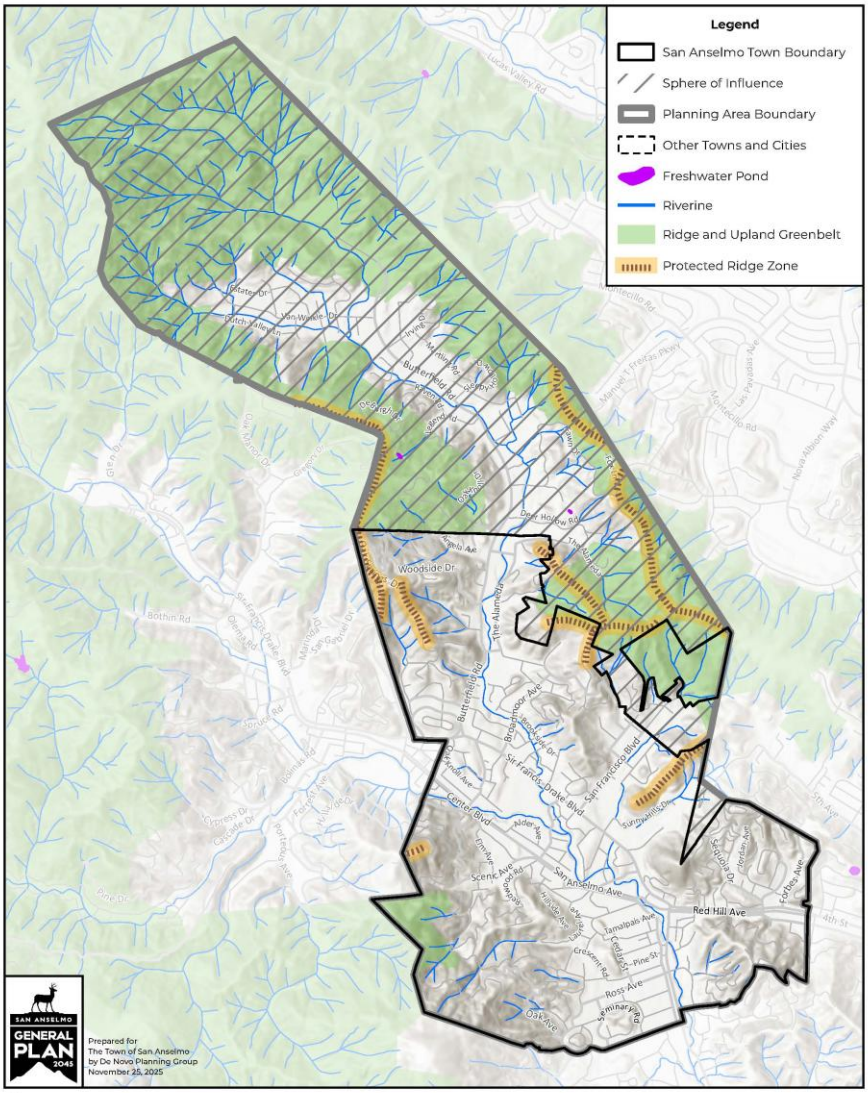
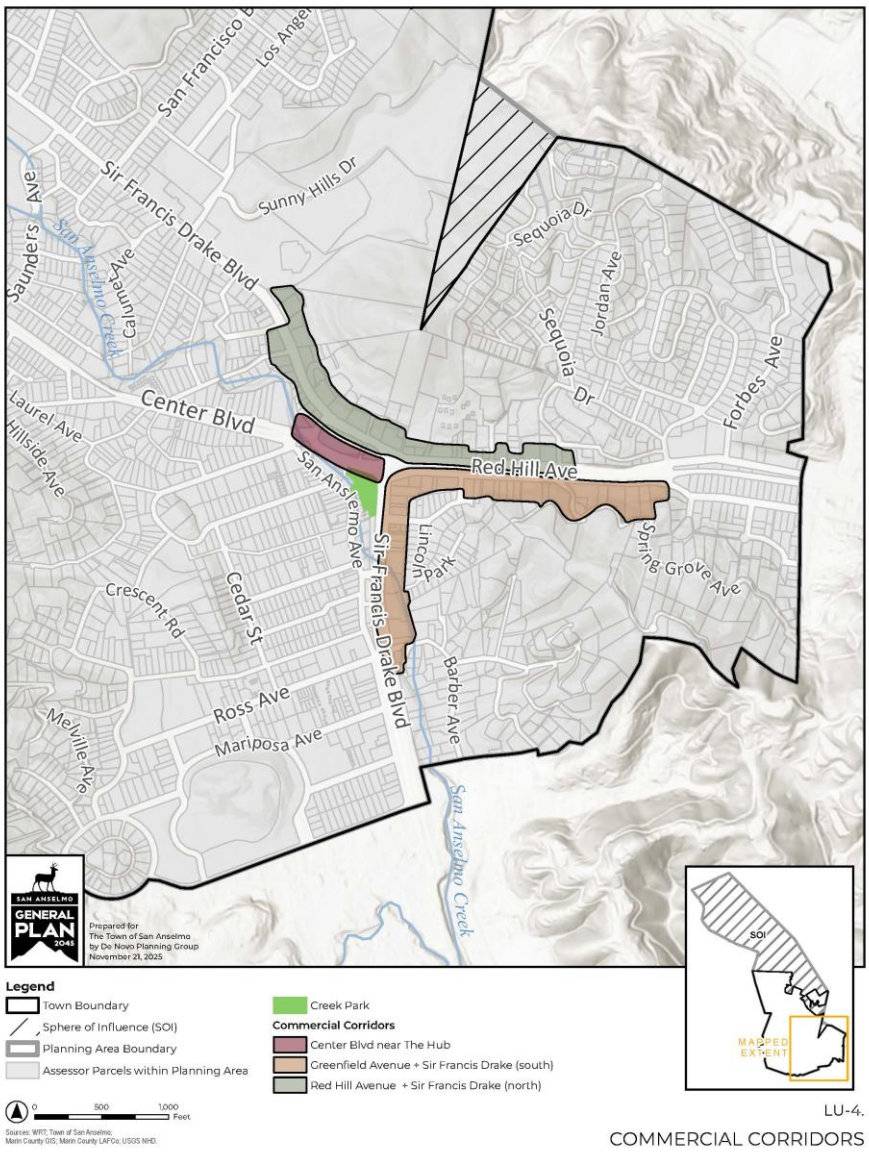


Figure LU-4 Commercial Corridors Related to Policy LU-D.5



LU-4.
COMMERCIAL CORRIDORS

2.5 DEVELOPMENT PROJECTIONS

Since the adoption of the previous General Plan in 1988, San Anselmo has experienced limited land use changes. Land use patterns have remained largely consistent over the past 50 years, and the town now contains very few vacant parcels. Most remaining undeveloped land is constrained by steep slopes, wildfire risk, flooding, and landslide hazards. As a result, future growth in San Anselmo will occur primarily through the redevelopment or intensification of existing developed areas.

As of 2025, San Anselmo contained approximately 5,621 housing units, the majority of which were single-family detached homes, and about 1,051,000 square feet of commercial and non-residential uses, as shown in Table LU-3 below. If all development allowed by the General Plan were fully realized by 2045, the town could accommodate 7,900 units and approximately 1.8 million square feet of commercial and non-residential uses.

Development projections are based on an analysis of vacant and underutilized parcels and their potential use under the applicable land use designations. Underutilized sites are generally defined as those developed at 60 percent or less of the maximum permitted residential density or 50 percent or less of the maximum floor area ratio (FAR).

These projections are theoretical and represent the maximum buildout potential under the General Plan. In practice, it is unlikely that every parcel will develop to its maximum capacity during the planning horizon. Actual growth will depend on market conditions, property owner decisions, infrastructure capacity, and site-specific constraints.

Table LU-3 Development Projections

Land Use	Existing Built	Additional Development Potential	Development at Build-Out
Residential	5,621 units[1]	2,279 units[3]	7,900 units
Commercial and Other Non-Residential	1,051,000 sq. ft.[2]	752,133 sq. ft.	1,803,133 sq. ft.

[1]*Department of Finance, E-5, Population and Housing Estimates for Cities, Counties, and the State, January 2021-2025, with 2020 Benchmark.*

[2]*Town of San Anselmo Economic Development Analysis Report. Square footage is estimated from CoStar Group data.*

[3]*Includes 319 accessory dwelling units.*

2.6 NAVIGATING TOWARDS 2045

San Anselmo's land use policies will evolve thoughtfully as demographic shifts reshape the needs of residents. An aging population, changing household compositions, and increasing diversity will guide decisions about where and how new housing forms, community spaces, and services are integrated. The Town will refine land use strategies to support a wider range of housing options, foster inclusive neighborhoods, and ensure that local businesses can adapt to emerging patterns in how people live, work, and gather. This approach will allow San Anselmo to maintain its character while responding to the social and economic realities of a dynamic population.

Climate change and new technologies will also play a defining role in shaping land use over the next two decades. Policies will increasingly prioritize resilience through careful placement of development, enhanced protections for natural resources, and design standards that reduce risk from wildfire, flooding, and extreme heat. At the same time, advances in transportation, building systems, and digital infrastructure will influence how the Town plans for mobility, energy use, and the public realm. By continuously updating its land use policies, the Town will create a more sustainable and adaptable built environment that supports long-term community well-being.

Upholding the Town's belonging standard in land use decisions involves ongoing attention to ensuring that growth and investment benefit a diverse range of residents and contribute to an inclusive, stable community. The Town will apply its DEIB principles as a guiding lens in evaluating land use priorities, promoting development patterns that enable renters, lower-income households, older adults, and residents of color to remain, participate, and thrive. Civic engagement processes will be designed to broaden participation and build trust by meaningfully connecting with residents whose voices have not always been fully represented.

2.7 GOALS, POLICIES, AND ACTIONS

GROWTH MANAGEMENT

Goal LU-A Manage future growth to prioritize a compact, walkable community, the efficient extension of urban services, preservation of natural and cultural resources, and protection of the area's environmental setting.

Policy LU-A.1: Sustainable Growth. Plan for responsible and balanced growth that maximizes efficient use of existing land resources and infrastructure, reduces sprawl, minimizes environmental impacts, and supports economic vitality.

> **Action LU-A.1.a: Implementation of Land Use Map.** Implement the Land Use Map (Figure LU-1) by approving new development projects consistent with the land use definitions, densities, and intensities as set forth in this Element. Ensure consistency between the General Plan, Zoning Code, and other land use regulations.

Policy LU-A.2: Infill Development. Focus new development on vacant or underutilized parcels within the existing developed areas to maximize land use efficiency and prevent urban sprawl.

Policy LU-A.3: Public Infrastructure and Service Capacity for New Development. Coordinate growth and development with sewer, water, transportation, schools, fire protection, parks, waste disposal, and other service providers to ensure essential infrastructure and services have adequate capacity to serve new development prior to approving entitlements or issuing building permits. Ensure anticipated traffic conditions are consistent with the Town's adopted Vehicle Miles Traveled (VMT) and Level of Service (LOS) standards. Require new development to pay its fair share of necessary infrastructure improvements to the extent allowed by law.

> **Action LU-A.3.a: Impacts of New Development on Infrastructure and Services.** Analyze infrastructure and service capacity during development and CEQA review and require necessary improvements in consultation with provider agencies. Coordinate growth projections and long-term infrastructure planning with urban service providers, including water, sanitary, school, fire, and waste disposal agencies, to ensure adequate capacity for existing and future development. Monitor land use changes and new development and adjust growth projections as warranted.

Policy LU-A.4: Annexation and Sphere of Influence Coordination. Coordinate with Marin County and LAFCo on annexation proposals and development within the Town's Sphere of

Influence to ensure consistency with the General Plan, compatibility with nearby land uses, and efficient delivery of services. Support annexations of contiguous, developed unincorporated areas when they enhance the community, further General Plan goals, eliminate unincorporated islands, have resident support, and can be served in a fiscally responsible manner without adversely affecting service levels for existing residents.

Action LU-A.4.a: Municipal Service Review. Actively coordinate with LAFCo during the regular Municipal Service Review (MSR) process to provide data on the capacity of existing services and fiscal sustainability. Use the MSR as a tool to ensure future land-use and infrastructure decisions are consistent with the General Plan.

Action LU-A.4.b: Resolution of Parcels with Split Jurisdiction. Actively support and coordinate with Marin County LAFCo and neighboring jurisdictions to facilitate the annexation and de-annexation of properties, as appropriate, that are currently split across multiple jurisdictions.

Policy LU-A.6: Reserve Areas. Consider increases in density and modified development standards or incentives in areas designated as Reserve Areas (see Glossary) on Figure LU-2 to address future housing needs and help meet the Town's future Regional Housing Needs Allocations, if necessary.

- *See the Sustainability, Climate Change, and Resiliency Element, the Parks, Recreation, and Public Facilities Element, and the Housing Element for additional policies and actions related to sustainable land uses, public facilities, and housing.*

Goal LU-B Allow for a variety of land uses that accommodate the needs of a socially and economically diverse community.

Policy LU-B.1: Commercial Development. Evaluate the size and intensity of commercial businesses to support a balanced, vibrant local economy and ensure they align with the town's unique qualities.

Policy LU-B.2: Cannabis Business Uses. Preclude cannabis business uses within the Town limits except medicinal cannabis delivery from businesses located outside of the Town limits. Recreational cannabis delivery from businesses located outside of the Town limits may be allowed if required by State law.

Policy LU-B.3: Mixed Use Development. Encourage mixed use development in downtown and along the Sir Francis Drake Boulevard and Red Hill Avenue/Greenfield Avenue corridors as a means of increasing the customer base for local businesses while creating new mixed use and housing opportunities for residents in close proximity to services and transit.

Policy LU-B.4: **Redevelopment with Housing.** Support the reuse of Town-identified properties for housing, prioritizing affordable and multifamily development through incentives such as site prioritization, streamlined approvals, or waivers to development standards and permit fees.

Action LU-B.4.a: Affordable Housing Overlay Zone. Amend the Municipal Code to identify maximum density and floor area ratio and minimum parking requirements for the Affordable Housing Overlay Zoning District.

Policy LU-B.5: Neighborhood Commercial. Encourage the retention and improvement of neighborhood-serving retail stores and services.

Action LU-B.5.a: Revitalization Incentives. Consider zoning and economic development incentives that keep local neighborhood centers viable, such as allowing additional floor area when neighborhood-serving uses are included or retained.

Policy LU-B.6: Reuse of Private Schools and Church Sites. If redevelopment of a private school and church site is sought by the landowner, encourage redevelopment with land uses compatible with development in the immediate area, with complementary scale and public benefits such as affordable housing, childcare facilities, and public open space.

Action LU-B.6.a: Rezoning of Public School Sites. Rezone public school sites from residential to the Public Facilities District and allow educational uses and housing development up to 40 units per acre.

Policy LU-B.7: Parks. Strive for a balanced distribution of neighborhood and community parks throughout the town.

Action LU-B.7.a: Parks Zoning District. Amend the Municipal Code to create a new Parks zoning district and apply it to parcels having a Parks land use designation.

➢ *See the Parks, Recreation, and Public Facilities Element and the Housing Element for additional policies and actions related to parks, public facilities, and housing.*

COMMUNITY DESIGN

Goal LU-C Preserve and enhance San Anselmo's natural setting as a unique asset that supports the community.

Policy LU-C.1: Open Space and Natural Resources. Protect and enhance open spaces and scenic vistas, natural features, and wildlife habitats, ensuring that development respects these natural assets and integrates with the town's natural environment.

Action LU-C.1.a: **Development in Open Space and Low Density Areas.** Prohibit development in areas designated as Open Space on the Land Use Map (Figure LU-1), and continue to allow very low-density residential development on private property in areas designated as Very Low Density and Single-Family – Conservation on the Land Use Map (Figure LU-1).

Policy LU-C.2: Hillside Protection. Protect the visual integrity and natural resources of San Anselmo's hillsides. Where hillside construction is permitted, design structures to:

- Minimize visual impacts by limiting building size and height, screening the structure within the existing landscape, minimizing glare and light spillage, and using exterior colors and materials that blend with the surrounding environment,
- Limit grading to preserve the existing topography,
- Provide slope and foundation stability, drainage, and erosion control,
- Provide adequate parking and emergency access,
- Address Wildland Urban Interface requirements, and
- Restore natural habitats.

Action LU-C.2.a: Hillside Density District. Amend Table 4D, R-1-H (Hillside Density District) Parcels, in the Municipal Code to remove outdated parcel numbers and update parcel-specific density limits to align with State law. The density on the remaining hillside parcels shall be no greater than the number of dwelling units specified in the table.

Policy LU-C.3: Ridge Zone Protection. Prohibit development, including structures, roads, and public facilities within the protected ridge zone, which is 150 horizontal feet in both directions from the lowest elevation of the ridgeline, or 50 feet vertically, whichever is more restrictive, of visually prominent ridgelines, identified on Figure LU-3. Exceptions may be considered on existing legal lots when it is demonstrated that development outside of these areas is not feasible for geologic, soils, or hydrologic reasons, and development would not impact a unique natural habitat. In such cases, visibility of new structures should be minimized by limiting building size and height and integrating the structure within the existing landscape.

Action LU-C.3.a: Conservation and Low Density Development Review. Continue to require design review for new structures and upper-floor additions for hillside or protected ridge zone parcels to minimize visual, environmental, and safety impacts.

Action LU-C.3.b: Hillside and Ridge Zone Development Regulations.

Prepare and adopt objective development and design standards in the Municipal Code

to minimize the impacts of hillside and protected ridge zone development, including but not limited to:

- Creating opportunities to cluster development and/or transfer of development rights to preserve open space, natural features, and scenic resources,
- Limiting grading to preserve natural topography, minimize erosion, and prevent slope failure,
- Regulating building design and scale, including height and massing, to achieve residential development that is compatible with existing hillside neighborhoods,
- Minimizing off-site and night sky impacts of outdoor lighting and glare, and
- Establishing fire safety standards.

Incorporate the protected ridge zone development restrictions in Policy LU-C.3 into the Zoning Code.

Policy LU-C.4: Habitat Continuity and Biodiversity. Provide habitat continuity between open space and the built environment by promoting the use of locally native plants and trees throughout the community.

➢ *See the Conservation and Open Space Element for additional policies and actions related to conservation, hillside development, and open space protection.*

Goal LU-D Strengthen San Anselmo's unique community fabric by maintaining its human-scaled pedestrian-friendly built environments and public places, and complementing these with attractive and context-sensitive new development.

Policy LU-D.1: Community Character and Sense of Place. Ensure new development enhances San Anselmo's unique character through context-sensitive, human-scaled design that complements historic patterns and supports high-quality construction.

Policy LU-D.2: Design Excellence and Livability. Require new development to use context-sensitive, human-scaled, and high-quality design that:

- Enhances San Anselmo's unique character and complements historic development patterns;
- Fosters social interaction and provides access to air, light, natural surroundings, and open space; and
- Respects the scale and form of existing commercial and residential neighborhoods while accommodating high-quality contemporary design; and

- Prioritizes habitat value through climate-appropriate landscaping in suburban and urban settings.

Action LU-D.2.a: Development Review. Use objective development standards, the design review process, and the California Environmental Quality Act in the review of proposed development projects to promote high quality design, ensure compatibility with surrounding properties and uses, and minimize environmental impacts and conflicts between residential and non-residential uses.

Action LU-D.2.b: Update Regulations. Regularly evaluate and update development standards to ensure that new development is compatible with the natural surroundings and built environment of the immediate neighborhood.

Policy LU-D.3: Community Gathering Places. Promote and integrate well-designed public gathering places throughout the town to strengthen community connections and plan for and integrate well-designed public gathering places throughout the town that foster a sense of belonging and are welcoming and accessible to people of all backgrounds, ages, incomes, and abilities. ~~and enhance the built environment's vitality~~.

Action LU-D.3.a: Gathering Place Design. Emphasize the design and physical function of commercial districts as community gathering places. Where feasible, require public plans and projects to include community services, public space, and amenities that create a strong sense of place and opportunities to congregate.

Action LU-D.3.b: Outdoor Dining and Gathering Areas. Encourage physical design and layout that supports outdoor dining, walkability, and a cohesive human-scaled streetscape.

Action LU-D.3.c: Pilot Urbanism Projects. Test small-scale, temporary placemaking projects (e.g., parklets, pop-up plazas) to evaluate possible long-term public improvements that foster community gathering.

Policy LU-D.4: Downtown. Maintain and enhance downtown as a pedestrian-friendly center for community life, with a dynamic mix of commercial and cultural destinations, businesses and housing, and attractive amenities.

Action LU-D.4.a: Pedestrian-Friendly Building Frontage. Encourage ground-floor businesses and building designs along San Anselmo Avenue (between Tamalpais and Bolinas Avenues) that actively engage pedestrians through frequent entrances, ample windows providing views into the businesses, and thoughtful façade design.

Action LU-D.4.b: Pedestrian-Friendly Connections. Strengthen pedestrian connections that extend from downtown to other local destinations, especially to Creek

Park and across Sir Francis Drake Boulevard. Highlight and enhance downtown's paseos and bridges through signage, lighting, and other improvements.

Action LU-D.4.c: Public Spaces and Programming. Provide lively public spaces for programming with cultural activities and events, such as Live on the Avenue.

Action LU-D.4.d: San Anselmo Avenue Master Plan. Develop a master plan for San Anselmo Avenue between San Rafael and Bolinas Avenues to address land use, circulation, parking, economic viability, design, walkability, and other area-specific considerations holistically. The plan should include strategies for public space enhancements, façade improvements, streetscape beautification and habitat restoration, pedestrian and bike infrastructure, parking solutions, and programs that support businesses.

Policy LU-D.5: Commercial Corridors. Enhance San Anselmo's commercial corridors along Sir Francis Drake Boulevard and Red Hill/Greenfield Avenues as shown in Figure LU-4 to become vibrant, mixed-use corridors with more housing and economic vitality. Design corridor improvements to address unique land use and circulation conditions and the surrounding context.

Action LU-D.5.a: Greenfield Avenue and Sir Francis Drake Boulevard (South). For development along Sir Francis Drake Boulevard (south of the Hub) and along Greenfield Avenue (east of the Hub) as shown in Figure LU-4, update use and development standards to:

- Encourage mixed-use development where housing can be above or behind commercial or other public-serving uses;
- Encourage pedestrian-friendly ground-floor commercial design where storefronts face the sidewalk, canopies and awnings provide shade and support business identity, signage is oriented to pedestrians, and visibility between the sidewalk and building interiors visually connects pedestrians to businesses; and
- Adjust standards that may limit development feasibility on shallow and hillside lots to allow zero front setback and encourage generous windows and frequent entrances on ground-floor facades.

Action LU-D.5.b: Red Hill Avenue and Sir Francis Drake Boulevard (North). Along Red Hill Avenue and Sir Francis Drake Boulevard (north of the Hub) as shown in Figure LU-4, update use and development standards to:

- Require landscaped building setbacks; and
- Allow uses that have community support but are not currently allowed in the C-L District, such as restaurants and entertainment uses.

Action LU-D.5.c: Center Boulevard near the Hub. Facilitate new mixed-use development along Center Boulevard between San Anselmo Avenue and Sir Francis Drake Boulevard as shown in Figure LU-4 by working proactively with property owners and potential developers to support both housing development and the continuation of existing community-serving commercial uses along this important gateway to downtown.

Action LU-D.5.d: Streetscape Design and Beautification. Plan and fund streetscape improvements along the town's commercial corridors to make them safer, more attractive, and accessible. These upgrades and plans may include:

- Developing a streetscape master plan for Greenfield Avenue and Sir Francis Drake Boulevard (North) to guide future improvements in the public right-of-way;
- Updating sidewalks and adding pedestrian-friendly lighting, seating, and landscaping to create welcoming public spaces;
- Improving pedestrian crossings on Sir Francis Drake Boulevard, including the Hub intersection, with elements such as shorter pedestrian crossing distances and traffic-calming features;
- Adding landscape strips and street trees between sidewalks and traffic lanes along Red Hill Avenue and Sir Francis Drake Boulevard (North) where feasible;
- Planting street trees along sidewalks on Greenfield Avenue and Sir Francis Drake Boulevard (South);
- Installing pedestrian and transit infrastructure improvements, such as wider sidewalks, landscaping, seating, and traffic-calming elements, in new development and redevelopment along Center Boulevard near the Hub intersection;
- Expanding and upgrading bicycle facilities and bicycle-friendly infrastructure;
- Identifying funding sources to make these streetscape improvements possible; and
- Prioritizing native plants in municipal plantings to promote biodiversity.

Policy LU-D.6: Gateways and Wayfinding. Enhance San Anselmo's sense of place and ease of navigation within it with gateway features and wayfinding.

Action LU-D.6.a: Gateways Location and Design. Create attractive gateways at well-traveled entry points into San Anselmo, including the entry points along Sir Francis Drake Boulevard, Center Boulevard, and Red Hill Avenue, through landscaping, signage, lighting, and other outdoor design features.

Action LU-D.6.b: Wayfinding. Maintain and update, as necessary, wayfinding signage to direct motorists to the downtown and consider expansion of wayfinding signage to include other commercial districts.

Policy LU-D.7: Low-Impact Design. Encourage the use of low-impact design features and practices that minimize the environmental impacts of new development and public infrastructure, including features that minimize stormwater runoff, conserve energy and water, create pollinator and wildlife habitat, promote groundwater recharge, and avoid urban heat island effects.

Policy LU-D.8: Age- and Disability-Friendly Communities. Plan for development patterns, infrastructure, transportation options, and community design that meet the needs of older adults, people with disabilities, and others with access and mobility needs, supporting accessibility, independence, and full participation in community life. ~~Encourage development patterns, infrastructure, transportation options, and community design that support the needs of older adults and individuals with disabilities, fostering accessibility, independence, and engagement in community life.~~

Action LU-D.8.a: Accessibility Standards for Public Spaces. Ensure public spaces, including parks, plazas, and community facilities, meet or exceed ADA standards for accessibility. When feasible, incorporate features such as wheelchair-accessible paths, seating areas with shade, audible crosswalk signals, and clear signage to enhance usability for people of all abilities.

Action LU-D.8.b: Age-Friendly Land Use Planning. Collaborate with public agencies and local stakeholders to assess and incorporate age- and disability-friendly considerations, including access to services and proximity to transit, into land use decisions.

Action LU-D.8.c: Incentives for Universal Design. Offer incentives, such as reduced permit fees or expedited processing, for new developments that incorporate universal design principles.

- *See the Economic Development Element and the Parks, Recreation, and Public Facilities Element for additional policies and actions related to Town branding and wayfinding, commercial districts, the downtown, community gathering places, and age-friendly living.*

Goal LU-E Preserve, protect, and enhance elements of the town's history to connect San Anselmo with the past.

Policy LU-E.1: Historic Preservation. Endeavor to protect from demolition or destruction or major alteration any building, feature, or site of local, State, or federal historic value.

Action LU-E.1.a: Historic Context Statement. Prepare a historic context statement to better understand the cultural and historical themes and patterns that shaped the town over time.

Action LU-E.1.b: Historic Survey and Inventory. Prepare a historic survey and maintain an inventory of potential sites and structures of architectural, historic, archeological, and cultural significance. Consider listing the most significant structures or sites on the California Register of Historical Resources and the National Register of Historic Places or adopting a local historic register.

Action LU-E.1.c: Historic Preservation Ordinance. Develop and adopt a historic preservation ordinance and program to protect historic resources and culturally important areas.

Action LU-E.1.d: Historic District Formation. Consider the establishment of a historic district(s). Upon establishment, apply to be a Certified Local Government in order to be eligible for grant funding related to historic preservation efforts.

Policy LU-E.2: Preservation Organizations. Support the efforts of the San Anselmo Historical Commission and Historical Society to preserve and document the town's historical heritage and promote historical awareness and appreciation among residents.

Goal LU-F Maintain and enhance residential neighborhoods by supporting development design that is pedestrian-friendly and integrates with the immediate neighborhood and natural surroundings.

Policy LU-F.1: Neighborhood Livability. Foster vibrant, safe, and well-connected neighborhoods that offer a high quality of life for residents, with access to essential services, parks, and recreational spaces.

Action LU-F.1.a New Single-Family Development. Require new single-family residential development, including rehabilitation and expansion projects, to maintain and enhance neighborhood visual and architectural design through context-sensitive building scale and materials, privacy, and architectural style.

Action LU-F.1.b New Multifamily Development. Require new multifamily development, including rehabilitation and expansion projects, to enhance neighborhood visual and architectural style through context-sensitive building and

human-scale elements and details, amenities, open spaces, and high-quality materials. Avoid monotonous structures through variation of building heights and exterior wall and roof articulation.

Action LU-F.1.c Livable Streets. Within residential neighborhoods, maintain and expand pedestrian and bicycle facilities that are shaded, safe, and foster neighborhood connectivity.

- *See the Safety Element, Sustainability, Climate Change, and Resiliency Element, the Circulation Element and the Housing Element for additional policies and actions related to sustainable and resilient development, hazard mitigation in development, transportation, and housing.*

Goal LU-G: Artistic and Cultural Expression. Integrate public art that enhances the cultural life of the community.

Policy LU-G.1: Cultural Placemaking. Promote arts-driven and culturally centered placemaking efforts by supporting public art, multicultural events, and community spaces that celebrate the diverse identities and histories of the San Anselmo population.

Action LU-G.1.a: Public Art Installations. Consider establishing a rotating or permanent public art program to highlight local artists.

Action LU-G.1.b: Art with Development. Encourage the installation of public art in conjunction with new public and private development and major rehabilitation or major expansion of existing development.

- *See the Economic Development Element and the Parks, Recreation, and Public Facilities Element for additional policies and actions related to community gatherings and events.*

GOVERNANCE AND INCLUSION

Goal LU-H Facilitate the authentic, equitable, and inclusive participation of all residents in local government and decision-making.

Policy LU-H.1: Effective Governance. Practice responsive and effective governance through a planning, budgeting, and ~~execution~~ implementation process~~es~~ that ~~is~~ are transparent, easy to understand, and accessible to residents of different languages, abilities, and levels of familiarity with government processes, while remaining predictable ~~,~~ and timely ~~for the public~~.

Action LU-H.1.a: Community Planning and Budget Transparency Dashboard. Provide information about Town services, programs, resources, and decision-making in clear, accessible formats, including through a community planning and budget transparency dashboard. Ensure that priority materials, such as the General Plan summary, major public hearing notices, and housing-related program information, are available in multiple languages. Annually review and update the Town's language access approach as community demographics evolve. Use a variety of communication methods, including digital platforms, social media, email newsletters, and in-person outreach, to broaden engagement and reach residents who may not typically participate in municipal communications. ~~Develop and maintain an online dashboard or interactive tool that tracks the status of planning initiatives, budgeting decisions, and development projects. Ensure information is presented in clear, accessible language and provide regular updates through public meetings, newsletters, and social media to enhance transparency and community trust.~~

Action LU-H.1.b: Technology in Governance. Continue to explore and implement ~~innovative~~ technologies that improve the efficiency and ~~effectiveness~~ accessibility of Town services, enhance public safety, support local businesses, and expand opportunities for residents, including those with limited English proficiency or limited digital access, to engage with Town processes. ~~foster community engagement.~~

Action LU-H.1.c: Accessible and Inclusive Communications. ~~Provide information about Town services, programs, resources, and decision-making in multiple languages and accessible formats, using digital platforms, social media, email newsletters, and in-person outreach to effectively reach all residents.~~ Establish and maintain responsive and effective governance through planning, budgeting, and implementation processes that are transparent, easy to understand, and accessible to residents of different languages, abilities, and levels of familiarity with government processes. Provide multiple, accessible options for public input, including formats that support individuals who may have difficulty verbalizing comments, and maintain predictable and timely processes. Maintain a language translation tool on the Town's public website to expand access for residents who prefer a language other than English, and provide priority materials, including the General Plan summary, major public hearing notices, and housing-related program information, in multiple languages. Periodically review and update language access approaches as community demographics evolve.

Policy LU-H.2: Fiscal Sustainability. Ensure the Town organization is financially and operationally sustainable.

Action LU-H.2.a: Budget and Capital Improvement Plan. Prepare an annual budget

and capital improvement program that align with the General Plan.

Policy LU-H.3: Customer Service. Continuously improve the quality and responsiveness of Town services to enhance efficiency, effectiveness, customer service, and positive outcomes for employees, residents, businesses, and other stakeholders.

Action LU-H.3.a: Community Feedback. Regularly solicit feedback from service users and evaluate Town service performance using measurable metrics. Ensure performance data are publicly available.

Policy LU-H.4: Community Participation. Encourage and support inclusive public participation by reducing barriers to engagement, including meeting format, timing, language, and accessibility, and by fostering respectful dialogue that values differing perspectives ~~respectful dialogue, valuing differing opinions,~~ in the development and review of policies, ~~new~~ projects, and ~~all~~ Town activities. Ensure that Town communications are accessible to ~~everyone~~all residents, including individuals with disabilities and other access needs.~~special needs.~~

Policy LU-H.5: Boards, Commissions and Committees. Promote inclusive, equitable, active, and informed participation in governance ~~through appointments to official boards, commissions, and committees.~~by reducing structural barriers to participation and improving outreach, recruitment, and retention processes.

Action LU-H.5.a: Action Plans. Review and oversee the annual ~~action~~ work plans of all boards, commissions, and committees, subject to Town Council approval.

Support inclusive participation by:

- Evaluate and implement flexible meeting formats, including remote or hybrid options, to expand participation.
- Expand outreach for boards and commissions through partnerships with community organizations and broader recruitment channels.
- Provide clear, accessible information about available positions, application processes, and expectations.
- Encourage training and onboarding for members to support effective participation.

Action LU-H.5.b: Recruitment and Outreach. Develop and implement active recruitment strategies to broaden the demographic range of applicants for boards, commissions, and committees. Strategies shall include outreach to community-based organizations serving Marin County residents with connections to San Anselmo, distribution of vacancy listings through channels beyond the Town website, and tracking of outreach methods and applicant demographics in annual MATI Act reporting.

Action LU-H.5.c: Participation Supports. Pursue grant funding and partnerships with the Recreation Department to develop supports that reduce barriers to civic service, including flexible and hybrid meeting formats, childcare options, and modest participation stipends where feasible. Provide equity lens orientation and ongoing training for new appointees to support effective and informed participation.

Policy LU-H.6: Youth in Government. Support and encourage youth and young adult involvement in government, especially on relevant issues such as climate change, education, transportation, recreation, and youth services.

Policy LU-H.7: Leadership in Equity, Inclusion, and Belonging. ~~Establish the town as a regional leader in the incorporation of diversity, equity, inclusion, and belonging principles and practices into local decision-making and hiring processes as consistent with federal and State law. Commit to efforts to increase the diversity of the San Anselmo community on boards, commissions, and committees and among Town employees.~~ Establish the Town as a regional leader in the incorporation of diversity, equity, inclusion, and belonging principles into local decision-making and hiring practices, consistent with federal and State law. The Town shall work to increase diversity and representation across boards, commissions, committees, and Town staff, reflecting the community's full range of backgrounds, including differences in race, income, housing tenure, age, and other characteristics.

Action LU-H.7a: Training and Education. Provide education and training on inclusion, equity, diversity, and belonging for San Anselmo staff, boards, commissions, committees, and other civic bodies, consistent with federal and State law. Provide an annual Brown Act refresher training, recorded and posted on the Town website for on-demand access, to ensure all board and commission members have consistent access to governance fundamentals regardless of when they joined.~~Provide education and training on inclusion, equity, diversity, and belonging for San Anselmo staff, boards, commissions, committees, and other civic bodies to the extent consistent with federal and State law.~~

Action LU-H.7.b: Equity Lens in Staff Reports. Within one year of General Plan adoption, revise Planning Commission and Town Council staff report templates to include a racial equity analysis section. This section shall require that project proposals and Town actions be assessed for their consistency with the General Plan's DEIB principles, and for their anticipated effects on historically underserved populations.

Action LU-H.7.c: Racial Equity in Recruitment and Appointments. In implementing State requirements related to equitable recruitment and personnel practices, apply an explicit racial equity lens to recruitment strategies, vacancy outreach, and hiring practices for Town positions and board and commission appointments.

Action LU-H.7.d: Trust-Building with Underrepresented Communities. Advance inclusive civic participation by expanding meaningful and welcoming opportunities for all residents to engage in local decision-making. Build on an understanding of the Town's history, including the displacement of Coast Miwok people, the legacy of racially restrictive housing covenants, and patterns of underrepresentation in local governance, to inform engagement practices that are inclusive, accessible, and responsive. The Town shall develop and implement a trust-building strategy that removes barriers to participation and fosters strong, lasting relationships with the community. This strategy shall include hosting regular community listening sessions in formats and locations that broaden participation; tracking and transparently reporting on community engagement to better understand participation and guide outreach; and continuously evaluating and refining Town processes and governance practices to reflect and advance the Town's belonging standard.

Policy LU-H.98: Inter-Agency Collaboration. Continue to collaborate with surrounding jurisdictions and special districts regarding regional issues such as population growth, water supply, traffic congestion, climate change and sustainability, transportation, the provision of infrastructure and services, economic growth, and natural hazards.

Policy LU-H.9: General Plan Implementation. Maintain consistent and effective implementation of the General Plan through regular review, update, and coordination of Town land use regulations, policies, and programs. Periodically review participation in Town boards, committees, commissions, and engagement processes relative to community demographics, and identify strategies to improve representation over time.

Action LU-H.9.a: Municipal Code Consistency. Revise the Zoning Map and Municipal Code to ensure consistency between the General Plan, Zoning Ordinance, and other land use regulations and to reflect the goals, policies, densities, intensities, and land use designations of the General Plan.

Action LU-H.9.b: General Plan Updates. Update the General Plan as necessary to assure compliance with State law and to reflect changing Town needs and priorities.

Action LU-H.9.c: Annual Review of Implementation Actions. Annually review the implementation of General Plan actions and update priorities based on relevance, available funding, and staffing capacity. This review shall include an assessment of

progress on equity-related actions and outcomes, using the belonging standard established in Section 1.9 as the evaluative framework. The Town shall draw from the Racial Equity Committee's Action Plan (May 2023), as well as future equity-focused plans and initiatives, as complementary resources to inform ongoing implementation and decision-making. Provide public access to implementation status, annual reviews, and related resources through a dedicated General Plan Implementation webpage to support transparency and ongoing public engagement. ~~Annually review the implementation of General Plan actions, updating the prioritization of actions based on relevance, availability of funding, and staffing levels. Provide public access to implementation status, annual reviews, and related resources through a dedicated General Plan Implementation webpage to support transparency and ongoing public engagement.~~

Action LU-H.9.d: Five-Year General Plan Status Review.

Every five years, prepare and present to the Town Council a General Plan Status Report evaluating progress toward key goals and the continued relevance of General Plan policies. The report shall identify changes in state law, community conditions, hazards/climate considerations, infrastructure and service capacity, and implementation progress, and shall recommend whether targeted amendments or a focused update work program is warranted, consistent with available funding and staffing.

- *See the Circulation Element, Open Space and Conservation Element, Economic Development Element, Parks, Recreation, and Public Facilities Element, and the Sustainability, Climate Change, and Resiliency Element for additional policies and actions related to diversity, equity, inclusion, belonging, customer service, performance data, and community engagement*.

3. Open Space and Conservation

San Anselmo's natural environment is central to the community's identity; residents value the open hillsides, creeks, and habitats that shape the town's unique sense of place. The Town is committed to expanding and safeguarding open space, ecological resources, and vital wildlife corridors as climate change intensifies the need for resilient landscapes and protected natural areas.

3.1 PURPOSE OF THE ELEMENT

The purpose of this element advances equitable access to parks and open space, ensuring that natural and recreational resources serve the full range of San Anselmo's residents, including lower-income households, communities of color, people with disabilities, and renters. Its policies are grounded in the Town's belonging standard: open space should be not just physically accessible but genuinely welcoming to everyone who lives here.

The Open Space and Conservation Element establishes a framework for guiding ~~future decisions about~~ how San Anselmo will protect, maintain, and enhance its natural and cultural resources for the benefit of current and future generations.

Natural resources, ~~-~~includinge~~~~ open spaces, habitat, wildlife, plants and trees, air, water, ~~and other resources that occur naturally in the environment~~provide essential benefits such as ~~. These natural resources provide essential benefits such as~~ biodiversity, reducing flood risk~~ reduction~~, protecti~~~~ngon from~~ against hazardous conditions, and advancing climate change mitigation and adaptation.

Cultural resources ~~consist~~ include ~~of~~ buildings, sites, structures, or objects ~~that may have~~with archeological, cultural, or tribal significance.

The Town recognizes that development of open space lands can degrade its natural resources and diminish the many benefits they provide. ~~Therefore~~Accordingly, the Town seeks to discourage the conversion of open space ~~land~~ to urban uses and to expand the protection of these lands~~range of protected open space~~.

The Open Space and Conservation Element includes the following sections:

3.2 Open Space. Identifies open space areas in San Anselmo.

3.3 Natural Communities and Ecological Resources. Describes the natural habitats in San Anselmo, including grasslands, woodlands, and developed lands, and the wildlife and plants that occur in the San Anselmo vicinity.

3.4 Watersheds and Waterways. Provides an overview of San Anselmo's watershed and creeks.

3.5 Water Quality. Describes pollutants impacting streams and measures to protect water quality for wildlife and natural habitats.

3.6 Air Quality. Describes air quality and pollutants in the San Anselmo area.

3.7 Cultural Resources. Provides an overview of human presence in the San Anselmo area and describes archaeological and cultural resources.

3.8 Navigating Towards 2045. Emphasizes the Town's commitment to equitable access to open space by prioritizing connections to underserved neighborhoods and ensuring that open spaces and trails are designed and programmed to serve a diverse community. The section also addresses how environmental, social, and technological changes may influence how the Town plans for and manages open space and natural resources in the future. ~~Discussed how environmental, social, and technological changes may impact how the Town plans for and manages open space and natural resources in the future.~~

3.~~8~~9 Goals, Policies, and Actions. Identifies goals, policies, and actions to protect and conserve natural and cultural resources.

3.2 OPEN SPACE

Open space and preservation of the natural environment are defining and highly valued characteristics of San Anselmo. A variety of open space areas, ranging in type, size, and function, are located throughout the planning area. These areas serve multiple purposes, including the protection of natural resources, the provision of outdoor recreation opportunities, and the preservation of Native American cultural sites. Open spaces also contribute to public health and safety by reducing flood risks, providing protection from hazardous areas, and supporting the town's resilience to climate change.

The Town of San Anselmo has a long-standing history of community-based efforts to preserve open space. In 1981, the Town established the Open Space Committee to help implement the goals and objectives of the General Plan. The results of these efforts are reflected in Figure OSC-1. In addition to planning and advocating for the protection of open space, the Committee supports fundraising efforts and, through 2025, has contributed to nine open space land acquisitions.

The Open Space Committee has also supported the creation of recreational resources, including the Red Hill Trail and the Memorial Ridge Trail, and continues to assist with efforts to restore and enhance the ecological health of the Town's open spaces. Public outreach through events, publications, and a dedicated website helps keep the community informed about open space resources and ongoing projects.

The planning area consists of 1,240 acres of protected and publicly owned open space land as shown in Table OSC-1 and Figure OSC-1. Of this total, nearly 125 acres are owned and managed by the Town, while the remaining open space areas within the unincorporated planning area are owned and managed by the Marin County Open Space District.

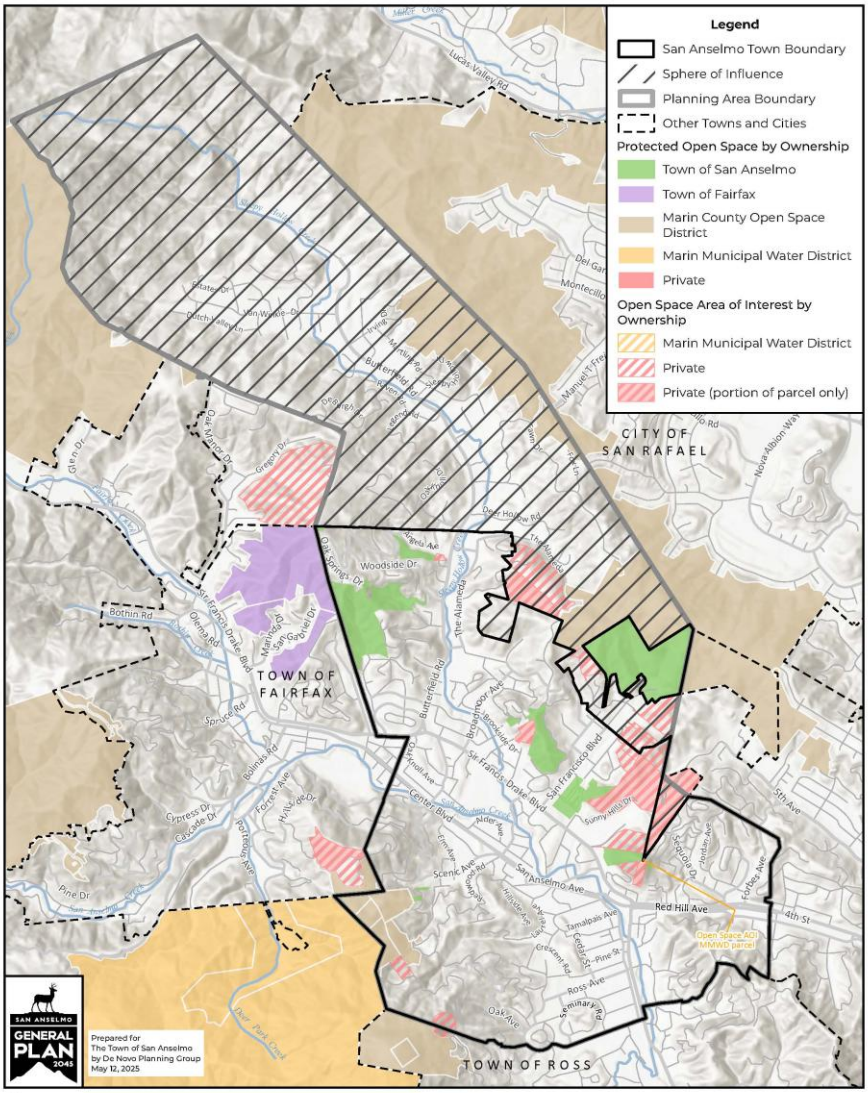
Table OSC-1: Public Open Space in the Planning Area

	Acres
Town of San Anselmo	
Bald Hill-Adjacent Open Space	0.8
Frederick Faude Park	15.0
Halperin Park	3.9
Hawthorne Hills Open Space*	32.9
Kite Hill	0.5
Oak Park	0.9
Red Hill Open Space	9.0
Sir Francis Drake Boulevard- Butterfield Road Landscape	0.2
Sorich Ranch Park	61.3
Subtotal	*124.5*
Marin County Open Space District	
Bald Hill Open Space Preserve*	32.6
Terra Linda/Sleepy Hollow Divide Open Space Preserve	1,082.9
Subtotal	*1,115.5*
Total	**1,240**

**Acreage does not include land outside the SOI.*

In addition, Figure OSC-1 identifies areas within and adjacent to the planning area that the Town seeks to acquire or otherwise permanently protect as dedicated open space. Policies and actions contained in Section 3.~~9~~8 emphasize the preservation and conservation of existing open space lands, the expansion of the open space network, and the maintenance of appropriate public access, for recreation and enjoyment.

Figure OSC-1 Protected Open Space



OSC-1.
PROTECTED OPEN SPACE

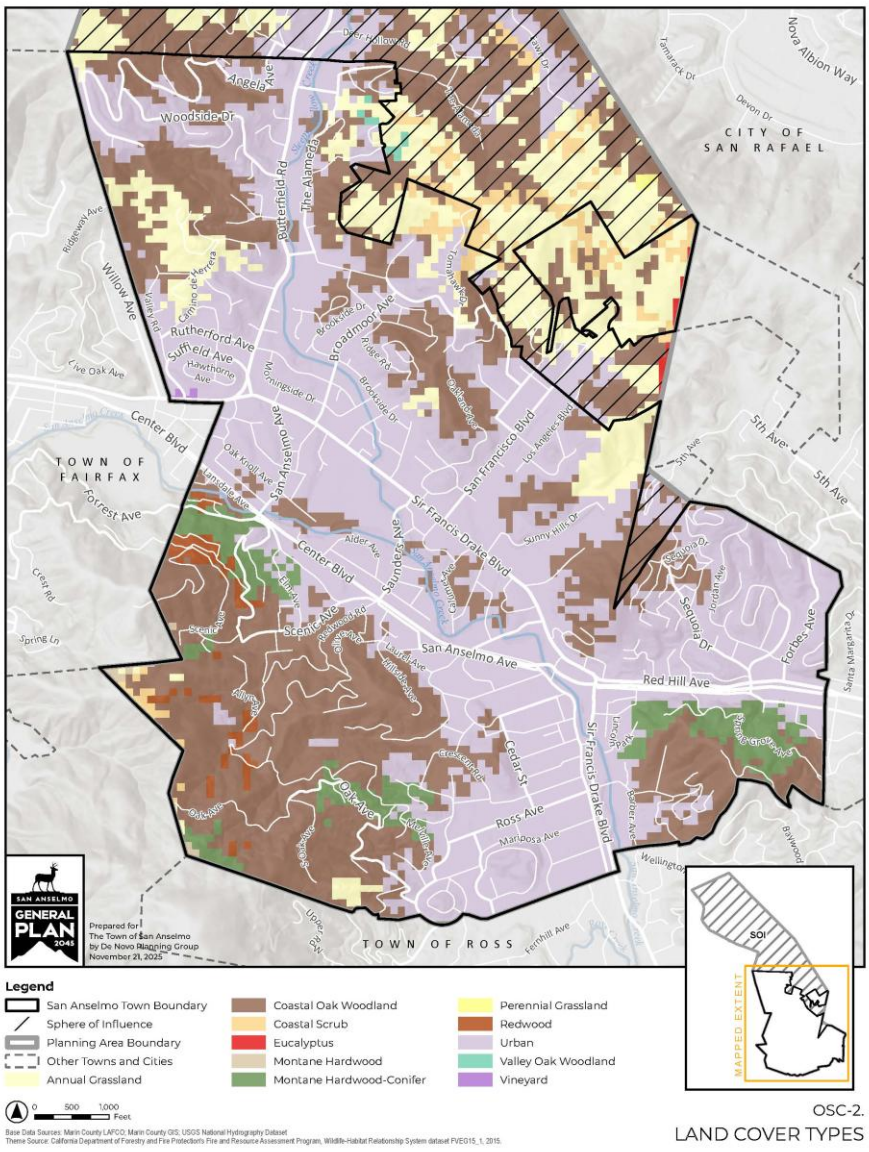
3.3 NATURAL COMMUNITIES AND ECOLOGICAL RESOURCES

Although most land within the San Anselmo town limits is developed with urban land uses, the planning area includes significant areas of natural landscape, as shown in Figure OSC-2. The hillside and open space surrounding the community are characterized primarily by annual grasslands and coastal oak woodlands, which support a variety of native plant and wildlife species.

Vegetation in the planning area provides habitat for both common and special-status wildlife. Commonly observed wildlife species include California ground squirrel, California vole, black-tailed deer, coyote, raccoon, opossum, striped skunk, gray fox, bobcat, red-tailed hawk, great horned owl, turkey vultures, gopher snake, garter snake, and western fence lizard, as well as several bat species and numerous native insect species. Mountain lions are occasionally sighted in the hills, and steelhead trout use San Anselmo Creek, which also historically supports coho salmon.

Locally common and abundant wildlife species are integral components of the ecosystem. As habitat areas become more fragmented by urban development, many species have adapted to using ornamental vegetation for cover, foraging, dispersal, and nesting. Maintaining wildlife movement corridors, which connect otherwise isolated habitat areas, is essential to the survival of many species. In San Anselmo, riparian habitat, streams, and foothill access routes function as key wildlife movement corridors. Section 3.9~~8~~ supports the preservation and enhancement of wildlife habitat and connectivity.

Figure OSC-2 Land Cover Types



Special Status Species

Special-status species are plant and animal species recognized for their rarity or vulnerability to habitat loss or population decline. These species are identified and protected under federal, State, and regional programs based on scientific and policy determinations of their status. The California Natural Diversity Database identifies 20 plant and 16 animal special status species within two miles of the San Anselmo planning area.

Under the Federal Endangered Species Act, endangered species are those in danger of extinction throughout all or a significant portion of their range, while threatened species are likely to become endangered in the foreseeable future. Federal laws also protect migratory birds, including their nests and eggs, as well as bald and golden eagles.

The California Endangered Species Act (CESA) provides additional protections for species that have special ecological, educational, historical, recreational, aesthetic, economic, and scientific value to the people of the state. Under CESA, species may be designated as endangered, threatened, or rare. The rare classification applies to native plant species that are not currently threatened with extinction but are found in such small numbers that they may become endangered if their environment deteriorates.

Threatened and endangered animal species known or suspected within two miles of the San Anselmo planning area include the salt-marsh harvest mouse, coho salmon, tidewater goby, California black rail, California Ridgway's rail, California spotted owl, western bumble bee, and northwestern pond turtle. Threatened and endangered plant species include the Marin western flax, Santa Cruz tarplant, white-rayed pentachaeta, two-fork clover, and North Coast semaphore grass.

A complete list of all special status species known or potentially occurring within the San Anselmo area is provided in the General Plan Existing Conditions Report. Policies and actions in Section 3.9~~8~~ further guide the conservation and protection of special status species and their associated habitats.



The California Ridgway's rail is an endangered species found in saltwater and brackish marshes.



The western bumble bee is a candidate for listing as an endangered species by the State of California.



Marin western flax is a threatened plant species found in chapparal and grassland habitats.

3.4 WATERSHEDS AND WATERWAYS

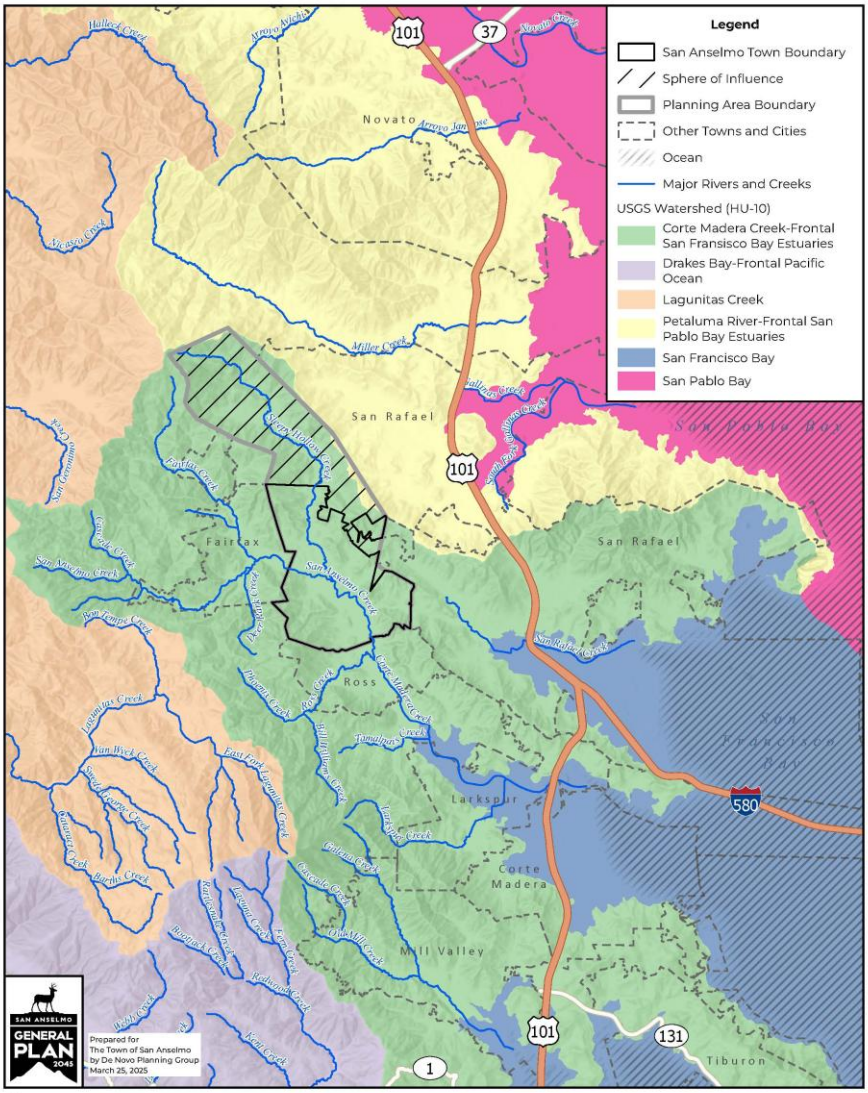
A watershed is an area that drains rainfall and runoff to a common watercourse or body of water. Watersheds serve an important biological function, often supporting an abundance of aquatic and terrestrial wildlife including special-status species and anadromous and native local fisheries. Watersheds also provide fresh water for domestic and enjoyment of natural resources.

San Anselmo is located within the Larkspur-Corte Madera Creek-Frontal San Francisco Bay Estuaries watershed as shown in Figure OSC-3. The Town's primary creeks are San Anselmo Creek and Sleepy Hollow Creek, which joins San Anselmo Creek near Saunders Avenue. The creeks collect water from upstream tributaries in Fairfax and Sleepy Hollow, draining the surrounding foothills of Mt. Tamalpais. San Anselmo Creek flows through downtown and joins Ross Creek in Ross to form Corte Madera Creek, ultimately reaching San Francisco Bay. Winter storms can push creek levels up quickly, while summer flows are low.

As San Anselmo and the Ross Valley developed, portions of the creek corridor were straightened, channelized, and confined by bridges, culverts, and nearby structures. These modifications have narrowed riparian zones, limited natural floodplain functions, impeded fish passage, and reduced the overall ecological health of the creek system.

Despite these alternations, San Anselmo's creeks are valuable physical, aesthetic, recreational, and ecological assets. They define much of the town's natural character and offer opportunities for habitat restoration, flood risk reduction, and community enjoyment. Policies and actions contained in this General Plan seek to protect and enhance the town's waterways by improving surface water quality, supporting biodiversity and habitat connectivity, minimizing streambank erosion, preventing downstream sedimentation, and reducing flood risks.

Figure OSC-3 Watersheds and Waterways



OSC-3
WATERSHEDS AND WATERWAYS

3.5 WATER QUALITY

Water quality is an important environmental resource that directly affects both wildlife and habitat health. In San Anselmo, stormwater runoff from streets, parking lots, and rooftops can carry pollutants, such as oil, metals, and debris, into local creeks and, ultimately, into the San Francisco Bay. These pollutants degrade aquatic ecosystems, harm wildlife, and impair the function of flood control facilities.

When rainfall occurs on paved or impervious surfaces, it generates significantly more runoff than on vegetated ground. This increased runoff moves rapidly into creeks and wetlands, contributing to flooding, streambank erosion, and the loss of riparian habitat essential to aquatic and terrestrial species. Similarly, excessive or poorly managed grading and vegetation removal can accelerate erosion, resulting in sedimentation of creeks and wetlands. Over time, sediment buildup reduces channel capacity, affects aquatic habitats, and diminishes the effectiveness of flood control infrastructure.

Implementing stormwater management practices helps reduce runoff volume, slow water flow, and remove pollutants before they reach natural waterways. These techniques aim to restore or replicate the natural hydrologic functions that existed prior to land development by allowing water to infiltrate and filter through soil and vegetation. Examples include integrating permeable paving, vegetated swales, rain gardens, and biofiltration systems into site design. Such features enable soils and plants to naturally filter or biodegrade contaminants that would otherwise flow into streams, wetlands, and the Bay.

Policies and actions in Section 3.9~~8~~ promote the protection of water quality throughout San Anselmo by minimizing pollutants in stormwater, improving watershed health, and requiring the use of effective stormwater management practices in new development and redevelopment projects.

3.6 AIR QUALITY

San Anselmo generally experiences good air quality, due largely to the prevailing westerly flow that brings clean marine air from the Pacific Ocean. There are few pollution sources to the west, and San Anselmo benefits from frequent atmospheric ventilation. However, episodes of degraded air quality can occur in late fall and winter when high pressure over the interior West, known as the Great Basin High, produce extended periods of light winds and temperature inversions. These conditions trap pollutants near the ground, reducing atmospheric mixing and allowing fine particulates to accumulate. In recent years, wildfire smoke from around the region has also contributed to temporary but significant declines in air quality, particularly during the dry months.

San Anselmo is located within the Bay Area Air District (BAAD), which is responsible for ensuring that national and State air quality standards are met throughout the San Francisco Bay Area Air Basin. BAAD regulates stationary sources of air pollutant sources, issues permits, monitors ambient air quality, and adopts and enforces rules to reduce emissions from industrial and commercial activities.

Areas that meet air quality standards are considered to have attained those standards, while areas that exceed them are designated as nonattainment areas. The Bay Area does not currently meet the federal or State standards for ozone (O_3) and particulate matter (PM10 and PM2.5). BAAD's 2017 Clean Air Plan *Spare the Air, Cool the Climate* outlines regionwide control measures aimed at reducing ozone precursors, particulate matter, air toxics, and greenhouse gas emissions. Although regional air quality has improved substantially in recent decades, resulting in measurable public health benefits, exposure to fine particulate matter ($PM_{2.5}$) remains the most significant air quality related health concern in the Bay Area, with some communities experiencing disproportionate impacts.

The nearest air quality monitoring station in San Anselmo is located in downtown San Rafael, the only station in Marin County. Monitoring data from 2020-2022 show that particulate matter standards were exceeded several times during that period. The federal standard for respirable particulate matter (PM_{10}) was exceeded six times, and the federal standard for fine particulate matter ($PM_{2.5}$) was exceeded nine times. The primary sources of these pollutants include wood smoke and vehicle emissions, with concentrations typically peaking during cold, stagnant winter evenings when temperature inversions inhibit the dispersal of pollutants.

Policies and actions in Section 3.9~~8~~ aim to reduce emissions, improve local and regional air quality, and protect public health by supporting cleaner transportation modes, energy efficiency, and sustainable land use practices.

3.7 TRIBAL CULTURAL RESOURCES

Humans are believed to have inhabited southern Marin County for the past 13,000 years. According to U.S. Department of Interior, the Coast Miwok people first settled the Tomales Bay area between 2,000 and 4,000 years ago.[3] The Coast Miwok occupied what is now Marin County and part of Sonoma County, extending north to the vicinity of Sebastopol. Other indigenous groups, including the Southern Popo people, also inhabited Marin before colonization.

[3] Avery, C. (2009). Tomales Bay environmental history and historic resource study- Point Reyes National Seashore. Pacific West Region National Park Service, U.S. Department of the Interior.

Native villages were strategically located near seasonal food resources, allowing tribal members to move among coastal areas, marshes, and interior valleys to take advantage of the most abundant supplies of fish, shellfish, game, and plants throughout the year. These movements reflected a deep understanding of local ecosystems and a sustainable relationship with the land.

The arrival of the Spanish colonizers and the establishment of missions in the late 18th century brought devastating changes to the Coast Miwok's ancestral lands and way of life. Many Indigenous people were forcibly relocated to mission communities, where they were exposed to new diseases and denied access to traditional territories and cultural practices. By the end of the Spanish occupation, the Coast Miwok population had declined from approximately 3,000 individuals to between 300 and 500 members, marking a profound loss of life, culture, and autonomy.

Tribal cultural resources are defined as sites, features, places, cultural landscapes, sacred places, and objects that hold cultural, spiritual, or historical significance to California Native American Tribes. Such resources may include places of habitation, ceremonial areas, or other locations of importance where the land itself carries cultural meaning. Within the San Anselmo planning area, three prehistoric sites have been identified that reflect the region's long history of Native settlement and cultural continuity. Policies and actions in Section 3.~~98~~ guide the protection, recognition, and respectful treatment of tribal cultural resources in coordination with California Native American Tribes and consistent with State law.

3.8 NAVIGATING TOWARDS 2045

Looking toward 2045, environmental, social, and technological changes will increasingly shape how the Town of San Anselmo plans for and manages its open space and natural resources. Climate change is expected to intensify flood risk, drought, wildfire potential, and habitat stress, requiring a greater focus on protecting riparian corridors, enhancing watershed function, preserving climate-resilient habitats, and supporting species adaptation through habitat connectivity and restoration.

At the same time, social changes, including population growth, an aging population, and increased demand for access to nature, will place additional pressure on open spaces while also elevating their importance for public health, education, and cultural connection. Advances in environmental monitoring, mapping, and data analysis will improve the Town's ability to track ecosystem health, identify vulnerable resources, and more effectively target conservation and restoration efforts.

Together, these trends highlight the need for adaptive, science-informed planning that balances resource protection with appropriate public access, strengthens partnerships,

and ensures that San Anselmo's open spaces, natural communities, and cultural resources continue to provide ecological, cultural, and climate resilience benefits for future generations.

Ensuring equitable access to open space is central to the Town's belonging principles. As the Town pursues open space acquisition and trail improvements, it will prioritize connections to neighborhoods with the least access and design and program open spaces to serve residents of all ages, abilities, and cultural backgrounds, supporting inclusive access to parks and natural areas.

~~Looking toward 2045, environmental, social, and technological changes will increasingly influence how the Town of San Anselmo plans for and manages its open space and natural resources. Climate change is expected to intensify flood risk, drought, wildfire potential, and habitat stress, requiring a greater emphasis on protecting riparian corridors, enhancing watershed function, preserving climate-resilient habitats, and supporting species adaptation through habitat connectivity and restoration. Social changes, including population growth, aging, and increased demand for access to nature, may place additional pressure on open spaces while also elevating their importance for public health, education, and cultural connection. At the same time, advances in environmental monitoring, mapping, and data analysis can improve the Town's ability to track ecosystem health, identify vulnerable resources, and target conservation and restoration efforts more effectively. Together, these trends underscore the need for adaptive, science-informed planning that balances resource protection with appropriate public access, strengthens partnerships, and ensures that San Anselmo's open spaces, natural communities, and cultural resources continue to provide ecological, cultural, and climate resilience benefits for future generations.~~

3.~~98~~ GOALS, POLICIES, AND ACTIONS

OPEN SPACE

Goal OSC-A Protect, preserve, and enhance the town's ridge zones, hillsides, and undeveloped open space for ~~its~~ their scenic beauty, natural habitat, hazard mitigation, climate change resilience, ~~and recreational~~recreational ~~benefits~~ value, and contributions to community well-being.

PROTECTION

Policy OSC-A.1: Open Space Land Use. Protect lands designated as Open Space on the Land Use Map (Figure LU-1) for environmental protection, resource management, hazard reduction, passive recreation, and climate resilience.

Policy OSC-A.2: New Development. Ensure that new development respects the ecological, visual, and safety benefits of ridge zones, hillsides, and other natural areas for the community.

Action OSC-A.2.a: Online Maps. Use online mapping tools to identify the ridge zones, hillsides, and other natural areas and ensure this information is readily available to the public in clear and accessible formats.

➢ *See the Land Use and Community Design Element for additional policies and actions related to open space and ridge zone protection.*

ACQUISITION

Policy OSC-A.3: Expand Open Space Network. Pursue opportunities to expand the Town's open space network to create wildlife corridors, protect critical habitat, prevent sprawl, separate developed areas, and enhance passive recreation opportunities for a wide range ~~or~~of users.

Action OSC-A.3.a: Priority Properties for Protection. Support the acquisition and preservation of open space areas under private ownership identified in Figure OSC-1.

Action OSC-A.3.b: New Development Review. Through the development review process, consider opportunities to permanently preserve areas as open space and to obtain public access easements to connect to existing trails to improve access for residents and visitors, as shown on the adopted Open Space and Conservation Map (Figure OSC-1).

Action OSC-A.3.c: Permanent Protection and Stewardship. Permanently protect open space areas through tools such as purchase, dedication, conservation or access easements, or other instruments acceptable to the Town. When evaluating dedication of open space, prioritize parcels contiguous to existing public open space and consider long-term maintenance responsibilities. For privately-owned open space, ensure long-term stewardship that conserves natural resources, reduces hazards, and restricts incompatible structures or vegetation.

Action OSC-A.3.d: Partnerships for Open Space Acquisition. Work with the Open Space Committee, public agencies, and non-profit organizations to identify, acquire, lease, or otherwise protect parcels that support a connected open space network within and adjacent to the Planning Area.

Policy OSC-A.4: Open Space Greenbelts. Create open space greenbelts which serve as natural connections between the town and adjacent communities.

ACCESS TO OPEN SPACE

Policy OSC-A.5: Public Access and Open Space. Ensure equitable and environmentally responsible public access to open space through trail easements, neighborhood connections, and the protection of sensitive habitats and areas subject to slope failure or flooding. Plan and program open spaces to serve residents of all ages, abilities, income levels, and cultural backgrounds, with a focus on expanding access and amenities in underserved communities, including neighborhoods with limited existing access. Design open space improvements and programming to be inclusive and responsive to a diverse community, supporting meaningful use and enjoyment for all residents. ~~Encourage equitable and environmentally responsible public access to open space through trail easements, connections between neighborhoods, and preservation of sensitive habitats or areas subject to slope failure or flooding.~~

Action OSC-A.5.a: Trail Easements & Connections. Seek opportunities through development review and partnerships to secure trail easements and create trail connections linking neighborhoods, communities, and existing public trails.

Policy OSC-A.6: Trail and Stairs, Lanes, and Trails Network. Expand and improve the Town's trails and Stairs, Lanes, and Trails (SLT) network to support safe and accessible use for pedestrians, including older adults, people with disabilities, families with children, and others with varying mobility needs, while enhancing connections for everyday travel, recreation, and emergency evacuation. ~~Expand and improve the Town's trails and Stairs, Lanes, and Trails (SLT) network to support non-vehicular access, recreation, and emergency evacuation.~~

Action OSC-A.6.b: Stairs, Lanes, and Trails Program. Regularly review and update the SLTs Program to guide maintenance, upgrades, mapping, and funding for stairs, lanes, and trails.

Policy OSC-A.7: Trail Connections. Encourage trail connections that allow for non-vehicular access between neighborhoods and communities.

Action OSC-A.7.a: Countywide Trails Plan. Work with Marin County and other agencies to maintain and expand trails in accordance with the Countywide Trails Plan.

➢ *See the Parks, Recreation, and Public Facilities Element for additional policies and actions related to recreation.*

STEWARDSHIP

Policy OSC-A.9: Open Space Stewardship. Maintain and manage public open space lands to reduce natural hazards and wildfire risks, support recreational opportunities, maximize ecological value and biodiversity, support climate resilience, and preserve aesthetics.

Action OSC-A.9.a: Tree Protection in Open Space. Update Town procedures guiding the protection and management of trees in public open space to incorporate best practices for tree health, hazards, native biodiversity, and environmental stewardship.

Action OSC-A.9.b: Conservation and Open Space Stewardship Plan. Prepare a conservation and open space stewardship plan ~~—with~~ in collaboration ~~from~~ with the Ross Valley Fire Department, Marin County Parks and Open Space District, Marin Wildfire Prevention Authority, ~~and~~ environmental organizations and ~~engagement with~~ the public ~~—~~to reflect a broad range of community perspectives. The plan will address ~~address~~ maintenance priorities, habitat restoration and rewilding opportunities, hazard reduction, passive recreation and education opportunities, and potential funding sources.

Action OSC-A.9.c: Open Space Funding. Explore funding mechanisms, including an impact fee, to support the creation of the open space stewardship plan and the purchase and ongoing maintenance of open space in San Anselmo.

Action OSC-A.9.d: Community Involvement. Host and encourage community and areawide meetings, exhibits, and events to raise ~~community~~ awareness and funding for open space acquisition, maintenance, stewardship, and restoration using inclusive and accessible outreach approaches.

Action OSC-A.9.e: Tribal Partnership and Acknowledgement. Collaborate with Native American Tribes on stewardship, native plantings, habitat restoration, and interpretive signage that acknowledges Indigenous history and Traditional Ecological Knowledge.

- *See the Safety Element for additional policies and actions related to vegetation management.*

CONSERVATION

Goal OSC-B Protect and improve the quality of the natural environment through collaborative conservation, restoration, management, regenerative practices, and pollution reduction and control.

WILDLIFE AND HABITAT PROTECTION

Policy OSC-B.1: Habitat Preservation. Preserve and enhance wildlife and plant communities in open spaces, riparian corridors, and other biologically sensitive areas to the greatest extent possible, while supporting environmental health and community well-being.

Policy OSC-B.2: Wildlife Corridors. Preserve and protect areas that function as wildlife corridors, particularly those areas that provide connections and mobility between larger natural areas.

Action OSC-B.2.a: Wildlife Corridor Analysis and Development Review. Conduct a wildlife corridor identification and analysis in collaboration with relevant agencies to implement AB 1889. Require development projects on vacant or connected sites to assess potential impacts on wildlife movement and incorporate feasible measures to maintain habitat connectivity.

Action OSC-B.2.b: Rewilding Campaign. Explore the feasibility of a "Rewild San Anselmo" campaign to encourage ecological restoration on private and public lands. This effort may include developing accessible public resources, such as ~~like~~ planting guides and design templates, organizing volunteer habitat restoration days open to a broad range of participants, and partnering ~~, and partnerships~~ with schools and community organizations to expand engagement and awareness.

Action OSC-B.2.c: Wildlife Fencing. Adopt wildlife-friendly fencing guidelines to minimize habitat fragmentation, especially near creeks and the Wildland-Urban Interface.

Policy OSC-B.3: Special Status Species. Conserve and protect special status plants and animals and their associated habitats, including those listed by the State or federal agencies as threatened and/or endangered, those considered to be candidate species for listing, and other species that have been assigned special status by the California Native Plant Society and the California Fish and Game Code. Avoidance of impacts, accompanied by habitat restoration, is the preferred approach to conservation, but mitigation strategies shall be considered when avoidance is not possible.

Action OSC-B.3.a: Biological Surveys. Require surveys of sites, including buffer areas potentially affected by proposed projects, with potentially suitable habitat for special status species, including creek corridors, to determine the presence or absence of special status species, critical habitat, and riparian habitat to be prepared by a qualified biologist prior to development and other management approvals. Require projects to implement measures to avoid or minimize harm to special status species, critical habitat, and riparian to a less than significant level. Consult with resource agencies as required by federal and State regulations.

Action OSC-B.3.b: Avoidance of Nesting Birds. Avoid disturbance of nests of native birds in compliance with State and federal regulations which may include~~.~~ p~~P~~reclud~~ing~~ vegetation clearing and construction on sites where nesting birds may be present during nesting season (typically February 1 through August 31). Require pre-construction surveys by a qualified biologist prior to any disturbance. If nests are found, the project shall implement appropriate avoidance measures, such as fenced buffer areas or staged tree removal periods.

STREAMS AND RIPARIAN CORRIDORS

Policy OSC-B.4: Creek Protection. Protect and conserve creeks for riparian habitat, fish and wildlife movement, biodiversity, groundwater recharge, and stormwater conveyance for ecological function and community benefit.

Action OSC-B.4.a: Agency Consultation. Refer proposals for grading, filling, or construction that would alter a watercourse shown on Figure OSC-3 to the State Department of Fish and Wildlife, U.S. Army Corps of Engineers, San Francisco Bay Regional Water Quality Control Board, the Marin County Flood Control District, and other regulatory agencies for consultation.

Action OSC-B.4.b: Creek Setbacks. Continue to require development to comply with the creek setback standards in the Town's Watercourse regulations.

Policy OSC-B.5: Creek Enhancement. Require creek enhancement and riparian habitat restoration for construction projects adjacent to creeks and drainageways to reduce

erosion, maintain storm flows, improve water quality, improve habitat value, and preserve natural shade, whenever possible.

Policy OSC-B.6: Water Quality. Minimize pollutants in stormwater runoff including discharge of soil sediments.

> **Action OSC-B.6.a: Watershed Management.** Ensure that new development complies with the requirements of the federal and state Clean Water Acts, National Pollutant Discharge Elimination System (NPDES), and the Town's Urban Runoff Pollution Prevention regulations.
>
> **Action OSC-B.6.b: Low-Impact Design Measures.** Require the incorporation of Low-Impact Design (LID) measures and other site design elements that slow stormwater flows, promote groundwater recharge, and filter out pollutants.

Policy OSC-B.7: Creek Education and Awareness. Increase awareness and appreciation of San Anselmo's creeks and their role in sustaining fish and wildlife and providing flood protection through accessible education and outreach.

> **Action OSC-B.7.a: Creek Signage and Education.** Develop signage and educational displays in clear and accessible formats that describe~~ing~~ native habitat, history, and restoration efforts. Partner with local schools, conservation and environmental groups, and community groups ~~others~~ to increase awareness of the town's creeks.

➢ *See the Safety Element for additional policies and actions related to creek preservation and maintenance and flood management.*

TREES

Policy OSC-B.8: Tree Protection. Continue to maintain and preserve protected and heritage trees as defined in the Municipal Code to preserve the natural and cultural characteristics of the town.

AIR QUALITY

Policy OSC-B.9: Pollution Prevention. Prevent or minimize the emission of air pollutants in compliance with State and federal air quality standards.

> **Action OSC-B.9.a: Air Quality Standards and Project Review.** Implement the Bay Area Air District's Clean Air Plan, rules, and best practices in reviewing construction, development, and commercial operations, including evaluation of toxic air contaminants, odors, and criteria pollutants.

Action OSC-B.9.b: Particulate Emissions. Reduce emissions of particulate matter from construction sites, roads, parking lots, and other sources by requiring development and construction projects to implement best management practices.

Action OSC-B.9.c: Idling Prevention. Adopt an ordinance that matches or is more stringent than the State's maximum idling law, and coordinate with CARB, BAAD, and law enforcement to achieve compliance.

- *See the Land Use and Community Design Element, Circulation Element, and Sustainability, Climate Change, and Resiliency Element for additional policies and actions related to air quality, transportation and equipment emissions, carbon sequestration, greenhouse gas emissions, and more.*

TRIBAL CULTURAL RESOURCES

Goal OSC-C Honor and protect San Anselmo's Native American heritage.

Policy OSC-C.1: Protection of Archeological Resources. Protect significant archaeological, tribal cultural, and paleontological resources.

Action OSC-C.1.a: Development Review. Require that projects proposed for sites that have the possibility of containing cultural and tribal cultural resources and resulting in-ground disturbance be evaluated by a qualified archaeologist prior to project approval and require such projects to implement mitigation strategies to reduce or avoid impacts to any identified or inadvertently discovered cultural resources. Continue to refer development proposals to the Northwest Information Center of the California Archeological Inventory, Native American Heritage Commission, and local Native American Tribes for review and recommendations regarding supplemental field investigation.

Action OSC-C.1.b: Tribal Consultation. Consult with Native American Tribes, as required by Senate Bill 18 and Assembly Bill 52, during the environmental review process for new development proposals and amendments to the General Plan to facilitate identification and preservation of tribal cultural resources.

Policy OSC-C.2: Partner with Native American Tribes. Partner with Native American Tribes to steward and celebrate cultural heritage and sites.

4. Sustainability, Climate Change, and Resiliency

San Anselmo is committed to building a sustainable, low-carbon community where people and nature thrive in balance, supported by renewable energy, efficient buildings, and responsible resource use. As climate conditions continue to change, the Town will mitigate greenhouse gas emissions and strengthen resilience through adaptation strategies that protect residents, infrastructure, and natural systems for generations to come.

4.1 PURPOSE OF THE ELEMENT

The purpose of this element is to support a sustainable and resilient future that benefits all members of the community, recognizing that the impacts of climate change and access to environmental resources and solutions may be experienced differently across the community. It promotes inclusive and accessible approaches to sustainability that support community well-being, resilience, and long-term environmental stewardship.

San Anselmo recognizes its responsibility to live sustainability and resiliently for current and future generations. ~~San Anselmo~~The Town envisions a future where humans and nature ~~can~~ co-exist in productive harmony while maintaining a prosperous and high quality of life. This element presents a framework of goals, policies, and actions to ~~govern~~ guide how the Town will foster a sustainable and resilient community that is both committed to reducing ~~its~~ greenhouse gas emissions and prepared to adapt to the ~~inevitable~~ impacts of climate change.

This approach includes ~~the~~ transitioning to ~~the use of~~ renewable energy, electrification of buildings and vehicles, waste reduction, sustainable agriculture, and ~~more~~other strategies. ~~This~~ The element will continue to evolve as new technologies emerge, climate science advances, and ~~our~~ the community learns from experience.

The Sustainability, Climate Change, and Resiliency Element includes the following sections.

4.2 Sustainability. Describes the concept of sustainability and how it's woven throughout the General Plan.

4.3 Climate Change Impacts. Provides an overview of existing and projected climate change impacts in California and San Anselmo, including rising temperatures, extreme heat events, wildfire, drought, and storms.

4.4 Greenhouse Gas Emissions and the Climate Action Plan. Describes greenhouse gas emissions and the Town's actions to quantify and reduce community-wide greenhouse gas emissions.

4.5 Adaptation and Resiliency. Explains the need for adaptation to climate change and measures the Town can take to improve the community's resiliency.

4.6 Navigating Towards 2045. Identifies strategies to ensure the element remains relevant and responsive to changing conditions during the life of the General Plan.

4.7 Goals, Policies, and Actions. Identifies goals, policies, and actions to create a sustainable and resilient community. San Anselmo commits to regularly reassessing and adapting these strategies as the Town navigates toward 2045.

4.2 SUSTAINABILITY

In 1987, the United Nations defined sustainability as "meeting the needs of the present without compromising the ability of future generations to meet their own needs." Today in San Anselmo, we often think of sustainability as the integration of environmental, social, and economic health and vitality to create a thriving, diverse, and resilient community for this generation and generations to come.

Similarly, issues related to sustainability are addressed throughout the General Plan. While this element focuses on climate change, adaptation, and resiliency, other elements also incorporate these concepts:

- The **Land Use and Community Design Element** supports higher-density infill development in the town's core, recognizing that such land use patterns are more sustainable and resilient to climate change.
- The **Open Space and Conservation Element** addresses other environmental issues such as loss of biodiversity, land degradation, and air and water pollution.
- The **Circulation Element** promotes the use of public transit and streets that are safer for walking and bicycling.
- The **Safety Element** addresses emergency preparedness and hazards like flooding, drought, extreme heat, and wildfire that will be exacerbated by climate change.

4.3 CLIMATE CHANGE IMPACTS

Climate change is already affecting San Anselmo through hotter summers, longer wildfire seasons, variable rainfall, and more intense storms. As temperatures continue to rise, regional projections for serious and potentially catastrophic climate change impacts, include:

- More intense and frequent heat waves and droughts
- More severe and frequent wildfires
- More severe storms, extreme weather events, and flooding
- Shrinking snowpack and changes in precipitation
- Accelerating sea level rise and greater riverine flows
- Increase in vector-borne diseases and heat-related deaths and illnesses
- Increase in harmful impacts to vegetation and wildlife, including algal blooms in marine and freshwater environments, the spread of disease-causing pathogens and insects in forests, and invasive agricultural pests
- Ocean acidification, hypoxia (depleted oxygen in the water), and warming

Table SU-1 identifies the baseline/historical conditions and projected future conditions for San Anselmo's temperatures, extreme heat days, precipitation, and wildfire risk. These projections are modeled for a medium emissions scenario, where global emissions peak around 2040 and then decline, and a high emissions scenario, where global emissions continue to rise throughout this century. These projections illustrate the range of potential changes the Town must address.

Table SU-1: Potential Climate Change Effects for San Anselmo

Historical/Baseline Conditions (1961-1990)	Future Conditions (2070-2099 Average)	
	Medium Emissions Scenario	High Emissions Scenario
Annual Mean Temperature		
69.2 °F	73.2 °F (4 °F increase)	76.0° F (6.8 °F increase)
Extreme Heat Days above 95.3 °F		
3 days per year	10 days per year	19 days per year
Annual Mean Precipitation		
41.6 inches	43.3 inches	45.1 inches
Annual Average Area Burned		
47.1 acres	41.4 acres	47.0 acres

SOURCE: https://cmip5.cal-adapt.org/tools/local-climate-change-snapshot

Note: Although the General Plan's horizon year is 2045, end-of-century projections assist in ensuring new development, infrastructure, and public services are planned and built to adapt to anticipated climate change impacts. Additional detail regarding potential climate change effects is located in the Marin County Multi-Jurisdiction Hazard Mitigation Plan (MJHMP), which includes an annex for the Town of San Anselmo.

As the climate changes, impacts of warmer temperatures will result in serious threats to public health in San Anselmo. Extreme heat events are likely to increase the risk of heat-related illnesses, such as heat stroke and dehydration, and exacerbate existing chronic health conditions. Higher temperatures will also make San Anselmo more vulnerable to wildfire, water supply shortages and drought, severe storms and inland flooding, loss of species, and sea level rise. Although the town is not located on a coastline, sea level rise will impair the community's ability to access services and roadways, and impact public facilities that the community relies upon like the wastewater treatment plant. The goals, policies, and actions in Section 4.6 focus on reducing emissions, improving preparedness, and strengthening local infrastructure and social systems to address these risks.

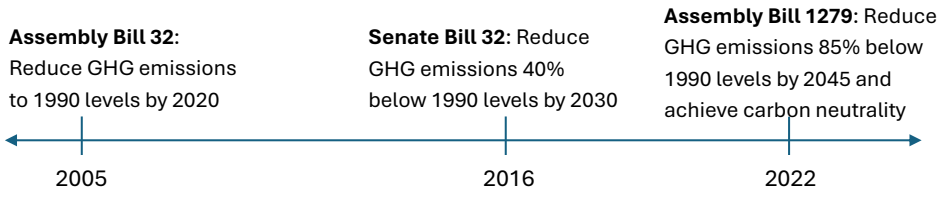
4.4 GREENHOUSE GAS EMISSIONS AND THE CLIMATE ACTION PLAN

Greenhouse gases (GHGs) are naturally occurring gases, such as carbon dioxide, methane, and nitrous oxide, that trap heat in the Earth's atmosphere and help maintain steady temperatures. Human activities, such as electrical production and motor vehicle use, increase the concentrations of GHGs, intensifying the "greenhouse effect" of trapping more heat and causing global warming.

In 2015, the United States, the European Union, and 193 other countries signed the Paris Agreement, the international accord to strengthen the global response to the threat of climate change. The agreement sets a target of limiting the global temperature increase to 1.5 °C (2.7 °F) above pre-industrial levels, the threshold scientists generally agree will avert the most severe consequences of climate change. As of 2024, global temperatures had increased by 1.35 °C (2.62 °F) since the 19th century. Projections based on current governmental policies around the world indicate that this target may not be met; the Earth is currently on pace to warm somewhere between 1.9 and 3.7 °C (3.4 and 6.7 °F) above preindustrial levels by the end of this century. Impacts from this magnitude of warming are shown in Table SU-1 in Section 4.3.

Since 2005, the State of California has responded to growing concerns over the effects of climate change by passing a series of target-setting legislation and adopting a comprehensive approach to addressing GHG emissions in the public and private sectors. Legislative milestones are shown in Figure SU-1.

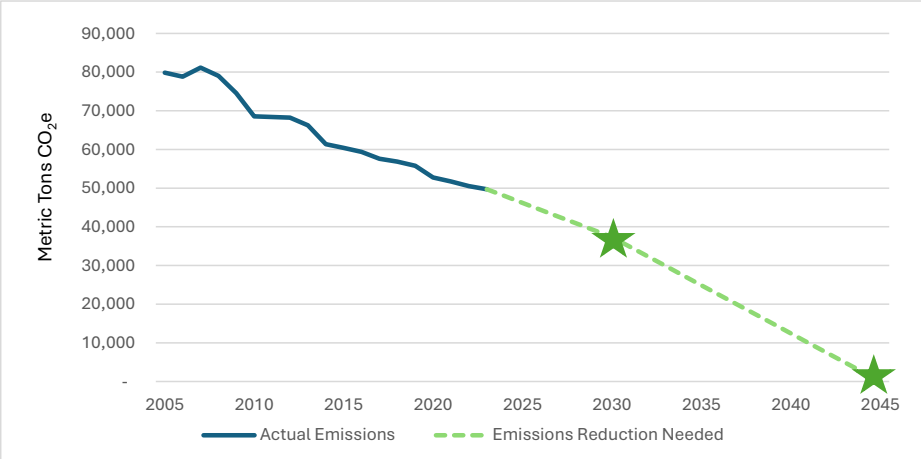
Figure SU-1: State Legislation to Reduce Statewide GHG Emissions



San Anselmo recognizes its vital role in reducing greenhouse gas emissions and adapting to climate change. In 2019, the Town adopted Climate Action Plan 2030 that establishes actions the Town's government and community can take to reduce emissions 45% below 1990 levels by the year 2030.

Figure SU-2 shows San Anselmo's actual emissions between 2005 and 2023, and the emission reductions needed to meet the Town's GHG reduction goal for 2030 and the long-term target of zero net emissions. While the Town currently targets a 45% reduction by 2030, new technologies and approaches will emerge. The Town commits to reassessing emission reduction targets every five years, potentially accelerating the timeline toward carbon neutrality.

Figure SU-2: Community Emissions Trend and Targets



Through annual emissions inventories, periodic updates to the Climate Action Plan, and other actions outlined in Section 4.6, San Anselmo will continue to track progress, refine

strategies, and demonstrate leadership in creating a low-carbon, resilient community. Strategies will be evaluated every five years and adjusted based on technological advances, emerging best practices, and community feedback.

As we move toward 2045, developments in carbon capture, renewable energy production and storage, and electrification may transform the Town's approach. The Town commits to staying informed about emerging trends and adapting our strategies accordingly. The Town recognizes that solutions not yet imagined today may become central to the community's efforts tomorrow.

4.5 ADAPTATION AND RESILIENCY

San Anselmo must adapt to the unavoidable impacts of a changing climate. Rising temperatures, more frequent and intense storms and wildfires, and the increased likelihood of flooding put residents, infrastructure, and the local economy at risk. The General Plan includes a framework to prepare for emergencies and also create systems that allow the town to thrive even when faced with extreme conditions.

In San Anselmo, adaptation begins with acknowledging the specific challenges our community faces. Increasing temperatures and more frequent extreme heat events, which can have serious health impacts, especially for older adults, children, and those with preexisting conditions, will require measures such as expanding shade and green infrastructure to cool neighborhoods. In response to the growing threat of drought and water scarcity, the San Anselmo community can redouble efforts to conserve water through measures outlined in this General Plan. At the same time, more intense storm events will increase the risk of flooding, particularly in areas alongside San Anselmo Creek, underscoring the importance of improving stormwater and floodplain management.

Beyond immediate protective measures, San Anselmo can invest in innovative solutions like microgrids, resilience hubs, and other emerging technologies to enhance local resilience and support equitable access. When located in neighborhoods with higher concentrations of vulnerable populations, they can help ensure that everyone, regardless of income or background, has a safe place to turn during climate-related emergencies. These innovations and other strategies can not only reduce risk but also strengthen social cohesion and prepare the community to face the challenges of a changing climate together.

The goals, policies, and actions in Section 4.7 carry these ideas forward in San Anselmo by advancing equitable access, supporting collaboration, and embedding climate adaptation and resiliency considerations into Town planning and capital improvement decisions. Adaptation strategies will evolve as the Town learns which solutions work best for San

Anselmo. The Town will pilot innovative approaches, measure their effectiveness, and scale successful programs while phasing out less effective ones. This iterative approach ensures the Town remains agile in responding to both climate impacts and emerging solutions.

4.6 NAVIGATING TOWARDS 2045

Reaching 2045 is less a straight line and more a carefully guided journey, one the Town will navigate using a clear set of indicators to understand progress and inform adjustments over time. Greenhouse gas emissions trends, along with key indicators such as solar and battery installations and electric vehicle adoption rates, will be evaluated annually to assess whether overall climate impacts are declining at the necessary pace. Community resilience, including preparedness for heat, wildfire, flooding, and other climate risks, will be assessed every five years to help ensure residents are supported and protected, particularly those most affected by climate impacts. Emerging technologies will be monitored continuously to identify tools that are transitioning from pilot concepts into everyday practice.

Climate change does not affect all residents equally. Lower-income households, older adults, people with disabilities, and residents of color may face disproportionate impacts, including extreme heat, flooding, and limited access to resources for adaptation. The Town will prioritize outreach, investment, and program design to support these populations and will track equity outcomes as part of its regular review cycles.

These indicators will inform regular review cycles every two to three years, during which the Town will evaluate progress, identify gaps, and refine strategies. As new solutions become viable, such as advanced battery storage, carbon capture, and AI-driven applications, the Town will follow a defined process to test, integrate, and scale them where appropriate. Ongoing community engagement will ensure that this work reflects a broad range of perspectives, with residents, businesses, and community organizations contributing input, sharing lived experiences, and helping shape solutions.

The Town will also rely on flexibility triggers, such as new state requirements, technological advancements, or extreme climate events, to prompt more immediate adjustments between formal review cycles when conditions change rapidly. Throughout this process, the Town will continue learning from peer communities, tracking successful innovations, and adapting proven approaches to the local context.

Pathways to 2045: Scenarios and Preparedness

The Town's planning framework recognizes multiple possible futures and prepares for each, with a focus on supporting community resilience and well-being. In a best-case pathway, rapid technological advancement is paired with strong community engagement, leading to widespread adoption of clean energy and faster-than-expected emissions reductions. In a moderate pathway, progress is steady and incremental, requiring

sustained effort to remain on track. In a more challenging pathway, climate impacts intensify, requiring accelerated adaptation and strengthened resilience measures.

By pairing clear indicators with regular review cycles, community engagement, and defined flexibility triggers, the Town will remain prepared to navigate any of these pathways. If conditions align with the best case, the Town can accelerate progress and expand benefits for community health, inclusion, and economic vitality. If progress is more gradual, the Town can adjust policies and investments to maintain momentum. If conditions become more challenging, the Town will be prepared to respond quickly, prioritizing adaptation, protecting those most affected by climate impacts, and advancing solutions that deliver the greatest benefit. In all cases, this adaptive approach ensures that the path to 2045 remains intentional, transparent, and resilient as conditions evolve.

~~Reaching 2045 is less a straight line and more a carefully guided journey that the Town will steer using a clear set of indicators to show whether the community is on course or needs to correct. GHG emissions trends and other key indicators like solar and battery installations and electric vehicle adoption rates will be evaluated annually to reveal whether our overall climate impact is shrinking at the pace required. Community resilience capacity, including preparedness for heat, wildfire, flooding, and other climate risks, will be assessed every five years to ensure that the most vulnerable residents are protected. Emerging technology adoption will be monitored continuously so that the Town can understand which tools are moving from pilot concepts into everyday practice.~~

~~These indicators will feed into regular review cycles every two to three years, where the Town will evaluate progress, identify gaps, and refine strategies. As new solutions become viable such as carbon capture, advanced battery storage, and AI-driven solutions, the Town will follow a defined process to test, integrate, and scale them where they make sense locally. Community feedback loops will ensure that this work is not done in isolation. Residents, businesses, and community organizations will have ongoing opportunities to offer input, share lived experience, and co-create solutions.~~

~~The Town will rely on flexibility triggers, such as new state mandates, breakthrough technologies, or extreme climate events, to prompt more immediate strategy adjustments between formal review cycles when circumstances change quickly. Throughout, the Town will learn from others by monitoring peer communities, tracking successful innovations, and adapting proven approaches to the local context.~~

~~Pathways to 2045: Scenarios and Preparedness~~

~~The Town's planning framework recognizes multiple possible futures and prepares for each. In a best-case pathway, rapid technological advancement combines with strong community response; clean energy and widespread electrification become the norm, new~~

~~solutions are widely embraced, and emissions fall faster than expected. In a moderate pathway, progress is steady but incremental. Targets remain within reach, yet continued effort and persistence are required to stay on track. In a more challenging pathway, climate impacts intensify. The Town may face more frequent extreme events and slower external support, which would require accelerated adaptation and stronger resilience measures.~~

~~By pairing clear indicators with regular review cycles, community feedback, and defined flexibility triggers, the Town will remain able to navigate any of these pathways. If conditions align with the best case, the Town can accelerate its ambition and lock in additional benefits for health, equity, and economic vitality. If progress is moderate, the Town can adjust policies and investments to maintain momentum. If conditions become more challenging, the Town will be prepared to pivot quickly, prioritizing adaptation, protecting vulnerable residents, and adopting emerging technologies that offer the greatest impact. In all cases, this adaptive approach ensures that the journey to 2045 remains purposeful, transparent, and resilient, even as the future unfolds in unexpected ways.~~

4.7 GOALS, POLICIES, AND ACTIONS

Goal SU-A Empower residents and businesses to reduce their carbon footprints and prepare for the impacts of climate change.

Policy SU-A.1: Sustainability Education and Empowerment. Provide comprehensive outreach, education, and community engagement programs that support residents and businesses in reducing emissions, improving energy efficiency, conserving resources, and preparing for climate impacts. Partner with local volunteers, schools, and community organizations, such as the Climate Action Commission, to expand the reach of these efforts. Design outreach and education programs to be inclusive and accessible to a broad range of participants, including lower-income households, renters, and non-English-speaking residents. Track participation and engagement trends to identify gaps and refine outreach strategies to broaden and diversify community involvement. ~~Provide comprehensive outreach, education, and community engagement programs that help residents and businesses reduce emissions, improve energy efficiency, conserve resources, and prepare for climate impacts. Leverage local volunteers, schools, and community organizations such as the Climate Action Commission to expand the reach of these efforts.~~

Action SU-A.1.a: Community Sustainability, Electrification, and Renewable Energy Programs. Partner with regional agencies, Marin jurisdictions, and the Climate Action Commission to provide coordinated programs, technical assistance, and permitting support that advance energy efficiency, building and vehicle electrification, and renewable energy adoption. This action includes:

- Sustainability & Electrification Resource Hub: Collaborate with Marin jurisdictions to provide a shared regional hub offering integrated resources, information, demonstrations, incentives, and permitting assistance .
- Community Energy Use: Encourage the installation of solar generation and storage systems by streamlining regulations and permitting, and by promoting 100% renewable energy purchasing options.
- Electrification Assistance: Promote local, regional, and state technical assistance, incentive, rebate, and concierge programs supporting the electrification of residential and commercial buildings.
- Equitable Access: Increase awareness of incentive programs for lower-income households and explore opportunities for local subsidies, permit fee reductions, or other supportive measures for electrification.

Action SU-A.1.b: Community Education, Engagement, and Waste Reduction Initiatives. Engage, educate, and support the community in adopting sustainable lifestyle choices, reducing waste, and shifting travel behavior to support greenhouse gas reduction and public health. Collaborate with the Climate Action Commission and regional partners to:

- Climate Education & Engagement: Provide information and engagement opportunities on climate vulnerabilities, health connections, greenhouse gas reduction strategies, and community resilience.
- Sustainable Practices Outreach: Promote actions that reduce natural resource consumption, increase community awareness of sustainable behaviors, and support achievement of Town sustainability goals.
- Low-Carbon Footprint Diet: Promote the environmental, ecological, and health benefits of low-carbon dietary choices through education, outreach, and partnerships with local organizations.
- Plastic Waste Reduction: Conduct public outreach on the impacts of plastic pollution, encourage waste reduction strategies, and support compliance with the Town's Single-Use Plastics Ordinance.
- Public Transit Education: Partner with transit agencies to publicize available transit options and improve first-mile/last-mile connections to transit stops.
- Active Transportation Promotion: Encourage walking and bicycling among residents and employees as a strategy to reduce greenhouse gas emissions and improve public health. Publicize bicycle routes at schools, parks, and transit facilities, and support bicycle awareness and safety campaigns.

Action SU-A.1.c: Plastic Waste Education and Compliance. Conduct outreach and education to reduce plastic pollution and support compliance with the Town's Single-Use Plastics Ordinance, in coordination with waste management partners.

➢ *See the Land Use and Community Design Element and the Safety Element for additional policies and actions related to community engagement and the community's emergency preparedness.*

Goal SU-B Create a sustainable community that ensures residents may meet their own needs without compromising the needs of future generations.

Policy SU-B.1: Waste Diversion Targets. Strive to meet or exceed waste diversion and food recovery targets set by the State.

Action SU-B.1.a: Waste Reduction Programs. Partner with Marin Sanitary Services and Zero Waste Marin to support implementation of commercial and organic waste diversion programs to meet SB 1383 requirements. Provide technical assistance and educational resources to business owners to help them understand and comply with State waste diversion and food recovery mandates.

Action SU-B.1.b: Business Waste Management Plans. Require that businesses prepare and implement waste management plans to maximize recycling and food recovery and minimize disposal of organic waste where appropriate as a condition of approval of use permits.

Policy SU-B.2: Plastic Waste Reduction. Seek to reduce plastic waste pollution through legislation, education, and promoting alternatives.

Action SU-B.2.a: Single-Use Plastic Reduction. Prohibit the sale of single-use plastic beverage bottles and explore opportunities to phase out use of all single-use plastics in Town buildings and at Town events. Provide more water refill stations in public places.

Action SU-B.2.b: Extended Producer Responsibility Legislation. Support legislation that puts significant responsibility on manufacturers for the end-of-life management of their products and packaging to encourage design of more sustainable packaging and repairable or reusable products.

Policy SU-B.3: Municipal Waste Reduction. Maximize recycling, composting, reuse, waste reduction, and food recovery within municipal operations and at public parks and facilities.

Action SU-B.3.a: Recycling Facilities. Provide sufficient recycling and composting bins for public and staff use. In public projects, design facilities and refuse storage areas to facilitate recycling.

Action SU-B.3.b: Environmentally Preferable Purchasing. Continue to give preference to purchasing products that are reusable, recyclable, made from recycled materials, and minimize packaging. Explore opportunities to expand the Town's purchasing policy to include consideration of lifecycle emissions and low carbon alternatives.

Policy SU-B.4: Local Food System. Support efforts to reduce greenhouse gas emissions from food production, transportation, and waste, and encourage practices that strengthen the sustainability and resilience of the local food system.

Action SU-B.4.a: Local Sourcing. Encourage businesses to source their products from local farms to reduce carbon emissions generated from food and material production and transportation.

Action SU-B.4.b: Regional Agriculture. Advocate for and support regional efforts to promote regenerative and climate-smart agricultural practices that enhance soil health, sequester carbon, and contribute to a sustainable local food system.

Policy SU-B.5: Sustainable Land Uses. Promote environmental sustainability and resilience through thoughtful land use planning and development review that addresses climate change, reduces carbon footprints, and manages resources responsibly.

- *See the Land Use and Community Design Element for additional policies and actions related to sustainable land use planning.*

Goal SU-C Reduce greenhouse gas emissions in the community and within government operations to mitigate the effects of climate change.

Policy SU-C.1: Greenhouse Gas Emission Reductions. Mitigate the impacts of climate change by reducing community greenhouse gas emissions.

Action SU-C.1.a: Greenhouse Gas Emissions Reduction and Monitoring. Implement strategies to achieve community-wide reductions of at least 45 percent below 1990 levels by 2030 and to support the State's goal to achieve zero net emissions statewide by 2045. Regularly track progress by annually updating the community greenhouse gas inventory and evaluating government operations emissions to monitor reductions and inform implementation of the Climate Action Plan.

Action SU-C.1.b: Climate Action Plan. Implement the Town's Climate Action Plan and update the plan every five years to incorporate new emission reduction targets, strategies, and best practices.

Policy SU-C.2: Renewable Energy and Electrification. Accelerate the conversion to renewable energy sources.

Action SU-C.2.a: Building and Appliance Electrification. Consider building regulations which preclude gas appliances and infrastructure in new buildings and require installation of high-efficiency electric appliances at time of replacement.

Action SU-C.2.b: Building Permitting for Electrification. Streamline the building permit process for heat pump water and space heaters and electrical panel

upgrades. Through regional collaboration, explore a fee reduction pilot program to incentivize conversion of natural gas appliances to electric versions.

Action SU-C.2.c: Municipal Energy Use. Evaluate solar energy production and storage systems at all municipal buildings and facilities and plan for replacement of natural gas appliances and equipment. Continue to purchase 100% renewable energy for Town buildings and facilities.

Action SU-C.2.d: Zero-Emission Infrastructure. Continue to prohibit the location of new gas stations in San Anselmo and support the phased transition of legal non-conforming gas stations to zero-emissions fueling stations. Support businesses in complying with these requirements through technical assistance and public outreach.

Action SU-C.2.d: Landscaping Equipment. Enforce the ban on gas-powered landscape equipment in San Anselmo and explore opportunities to further reduce emissions from landscaping activities, as feasible.

Policy SU-C.3: Building Energy Efficiency. Encourage energy efficiency improvements in residential and commercial buildings to reduce energy use.

Action SU-C.3.a: Green Building Regulations. Consider adopting green building regulations for new construction and building remodels and additions that exceed minimum State building and energy code requirements.

Action SU-C.3.b: Energy Efficiency Programs. Promote programs and incentives to property owners to improve energy efficiency. Explore the feasibility of requiring energy audits at the time of building sale or major remodel.

Policy SU-C.4: Carbon Sequestration. Support carbon sequestration on natural lands, tiny forests, and urban green spaces.

Action SU-C.4.a: Urban Forest Master Plan. Prepare an Urban Forest Master Plan to preserve and, where appropriate for ecosystem health, plant additional native trees on public parks, medians, and rights-of-way.

Action SU-C.4.b: Sustainable Landscaping. Incorporate sustainable landscaping practices into public projects, when applicable, and encourage community members to apply compost and select native or climate-adapted plant species on private lands. Select plantings for public projects based on their resilience to changing climate conditions to support long-term habitat sustainability and biodiversity with an emphasis on locally native plants.

Policy SU-C.5: Municipal Energy Efficiency, Electrification, and Resilient Operations. Continue to improve energy efficiency, electrify equipment and buildings, and integrate renewable energy and microgrid technologies into Town facilities.

> **Action SU-C.5.a: Municipal Microgrid and Electrification Plan.** Plan and implement microgrids, solar and battery systems, and phased electrification of municipal facilities and equipment.

Goal SU-D Create a resilient and adaptable community that anticipates and reduces the risk from future climate change impacts.

Policy SU-D.1: Resilient Community. Enhance the community's capacity to adapt to climate-related risks by integrating climate adaptation and resilienc~~ey~~ strategies in the Town's development, capital improvement, and emergency preparedness and response plans and projects, with attention to populations most vulnerable to climate impacts, including lower-income households, seniors, and renters.

> **Action SU-D.1.a: Resilience Hubs.** Identify opportunities to enhance the capacity of Town and school facilities to become Resilience Hubs, evacuation centers, cooling centers, and charging stations during extreme heat or weather events.
>
> **Action SU-D.1.b: Equitable Community Resilience.** Ensure equitable access to resources and support systems ~~in~~ for resilience and adaptation planning and evaluate whether programs are effectively reaching underserved populations both during planning efforts and climate-related events.
>
> **Action SU-D.1.c: Urban Heat Island Effect.** Reduce urban heat island effects by encouraging installation of landscaped surfaces, cool roofs, ample tree cover, reduced expanses of heat-absorbing pavement, and other urban cooling strategies in new development. For Town projects, incorporate urban cooling measures when feasible.
>
> **Action SU-D.1.d: Vulnerable Populations.** Engage vulnerable populations to identify gaps in community resilience planning and work together to reduce hazards from climate change impacts.
>
> **Action SU-D.1.e: Agency Collaboration.** Collaborate with Marin jurisdictions, school districts, special districts, and regional, state, and federal agencies to develop, coordinate, fund, and implement adaptation and resiliency strategies and projects.

Action SU-D.1.f: Adaptive Management and Climate Monitoring. Monitor climate indicators, greenhouse gas emission trends, and adaptation outcomes, and adjust Town policies and programs accordingly.

Action SU-D.1.g: Technology Horizon Scanning. Monitor emerging climate technologies and adaptation strategies with annual reports to the Climate Action Commission on potential applications for San Anselmo.

Policy SU-D.2: Preparation for Extreme Weather. Support policies and programs to help residents and businesses prepare for future extreme weather conditions.

Action SU-D.2.a: SU Element Updates. Regularly update the Sustainability, Climate Change, and Resiliency (SU) Element in alignment with the Town's adaptive management approach, ensuring compliance with current climate regulations and ongoing assessment of climate and hazards impacts on historically marginalized communities.

Action SU-D.2.b: Public Information. Maintain guidelines for monitoring and disseminating public information related to hazards exacerbated by climate change (extreme heat, flooding, severe weather).

Action SU-D.2.c: Climate Conditions. Monitor changing climatic conditions and assess how they may affect Town operations and processes.

Policy SU-D.3: Public Health Benefits. Support and promote climate mitigation and adaptation strategies that also provide public health benefits, such as improved air quality, reduced heat exposure, enhanced community connection, or increased access to green space.

- *See the Land Use and Community Design Element and the Safety Element for additional policies and actions related to low impact design and development and hazard mitigation planning.*

Goal SU-E Prioritize use of zero emission vehicles and promote active transportation and the public transit system as alternative modes of travel to reduce greenhouse gas emissions and support community health.

Policy SU-E.1: Low Carbon Transportation. Minimize transportation-related greenhouse gas emissions by expanding zero-emission mobility options, supporting clean transit, and promoting adoption of low-carbon personal transportation such as electric vehicles and electric bicycles.

Action SU-E.1.a: Zero Emission Vehicles. Implement a comprehensive program to significantly increase the use of zero emission vehicles through public education and promotion, updating building code requirements for electric vehicle charging infrastructure, and installation of Level 2 and 3 public charging facilities near downtown, commercial districts, multifamily housing, and Town parking lots.

Action SU-E.1.b: Electric Bicycles. Promote electric bicycle adoption through community education and outreach, financial incentives, expansion of secure bicycle parking and related infrastructure, and partnerships with employers and retailers to improve access and reduce barriers to ownership.

Action SU-E.1.c: Fleet Vehicle Replacements. Give priority to electric and zero emissions vehicles when replacing vehicles in the Town's fleet in accordance with the Town's Fleet Zero-Emissions Policy, with the goal of achieving a zero-emissions fleet by 2030.

Action SU-E.1.d: Clean Transit. Support local transit providers' efforts to transition to zero-emission vehicles by supporting transportation infrastructure, policies, and funding efforts that align with the Town's air quality and energy conservation goals.

Action SU-E.1.e – Active Transportation Promotion. Promote walking, bicycling, and safe routes to schools and community destinations through outreach, maps, and campaigns.

Action SU-E.1.f – Public Transit Awareness. Work with transit agencies to improve awareness of transit options and strengthen first-/last-mile connections.

- *See the Circulation Element for additional policies and actions related to active transportation, public transit, and transportation demand management.*

5. Economic Vitality

San Anselmo's commercial districts are shaped by locally owned shops, restaurants, and community-oriented businesses that reflect the town's creative spirit and strong sense of place. As consumer preferences, technologies, and the regional economy evolve, the Town will support adaptive business models, welcoming public spaces and a vibrant mixed-use environment to support a resilient and thriving local economy.

5.1 PURPOSE OF THE ELEMENT

The purpose of this element is to advance a resilient and inclusive local economy that expands access to economic opportunity for all who live and work in San Anselmo, including small business owners, entrepreneurs, and workers from a wide range of backgrounds, incomes, and experiences, including supporting opportunities for women, immigrants, people of color, and lower-income residents. The element promotes a business environment that is welcoming, adaptable, and responsive to the needs of both businesses and the broader community. Its policies are grounded in the Town's belonging standard, ensuring that economic vitality strengthens the character and accessibility of San Anselmo's commercial districts for the full range of the community.

San Anselmo's economy is shaped by its distinctive mix of locally owned shops, restaurants, and community events that embody the town's creative spirit and welcoming character. In collaboration with business owners and community stakeholders, the Town is committed to sustaining a vibrant and resilient ~~, inclusive, and vibrant~~ economy that supports residents, attracts visitors, and fosters entrepreneurship.

While San Anselmo's economy has evolved alongside regional and national trends, its enduring strengths, including authentic small-scale businesses, a strong sense of community, and an engaged local customer base, have allowed it to adapt and thrive. Businesses continue to navigate challenges such as competition from online retail, changing consumer preferences, and broader economic fluctuations. ~~Yet~~ At the same time, the town's diverse business mix, community-centered events, and village-like charm continue to create opportunities for innovation, local investment, and long-term fiscal stability. Many of San Anselmo's enterprises are long-standing, family-owned businesses that contribute to the town's sense of continuity and local identity. The vitality of its

commercial districts helps preserve ~~the town's~~an inviting, walkable environment, where connection and local pride define the experience.

The Economic Vitality Element highlights San Anselmo's economic strengths and identifies opportunities for sustainable growth that enhance its distinctive character and sense of community. Through ongoing collaboration among the Town, business owners, and community partners, San Anselmo seeks to foster a resilient, inclusive, and dynamic ~~and creative~~ economy that ~~upholds~~ supports a broad range of participants while ~~its distinct local character while~~ embracing new opportunities for the future.

The Economic Vitality Element includes the following sections:

- **5.2 Business-Friendly Environment.** Promotes San Anselmo's economic strengths and overall business environment and diversity and establishes ongoing coordination with business-focused organizations stakeholders.
- **5.3 Strategic Placemaking Improvements.** Fosters economic growth and reduces vacancy in commercial spaces through placemaking that makes San Anselmo an attractive and vibrant place while preserving its charm and identity.
- **5.4 Business Sustainability and Growth.** Improves the local business climate through regulatory updates, recurring events, marketing campaigns, and data analysis to promote economic activity.
- **5.5 Downtown San Anselmo as the Center of Town Life**. Focuses on economic development efforts in downtown San Anselmo, reinforcing the town's social, civic, and economic center.
- **5.6 Navigating Towards 2045**. Describes how the town may evolve over time in response to changes in consumer preferences and technological advances.
- **5.7 Goals, Policies, and Actions**. Identifies goals, policies, and actions to ensure ongoing business sustainability and build on opportunities for a diverse and business-friendly local economy.

5.2 BUSINESS-FRIENDLY ENVIRONMENT

San Anselmo's economy is driven by small, locally owned businesses representing a range of backgrounds, cultures, and economic perspectives, that collectively shape the Town's character and sense of place. Across its commercial districts—Downtown, Greenfield Avenue, and Sir Francis Drake Boulevard—the diverse mix of shops, restaurants, and services reflects San Anselmo's creative spirit and community values. The downtown commercial area, with its walkable streets and long-standing, family-owned

establishments, anchors this local economy and serves as a welcoming hub for residents and visitors alike.

Business Mix and Land Use Characteristics

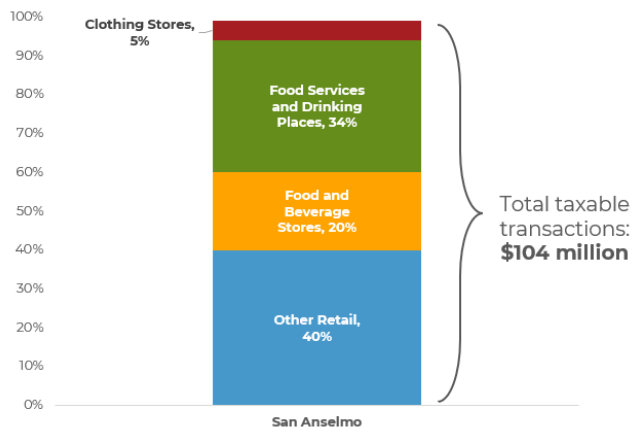
Retail and dining establishments represent San Anselmo's most prominent non-residential land use, offering a range of shopping and dining experiences that serve residents and visitors alike. The town's mix of retail and restaurants complements its village-scale character and built form. Downtown San Anselmo is distinguished by its boutique shops and unique dining options, while other commercial corridors, such as Greenfield Avenue and Sir Francis Drake Boulevard, provide everyday conveniences including grocery stores, pharmacies, personal services, and other essential goods within stand-alone buildings and small shopping plazas.

San Anselmo contains more than one million square feet of commercial space, with approximately 750,000 square feet occupied by retail stores and restaurants. Offices comprise about 200,000 square feet. San Anselmo's commercial office market is relatively limited, consisting primarily of small offices in the downtown that are generally occupied by local and community-serving businesses, such as medical offices, design firms, and other professional services.

In addition to serving residents and visitors, retail activity generates significant sales tax revenue for the Town. Sales taxes contribute nearly eight percent of the Town's General Fund revenue, and Measure J provides additional sales tax funding for Town infrastructure improvements. Major taxable retail categories include food service establishments and food and beverage stores. The town does not contain any large-format, "big-box" retail establishments.[4]

[4] At about 100,000 square feet, the Safeway-anchored Red Hill Shopping Center is the largest retail property in town.

Figure EV-1 Taxable Retail Spending, 2023



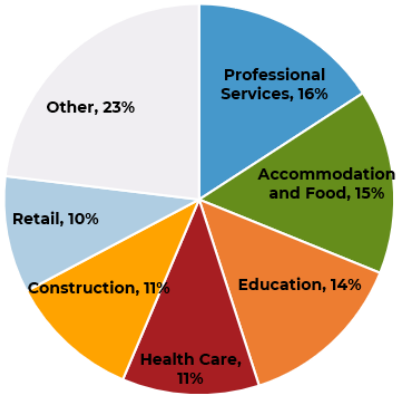
Source: Town of San Anselmo and Economic & Planning Systems

Employment

San Anselmo supports approximately 3,500 jobs, accounting for 3 percent of countywide employment. Roughly a quarter of the local jobs are in the retail and food service employment sectors, underscoring the Town's economic focus on local-serving commerce. Despite this concentration, the economy remains diversified with other major sectors including professional & technical services, education, and health care. Professional services employment has grown in recent years, in part due to the shift toward remote (home-based) and hybrid work arrangements. Data from the US Census Bureau indicates that about a quarter of employees based in San Anselmo worked remotely in 2022.[5]

[5] American Community Survey, U.S. Census Bureau (2022)

Figure EV-2 San Anselmo Employment by Industry



Source: JobsEQ and Economic & Planning Systems

Although total job counts have fluctuated over the past two decades, recent data indicate gradual recovery and stability across most sectors.

Existing Economic Development Efforts

The Town, in coordination with the Economic Development Committee (EDC), the Chamber of Commerce, and other business representatives, continues to advance economic development efforts through collaboration, coordinated initiatives, and the promotion of local business activity.

Economic Development Strategic Plan

Originally adopted by the EDC in 2018, the Economic Development Strategic Plan identifies San Anselmo's key strengths and economic opportunities, including arts and cultural assets, culinary offerings, and historic character. The Plan outlines nine strategic focus areas, including business mix, permitting, parking, special events, signage, amenities, beautification, marketing, and financing. The EDC prepares an annual Action Plan to organize and implement these strategies, ensuring ongoing process and accountability.

5.3 STRATEGIC PLACEMAKING IMPROVEMENTS

Placemaking refers to planning and design efforts that enhance the attractiveness, functionality, and identity of a place. It serves as both an urban design approach and an economic development strategy that supports the creation of vibrant, connected, and resilient communities.

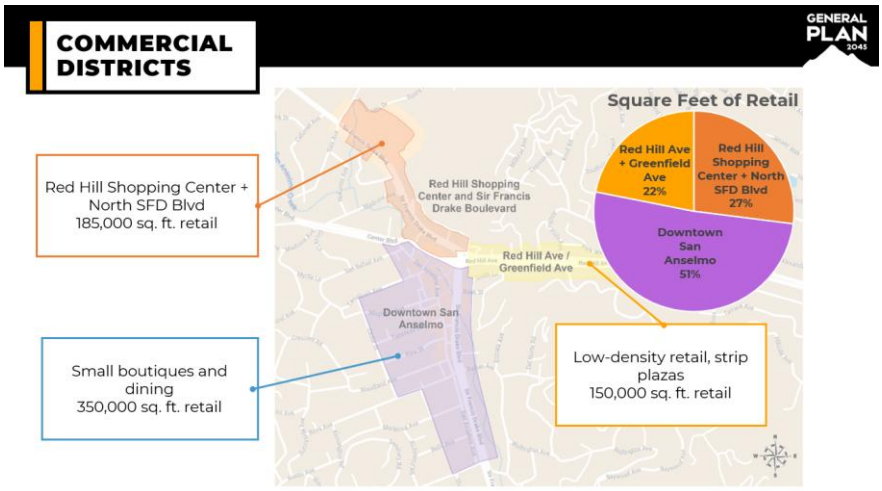
Strategic placemaking improvements, such as public art, green spaces, pedestrian-oriented design, and the creation of welcoming "third spaces," strengthen neighborhood character, support community gathering, and foster connections between people and local businesses and ensure public spaces are welcoming and accessible to people of all backgrounds, ages, incomes, and abilities. Third spaces, such as cafés, courtyards, patios, and small public plazas, provide informal settings for residents and visitors to connect outside of their homes and workspaces. By enriching daily life and promoting a sense of belonging, these spaces help sustain the town's lively commercial districts and reinforce the social and economic fabric of the community.

Well-designed public spaces and commercial areas ~~also~~ contribute to higher property values, stimulate consumer activity, and enhance overall economic vitality, reinforcing the town's identity as a desirable and dynamic place to live, work, and visit. They also foster a sense of belonging, where residents and visitors feel welcomed, represented, and safe.

Commercial Districts

There are three distinct commercial districts in San Anselmo: Downtown, Red Hill/Greenfield Avenue, and Sir Francis Drake Boulevard. Each district offers a distinct mix of land uses, build form, and identity that contribute to defining the Town's commercial landscape and local economy.

Figure EV-3 San Anselmo Commercial Districts



Source: Economic & Planning Systems

Downtown San Anselmo

Organized around San Anselmo Avenue, the downtown district is the town's most walkable and active commercial area. It features a concentration of historic buildings, public spaces, and locally owned businesses that together create a traditional "Main Street" setting. Downtown offers a diverse range of dining and retail options, from boutiques stores to fine dining and neighborhood restaurants. This area also includes fitness studios, personal care services, and small professional offices.

Downtown is interwoven with civic and cultural destinations, including Creek Park, Imagination Park, the Library, Town Hall, and the San Anselmo Historical Museum. Together, these land uses reinforce downtown's role as the social, cultural, and economic heart of the community. The district encompasses roughly 350,000 square feet of retail space along a half mile stretch of San Anselmo Avenue and Sir Francis Drake Boulevard, including adjacent side streets.



San Anselmo Avenue is at the heart of downtown.

Red Hill Avenue/Greenfield Avenue

The Red Hill Avenue and Greenfield Avenue corridors provide a mix of stand-alone retail stores, restaurants, and small neighborhood plazas that serve the daily needs of residents. Red Hill Avenue features United Market and other retail and service-oriented uses. Greenfield Avenue, which runs parallel to Red Hill Avenue, offers an eclectic mix of local businesses, fitness studios, and other community-oriented uses, including the Stapleton School of Performing Arts. Together, these corridors encompass approximately 150,000 square feet of space and play an important role in supporting San Anselmo's broader local economy.



Businesses line Greenfield Avenue (left) and Red Hill Avenue (right).

Red Hill Shopping Center and Sir Francis Drake Boulevard

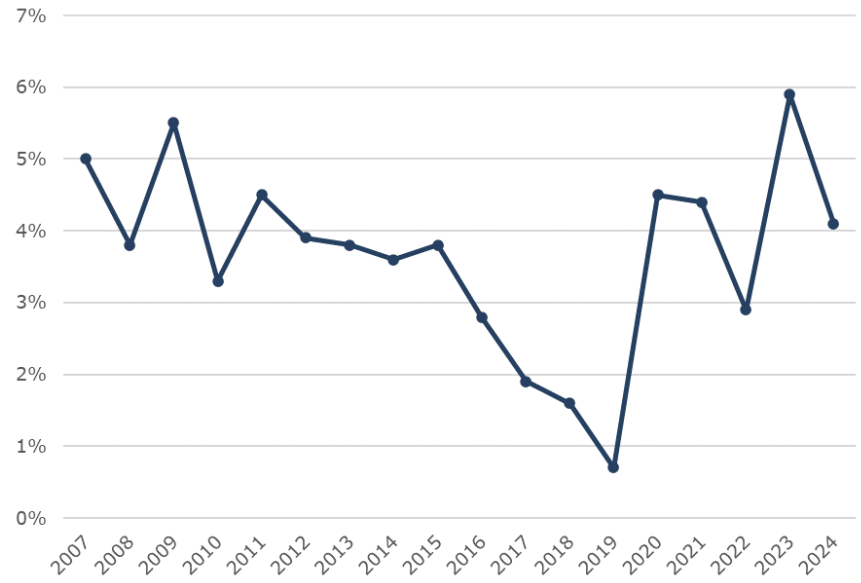
The Sir Francis Drake Boulevard corridor, extending from the Town's northern boundary to "The Hub" intersection, has approximately 185,000 square feet of retail space. This district is primarily composed of retail and dining establishments, offering convenient access for daily errands and neighborhood shopping. Anchoring the area is the Red Hill Shopping Center, San Anselmo's only major multi-tenant retail plaza, which includes national retailers such as Safeway and CVS, along with coffee shops, casual dining, and a bank branch. Compared to the more walkable downtown core, Red Hill is oriented toward automobile access and convenience shopping and serves as a key commercial gateway to the community.



Red Hill Shopping Center is the town's only multi-tenant shopping plaza.

Across San Anselmo's commercial districts, the town maintains a healthy business environment, reflected in its consistently low retail vacancy rates that have typically remained below five percent. While limited vacancies indicate a strong market, constrained real estate supply can restrict opportunities for new business growth. However, retail lease rates remain comparable to countywide averages, signaling steady local demand. Building on these strengths, the Town continues to promote business vibrancy through targeted economic development and placemaking initiatives. Section 5.7 outlines policies and actions designed to sustain economic growth, address persistent vacancies, and implement public space improvements that preserve San Anselmo's small-town character while enhancing its commercial vitality.

Figure EV-3 San Anselmo Retail Vacancy Rates, 2007 to 2024



Source: CoStar Group and Economic & Planning Systems

5.4 BUSINESS SUSTAINABILITY AND GROWTH

San Anselmo's economic success depends on supporting existing businesses while creating opportunities for new investment and innovation. The Town continues to collaborate with business stakeholders to enhance economic sustainability, attract new enterprises, and maintain a vibrant local economy.

Business Support and Retention

Town staff and the EDC work closely with business and property owners to strengthen local commerce through direct assistance, communication, and policy support. Initiatives include a business welcome and onboarding program to promote new businesses and ensure they are well-supported from the outset. Staff maintain regular communication with the Chamber of Commerce, business representatives, and local stakeholders to identify challenges, share information, and remove barriers to growth. The Town will continue to support a business environment that is accessible and inclusive to entrepreneurs of varying incomes, experience levels, and backgrounds.

To reduce vacancies and encourage new ventures, the Town has implemented a “pop-up” one-year Conditional Use Permit (CUP) program, allowing entrepreneurs to test business concepts in high-visibility locations. This initiative helps activate ground-floor spaces and diversify downtown uses. Staff also maintain a business inventory, monitor vacancies, and work with property owners to track and respond to changing market conditions. Looking ahead, the Town may consider reviewing and updating zoning regulations to further support mixed-use and adaptive reuse opportunities that align with community goals.

Community Events

Community events play an essential role in shaping San Anselmo’s culture, identity, and economic vitality. They draw visitors, foster civic pride, and strengthen the connection between residents and local businesses. With strong support from the business community, the Town hosts several annual events that have become part of San Anselmo’s tradition.

Live on the Avenue, a summer concert series that transforms San Anselmo Avenue into a pedestrian-only gathering space, exemplifies how community events can activate public spaces and support downtown businesses. Now in its fourth year under Town sponsorship, the series originated in 2020 as a community-led effort. Other popular events, such as the Community Parade, reinforce San Anselmo’s reputation as a lively, family-friendly destination that celebrates creativity and local spirit.



Downtown hosts many community events like Live on the Avenue.

Marketing and Branding

Marketing and branding efforts help strengthen San Anselmo's identity as a welcoming, distinctive, and economically vibrant community. Over the years, the Town, Chamber of Commerce, business owners, and community members have partnered on initiatives that raise awareness and celebrate San Anselmo's character.

Examples include wayfinding signage along Red Hill Avenue guiding visitors toward Downtown and the adoption of the "Sugarfoot" deer mascot, a recognizable symbol of the Town's history and creativity, which is used in signage, posters, and digital media. During the pandemic, coordinated signage campaigns helped communicate business openings and maintain community engagement.



The Town's branding logo shows the Sugarfoot deer statue, which is currently in front of the San Anselmo Public Library.

Source: Town of San Anselmo, San Anselmo Historical Museum

While these efforts have been successful, local business stakeholders recognize the need for a more coordinated marketing strategy that unifies outreach and promotion across all commercial districts. Section 5.7 includes policies and actions that build on these successes, enhancing business activity, strengthening community cohesion, and supporting townwide marketing and branding initiatives that highlight San Anselmo as an attractive place to live, work, and visit.

5.5 DOWNTOWN SAN ANSELMO AS THE CENTER OF TOWN LIFE

Downtown San Anselmo serves as the Town's most recognizable and active commercial district, central to its identity and community life. It is a regional destination for shopping, dining, and cultural experiences, drawing visitors from across Marin County and beyond. The district features a diverse mix of locally owned shops, cafés, and restaurants that reflect San Anselmo's creative and community-oriented character.

In recent years, the emergence of outdoor dining, fine dining establishments, and new evening entertainment options has strengthened downtown's reputation as a "foodie" destination. These evolving offerings, combined with the Town's walkable scale and inviting atmosphere, have extended activity into the evening hours and enriched the downtown experience for residents and visitors alike. Civic and cultural destinations, including Creek Park, Imagination Park, the San Anselmo Historical Museum, Town Hall, and the historic Carnegie public library, further enhance the area's vibrancy and sense of place. Recognizing downtown's vital role in the Town's overall economic health, San Anselmo has long invested in placemaking, and business development initiatives designed to attract visitors, support local enterprises, and reduce storefront vacancies.

Downtown Storefront Inventory

Downtown San Anselmo extends over a half mile stretch centered on San Anselmo Avenue between Center Street and Bolinas Avenue, including adjacent commercial side streets such as Tunstead and Tamalpais Avenues. A fall 2024 visual survey identified approximately 115 non-residential spaces, of which 10 were vacant, representing a 9 percent vacancy rate. Restaurants comprise the largest share of businesses, followed by offices, personal care services, and clothing and jewelry retailers.



Source: Economic & Planning Systems

Economic Development Strategic Plan

The Town's Economic Development Strategic Plan identifies downtown as San Anselmo's commercial and cultural core and a focal point for future economic initiatives. The Plan outlines strategies for beautification and placemaking, such as public art, community events, enhanced wayfinding, and parking management, to strengthen downtown's appeal and accessibility. The Town's goal is to sustain downtown's vitality by supporting local business growth and visitor activity while preserving its distinctive character. Section 5.7 details policies and actions to reinforce downtown San Anselmo's role as the center of town life and activity, fostering cultural vibrancy, economic resilience, and the flourishing foodie and small-business culture.

5.6 NAVIGATING TOWARDS 2045

Over the next two decades, evolving consumer preferences will continue to reshape how people shop, socialize, and spend time in San Anselmo. The Town will monitor trends such as the rise of experiential retail, increased demand for outdoor gathering spaces, and a growing preference for walkable destinations that offer more than traditional shopping. As retail patterns shift, San Anselmo may support the conversion of some commercial spaces into "third spaces" where people gather, recreate, and participate in community activities, such as~~;~~ ~~examples include~~ indoor play and wellness spaces, shared work lounges, maker studios, or flexible community rooms. These spaces can help foster social connection and create welcoming environments for a broad range of residents and visitors. By staying attentive to these shifts, the Town can help local businesses remain competitive while maintaining the intimate scale and character residents value.

At the same time, digital commerce and changing work habits will influence how businesses operate and how customers interact with commercial districts. The Town will adapt its economic development strategies by encouraging mixed-use districts with diverse offerings, promoting street-level activation that keeps downtown lively throughout the day, and supporting small businesses in adopting technologiesy that enhance s customer engagement. Efforts will also focus on ensuring that business of varying size and backgrounds can access tools and resources, As more people seek experiences, services, and social connection in place of purely transactional retail, San Anselmo will continue to collaborate with business owners and community partners to cultivate vibrant districts where local identity, creativity, and community interaction play a central role. This approach will help ensure that the economy remains resilient, welcoming, andare reflectreflected and accessible to a wide range of participants. ive of the town's enduring character.

Economic vitality and belonging are connected. Small businesses owned by people of color, immigrants, and women play a role in shaping the character and accessibility of San Anselmo's commercial districts. The Town's economic development strategies should reflect and support this diversity, including through targeted outreach to underrepresented entrepreneurs and attention to affordability in commercial leasing markets

5.7 GOALS, POLICIES, AND ACTIONS

Goal EV-A: Sustain and grow a diverse, collaborative, business-friendly, and resilient townwide economy that supports community wellbeing.

Policy EV-A.1: Business Support and Partnership. Encourage and support a balanced, complementary, and diverse mix of businesses representing a range of sizes, ownership types, and backgrounds, that serve residents, workers, and visitors by adapting to evolving community needs and market trends, streamlining regulations and processes, and coordinating with economic partners to foster a business-friendly environment.

> **Action EV-A.1.a: Business Support, Streamlining, and Entrepreneurship.** Regularly update Town regulations, provide permitting assistance, offer business resources, and support local entrepreneurship, including entrepreneurs who may face barriers to starting or growing business, through responsive programs and emerging opportunities such as temporary and pilot uses.

> **Action EV-A.1.b: Business Communication and Stakeholder Coordination.** Maintain proactive communication with business owners, property owners, real estate representatives, and business organizations and a broad range of business stakeholders to identify needs, address challenges, and support business recruitment and retention.

> **Action EV-A.1.c: Economic Development Collaboration.** Collaborate with the Economic Development Committee and Chamber of Commerce on business attraction strategies, community needs assessments, and economic vitality initiatives.

Policy EV-A.2: Economic Vitality Investments and Metrics. Establish and maintain funding sources for economic vitality programs, investments, and partnership initiatives, such as collaborations with local business advocacy groups like the San Anselmo Chamber of Commerce, while using economic data to guide Town priorities and ensuring that funding mechanisms do not place undue burdens on small businesses and support equitable access to resources and opportunities.

> **Action EV-A.2.a: Funding, Grants, and Financing Mechanisms.** Pursue grants, public-private partnerships, and business-friendly financing tools to support economic vitality initiatives, with attention to accessibility for a range of businesses and entrepreneurs, and a focus on placemaking projects, small business support, and the activation of underutilized commercial spaces.

Action EV-A.2.b: Placemaking and Public Realm Investment. Coordinate with business groups to plan and deliver placemaking projects, beautification efforts, and public realm improvements in commercial areas, and explore sustainable, business-friendly financing mechanisms, such as low-interest loans, grants, or a business improvement district, without imposing undue burdens on small businesses.

Policy EV-A.3: Stakeholder Coordination. Maintain ongoing communication, coordination, and partnerships with the Economic Development Committee, San Anselmo Chamber of Commerce, employers, property owners, Marin County, and other stakeholders in San Anselmo's local economy to foster partnerships, collect feedback on issues, disseminate information, and inform Town decision-making.

Action EV-A.3.a: Communication with Business Stakeholders. Enhance communication with commercial property owners, business owners, the San Anselmo Chamber of Commerce and other stakeholders through targeted digital and in-person outreach, and other communication channels.

Action EV-A.3.b: Collaboration with Business Advocacy Groups. Facilitate increased collaboration among San Anselmo's multiple business advocacy groups to support synergistic townwide economic vitality activities.

Action EV-A.3.c: Economic Development Committee Engagement. Continue to regularly present to and engage the Economic Development Committee on local economic vitality issues, strategy, and implementation to ensure business community input and support for Town decision-making.

Action EV-A.3.d: Economic Vitality Action Plan. Work with the Economic Development Committee to prepare and implement an annual or biannual action plan that identifies priority, near-term economic vitality initiatives, with progress updates provided to the Town Council.

- *See the Land Use and Community Design Element for additional policies and actions related to land use planning, community engagement, and Town communications and budgeting.*

Goal EV-B: Support economic growth throughout San Anselmo by preserving its village-like charm, residential character, and small-town appeal, while implementing strategic placemaking improvements to public spaces and

amenities that foster a vibrant business community and enhance connections between people, places, and local businesses.

Policy EV-B.1: Community-Focused Investments. Encourage investments throughout San Anselmo, including the downtown core along San Anselmo Avenue and commercial hubs along Greenfield Avenue, Red Hill Avenue, and Sir Francis Drake Boulevard, to maintain and enhance defining features of the town.

> **Action EV-B.1.a**: **Town Beautification.** Leverage Town committees and commissions to identify and support efforts to beautify the town.
>
> **Action EV-B.1.b**: **Public Infrastructure.** Plan, fund, and implement public realm improvements in each commercial hub, such as improved streetscapes, parks and open space, wayfinding signage, and other public amenities.

Policy EV-B.2: Minimize Vacancies and Activate Spaces. Minimize the impacts of vacancies by improving property maintenance, addressing storefront vacancies through creative tenanting strategies, and activating underutilized commercial spaces to enhance community aesthetics and strengthen economic potential.

> **Action EV-B.2.a**: **Vacancy Activation and Temporary Use.** Encourage pop-ups, short-term uses, window exhibits, and innovative interim uses to maintain vibrancy.
>
> **Action EV-B.2.b**: **Vacancy and Business Inventory Tracking.** Maintain up-to-date vacancy and business inventory data, evaluate tools such as vacancy taxes to encourage leasing, and where vacancies persist, promote window exhibits and other strategies to reduce the aesthetic and vibrancy impacts of unoccupied spaces.

Policy EV-B.3: Third Spaces and Community Gathering Areas. Encourage the activation and economic sustainability of "third spaces," informal gathering places such as cafés, patios, courtyards, small-scale food collectives, ~~or~~ shared dining spaces, and public plazas, that foster social connection, and create welcoming spaces for people of all backgrounds, ages, and incomes, supporting community identity, and economic vitality within San Anselmo's commercial districts.

> **Action EV-B.3.a: Public Realm Integration.** Incorporate third space design principles that support economic vitality and community interaction, and accessibility for people and all abilities, such as flexible seating for outdoor dining establishments, outdoor retail, and shared work areas, into streetscape and public space improvements in commercial districts.

Action EV-B.3.b: Community Activation Partnerships. Partner with the Chamber of Commerce, businesses, and community organizations to program events and activities that bring people into third spaces and support local economic vitality.

➢ *See the Land Use and Community Design Element and the Parks, Recreation, and Public Facilities Element for additional policies and actions related to community gateways, placemaking, community design, and public realm improvements.*

Goal EV-C: Sustain and grow San Anselmo business activity for the benefit of residents, workers, and visitors. Support new and recurring cultural, educational, and entertainment events that increase economic activity and promote community cohesion. Consider programs, events, and other initiatives throughout the town that respond to evolving community demands and market trends, draw in visitors, add retail activity, and increase local employment, and support participation across a broad cross-section of the community.

Policy EV-C.1: Land Use Planning for Economic Growth. Ensure that land use planning provides capacity for economic growth.

Action EV-C.1.a: Development Incentives. Encourage the development of new commercial spaces, live-work units, and mixed-use projects by providing development incentives such as streamlined approval processes. Focus on commercial areas with high potential for revitalization, ensuring that new developments support a diverse range of land uses, including housing, retail, lodging, and services, to foster long-term economic growth and vitality.

Action EV-C.1.b: Zoning Updates. Revisit zoning and other Town regulations, as needed, to adapt to changing demands and improve progress toward land use objectives.

Action EV-C.1.c: Temporary Use Permits. Continue to allow temporary use permits that enable new businesses to pilot emerging and innovative concepts on a smaller, experimental scale.

Policy EV-C.2: Community Events. Continue regular and special events, including music, shows, markets, and more, throughout the town that increase visitation, invigorate San Anselmo-based businesses, and foster community spirit.

Action EV-C.2.a: Town-Led Events. Engage residents of all ages and backgrounds and foster San Anselmo's vibrant community spirit by continuing to provide successful Town-led events and programs, such as Live on the Avenue, and exploring opportunities ~~to create~~for smaller-scale, recurring activities, such as weekly music nights, holiday festivities, ~~or~~ and art walks ~~,~~ at local destinations ~~like~~ including Creek Park, Memorial Park, Greenfield Avenue, Red Hill Shopping Center, and other community hubs.

Action EV-C.2.b: Community-Led Events and Programs. Encourage and support the San Anselmo Chamber of Commerce and/or individual businesses ~~to~~ in creating~~e~~ and hosting events and programs that are accessible and inclusive to a wide range of participants, and ~~which are~~ financially sustainable over the long ~~-~~term.

Action EV-C.2.c: **Local Event Synergy.** Collaborate with the business community to create strategic connections between events and local business activity, maximizing the economic benefits of local events.

Policy EV-C.3: Economic Metrics. Maintain data that reveals economic conditions and trends and help guide Town priorities for economic vitality initiatives.

Action EV-C.3.a: Economic Data. Continue to gather and analyze economic data (e.g., visitor counts, retail spending, permitting timelines and trends) and gather input from commercial real estate brokers, business owners, ~~and~~ property owners, and a range of stakeholders representing different business types and experiences, on an ongoing basis to identify economic trends, address barriers to business growth, and inform attraction and retention efforts.

Action EV-C.3.b: Business Inventory. Create and maintain an up-to-date inventory of businesses within the town and establish a platform that collects and analyzes economic data from business licenses. This platform will define key business characteristics, such as industry type, size, and location, and will be used to track evolving community needs and inform Town programs, policies, and strategic planning efforts to support economic growth and business development.

➢ *See the Land Use and Community Design Element and the Parks, Recreation, and Public Facilities Element for additional policies and actions related to land use planning, governance, and recreation events and programming.*

Goal EV-D: Continue to coordinate townwide marketing and branding efforts to promote the town as a destination, attract new and returning visitors, and

leverage the positive reputation of San Anselmo as a place to live, work, and visit.

Policy EV-D.1: Town-Led Marketing, Branding, and Promotion. Continue to promote San Anselmo as a destination through integrated townwide marketing, branding, and collaborative promotional efforts.

> **Action EV-D.1.a: Marketing, Branding, and Promotional Strategy.** Develop and maintain a comprehensive Town-led marketing and branding program that highlights San Anselmo's unique assets, promotes local businesses and events, supports all commercial hubs with consistent messaging and signage, and uses both digital and traditional channels. Coordinate with partners such as the San Anselmo Chamber of Commerce and regional tourism organizations, incorporate ongoing business feedback, and tailor outreach to diverse consumer segments and reflect the diversity of the community in marketing and branding efforts.

Goal EV-E: Strengthen downtown San Anselmo as the heart of community life, historic, walkable, welcoming, and economically vibrant for residents and visitors of all backgrounds and abilities, while supporting all commercial districts as accessible, attractive destinations for residents and visitors. Foster a mix of businesses, events, and public spaces that celebrate the Town's character, enhance economic resilience, and ensure accessibility for people of all abilities.

Policy EV-E.1: Downtown Charm. Preserve downtown's "Main Street" charm and maintain physical building facades while integrating new uses and building environmental resilience.

> **Action EV-E.1.a: Town History.** Leverage the efforts and resources of the San Anselmo Historical Commission and the San Anselmo Historical Museum to promote the significance and value of downtown buildings with vintage charm.
>
> **Action EV-E.1.b: Adaptive Reuse and Restoration.** Promote the preservation, restoration, and adaptive reuse of older and classic buildings and facades for new purposes while maintaining the old-town feel of downtown.
>
> **Action EV-E.1.c: Downtown Regulations.** Continue ongoing review and evolution of downtown regulations to increase economic potential, evolve with community needs, and support the mix of land uses downtown.

Action EV-E.1.d: Improvements Financing. Consider grants, permitting incentives, financing assistance, or other Town support for priority building improvements, such as façade upgrades or seismic retrofits, that enhance high-visibility structures, preserve town charm, and/or address deterioration.

Action EV-E.1.e: Flood Risk Mitigation. Support ongoing efforts to mitigate risk of loss due to flooding downtown.

Action EV-E.1.f: Building Upgrades. Encourage building owners to pursue renovations, modernizations, flood mitigation, or other measures to preserve aging spaces.

Policy EV-E.2: Increase Downtown Visitation. Encourage a diverse mix of businesses and events that appeal to and are accessible to a wide range of residents and visitors to the ~~attract residents and visitors~~ downtown.

Action EV-E.2.a: Ground-floor Spaces. Encourage tenanting downtown ground-floor spaces with land uses that promote a vibrant, pedestrian-friendly commercial hub.

Action EV-E.2.b: Downtown Events. Continue to produce downtown events that promote local business and reinforce San Anselmo as a regional destination in Marin County.

Policy EV-E.3: Downtown Accessibility. Improve downtown accessibility to make the area desirable and convenient for visitors to reach.

Action EV-E.3.a: Downtown Wayfinding. Enhance downtown wayfinding to attract and direct visitors.

Action EV-E.3.b: Parking Management. Implement parking strategies that ensure parking is convenient for visitors and suitable for employees.

Action EV-E.3.c: Pedestrian Accessibility. Seek opportunities to increase foot traffic downtown~~, such as~~ through improvements to pedestrian-friendly infrastructure, ~~improved~~ enhanced bicycle parking, and exploration of shuttle or alternative transit options, while improving accessibility and comfort for all users.

Action EV-E.3.d: Universal Design Principles for Accessibility. Ensure that commercial hubs in San Anselmo are accessible to people of all abilities by adhering to universal design principles.

Action EV-E.3.e: Bike Safety and Infrastructure. Promote safe biking initiatives and collaborate with local cycling groups to assess infrastructure improvements that enhance San Anselmo's reputation as a bike-friendly town.

Policy EV-E.4: Commercial Districts as a Destination. Promote San Anselmo's downtown, Greenfield, Red Hill, and neighborhood commercial areas as vibrant destinations for shopping, dining, services, and community gathering.

Action EV-E.4.a: District Identity and Promotion. Promote the unique features, character, and offerings of downtown, Greenfield, Red Hill, and other neighborhood commercial districts, including local boutiques, dining, services, and gathering spaces, to strengthen the Town's overall identity and visibility.

Action EV-E.4.b: Regional Attractor. Plan, promote, and support events and activities across downtown, Greenfield, Red Hill, and neighborhood commercial areas that attract visitors from Marin County, the Bay Area, and beyond.

- *See the Land Use and Community Design Element, Circulation Element, and Safety Element for additional policies and actions related to placemaking, community design, historic preservation, transportation, and flooding in the downtown*.

6. Housing

An adequate supply of housing is essential to creating and maintaining a vibrant and diverse community. As demographics and housing needs shift, the Town will proactively encourage the housing types and amenities that are in demand.

6.1 PURPOSE OF THE CHAPTER

San Anselmo's residents live in a variety of housing types, including single-family homes, duplexes, multifamily buildings, and accessory dwelling units (ADUs). Housing development over the past decade has been slow and limited, consisting primarily of ~~to~~ single family homes on the few remaining vacant lots in town, a ~~few~~ smaller number of multifamily buildings, and a ~~number~~ steady addition of ADUs ~~each year~~.

Given ~~As a result of~~ the constrained housing supply and the desirability of living in San Anselmo, housing costs remain high, limiting access for many households, including younger families, essential and service works, and others seeking to live and work in the community. ~~is extremely expensive, pricing out younger families, those who work in lower-paying service occupations, and those who have been historically excluded from housing opportunities.~~ The Town recognizes that providing a range ~~an adequate supply~~ of housing, ~~and especially~~including affordable housing, is essential to ~~creating~~ supporting ~~and maintaining~~ a vibrant, ~~diverse~~inclusive, and sustainable community.

As demographics and housing needs ~~shift~~evolve, the Town will continue ~~need~~ to proactively plan for a diversity of ~~ensure that it is encouraging the~~ housing types and amenities that ~~are in demand.~~ Respond to changing needs and expand access to housing opportunities for a broad range of residents.

The Housing Element includes the following sections.

6.2 Housing Element Process. Provides an overview of the State-mandated housing element process, the Town's current share of the regional housing need, and the Town's Housing Element for the 2023-2031 planning period contained in Appendix A.

6.3 Housing Opportunities. Highlights housing opportunity sites and strategies contained in the current Housing Element.

6.4 Future Housing Needs. Describes how the Town plans to evaluate and meet future housing needs.

6.2 HOUSING ELEMENT PROCESS

The Town addresses its housing challenges through a comprehensive set of goals, policies, and actions in the Housing Element. Because housing is of critical concern to California, the State government requires cities and towns to update their housing element regularly. The Housing Element is subject to detailed statutory requirements and mandatory review by the State Department of Housing and Community Development (HCD).

The Housing Element process begins with HCD allocating a region's share of the statewide housing need to the local Council of Governments based on State Department of Finance population projections and forecasts used in preparing regional transportation plans. The Council of Governments for San Anselmo and the nine-county Bay Area region is the Association of Bay Area Governments (ABAG). ABAG, in collaboration with the Metropolitan Transportation Commission, develops a Regional Housing Needs Allocation (RHNA) Plan that assigns the regional housing need to the individual cities, towns, and counties within the Bay Area. San Anselmo's share of the regional housing need for the current 2023-2031 planning period is 833 units, which represents 5.8 percent of the 14,405 units allocated to Marin County.

The regional share is further allocated according to four income levels: very low income, low income, moderate income, and above moderate income. San Anselmo's regional housing need of 833 units is distributed among the four income categories as follows:

- 253 units affordable to very low-income households (up 50 percent of the area median income)
- 145 units affordable to low-income households (50 to 80 percent of the area median income)
- 121 units affordable to moderate-income households (80 to 120 percent of the area median)
- 314 units affordable to above moderate-income households (over 120 percent of the area median income)

Affordable housing is generally defined as housing that costs no more than 30 percent of a household's gross income. Affordable housing may be market rate housing or income-restricted housing that is required under financing agreements, deed restrictions, and/or development agreements to provide units affordable to very low-, low-, or moderate-income households.

Local governments are not required to build or finance housing, but they are required to ensure there are adequate vacant and underutilized sites, appropriately zoned, to meet the projected housing need. The process provides local control over where and what type of

development should occur while creating opportunities for private for-profit and non-profit developers to meet market demand. The Town's Housing Element demonstrates that the Town can accommodate its projected housing need through redevelopment of underutilized sites and new ADUs.

The 2023-2031 Housing Element was adopted in December 2023 and is included as Appendix 1. The current Housing Element contains an evaluation of the previous housing element programs and accomplishments; an overview of the housing element's public participation process; a detailed analysis of housing needs, including special populations' needs; a comprehensive description of housing sites and strategies, including ADU development; a detailed analysis of governmental and non-governmental constraints to housing production; the newly required Affirmatively Furthering Fair Housing analysis; and goals, policies, and actions with clearly defined objectives and timelines for implementation.

The Housing Element is required to be updated according to a schedule established by the State Department of Housing and Community Development. The next revision of the Housing Element is scheduled for 2031 at which time the Town will need to address a new RHNA requirement for the next eight-year planning period.

6.3 HOUSING OPPORTUNITIES

Most of the sites within residential zones in San Anselmo are already developed or are constrained by environmental and topographical conditions, which limits opportunities for high-density housing. As a result, the Town seeks to meet its RHNA obligation through a combination of ADU construction and new housing development on 63 housing opportunity sites as identified in Figure 6.1 in Appendix A. These sites are primarily underutilized commercial properties along Sir Francis Drake Boulevard and Red Hill Avenue, where multifamily and mixed-use development is allowed, and highly accessible to public transportation, jobs, and services.

San Anselmo's RHNA requirement is 833 units. With 54 pipeline units and 160 projected ADUs, the remaining need is 619 units. The 63 opportunity sites across 151 parcels can reasonably accommodate 794 units, providing nearly a 30 percent buffer. This buffer ensures adequate site capacity even if some parcels develop at lower densities than assumed. Section 6 of Appendix A describes the site methodology and the Town's overall strategy to meet and exceed its RHNA requirement.

6.4 ~~FUTURE HOUSING NEEDS~~NAVIGATING TOWARDS 2045

Looking forward to 2045, ~~The Town recognizes that~~ several long-term trends will ~~shape~~ continue to shape housing needs in ~~the future~~San Anselmo. State and regional forecasts indicate an aging population and a continued decline in average household size, with more single adults, couples without children, and older residents ~~who wish~~seeking to remain in their community as they age. At the same time, high housing costs and ~~changing~~ evolving work patterns are ~~contributing~~ increasing the ~~to greater~~ demand for smaller units, rental opportunities, and flexible living arrangements.

Consistent with State Housing Element law requiring jurisdictions to plan for a full range of ~~the needs of all~~ income levels and household types, the Town will ~~respond~~ continue to ~~by~~ facilitat~~eing~~ a ~~wider~~ broader ~~range~~ mix of housing ~~types~~options, including ADUs, duplexes and townhomes, apartments, mixed-use housing in appropriate commercial areas, and ~~units~~ homes designed ~~for~~ to support seniors and people with disabilities. These efforts will help expand access to housing opportunities and support a diverse and inclusive community. Zoning and development standards will be periodically updated to remove unnecessary constraints, encourage production of multifamily and affordable housing on identified sites, and support ~~"~~aging in place~~"~~ through accessible design and proximity to services and transit.

Future housing will also be influenced by emerging technologies and the Town's climate and electrification goals, as reflected in the General Plan and Climate Action Plan. To ensure that new and existing homes remain functional, efficient, and resilient, ~~and sustainable,~~ the Town will promote building and retrofit standards that support all-electric construction, electric vehicle charging, on-site renewable energy, and ~~adequate~~ sufficient electrical capacity for future ~~loads~~needs.

By monitoring progress through Housing Element and Climate Action Plan annual reports, the Town will ~~be~~ remain responsive ~~prepared~~ to ~~adapt to~~ demographic, technological, and regulatory changes while ~~maintaining~~ continuing to support ~~an adequate supply of~~ safe, sustainable, and inclusive ~~housing~~ supply that serves a broad range of residents over time. ~~opportunities for all members of the San Anselmo community.~~

7. Circulation

San Anselmo's circulation system supports safe and accessible travel by car, bicycle, foot, and transit, connecting neighborhoods, businesses, and community destinations throughout the town. As technologies and travel behaviors evolve, the Town will adapt its streets, curb space, and multimodal facilities to ensure a safer, more efficient, and more sustainable transportation network for all users.

7.1 PURPOSE OF THE CHAPTER

The purpose of this element is to advance a transportation system that is safe, accessible, and equitable for all who live in San Anselmo. It recognizes that mobility, safety, and affordability needs vary across the community, and that many residents, including lower-income households, older adults, people with disabilities, pedestrians, bicyclists, transit riders, and those without access to a private vehicle, depend on a well-functioning, affordable, and connected system. Transportation access is a fundamental component of belonging. The policies in this element are intended to improve access and connectivity for a wide range of users and to ensure that circulation investments reflect the needs of those who rely on them most.

The Circulation Element ~~details~~ describes how San Anselmo will plan for an implement a safe, convenient, and efficient transportation system for the movement of people and goods. In the context of a General Plan, "circulation" refers to various ways people and goods travel by car, bicycle, foot, or by transit, and the network of roadways, sidewalks, bicycle lanes and paths, and ~~bus~~ transit routes that support these movements.

Ensuring that this network is accessible to all users, including children, older adults, and persons with disabilities, is essential to enhancing livability in San Anselmo. A well-designed circulation system improves mobility, reduces greenhouse gas (GHG) emissions, and ~~contributes to better~~supports public health and community well-being~~outcomes~~.

The Circulation Element recognizes that local transportation decisions affect neighboring communities and~~. It also~~ emphasizes the importance of regional collaboration, as well as ~~and~~ coordination with other General Plan Elements, to achieve shared transportation, environmental, and community goals.

The Circulation Element includes the following sections:

- **7.2 Local Planning Context.** Summarizes concurrent planning efforts, regional and State requirements, and emerging issues that the Circulation Element addresses.
- **7.3 Multi-Modal Roadway Network and Travel.** Summarizes roadway classifications and traffic patterns in San Anselmo as well as sources of traffic congestion.
- **7.4 Safe Transportation.** Describes current roadway safety levels in San Anselmo and highlights the Town's strategies to improve safety for all roadway users.
- **7.5 Alternative Transportation.** Defines bikeway types and includes policy guidance to expand opportunities for active transportation, which includes walking, biking, public transportation, and other rolling forms of travel that support active lifestyles and health.
- **7.6 Parking.** Summarizes parking trends and patterns in San Anselmo.
- **7.7 Navigating Towards 2045.** Describes how the Town will respond to anticipated changes in technology and travel behavior over the next two decades.
- **7.8 Goals, Policies, and Actions.** Identifies the goals, policies, and actions to improve circulation and the local transportation system for all users.

7.2 LOCAL PLANNING CONTEXT

Transportation Setting and History

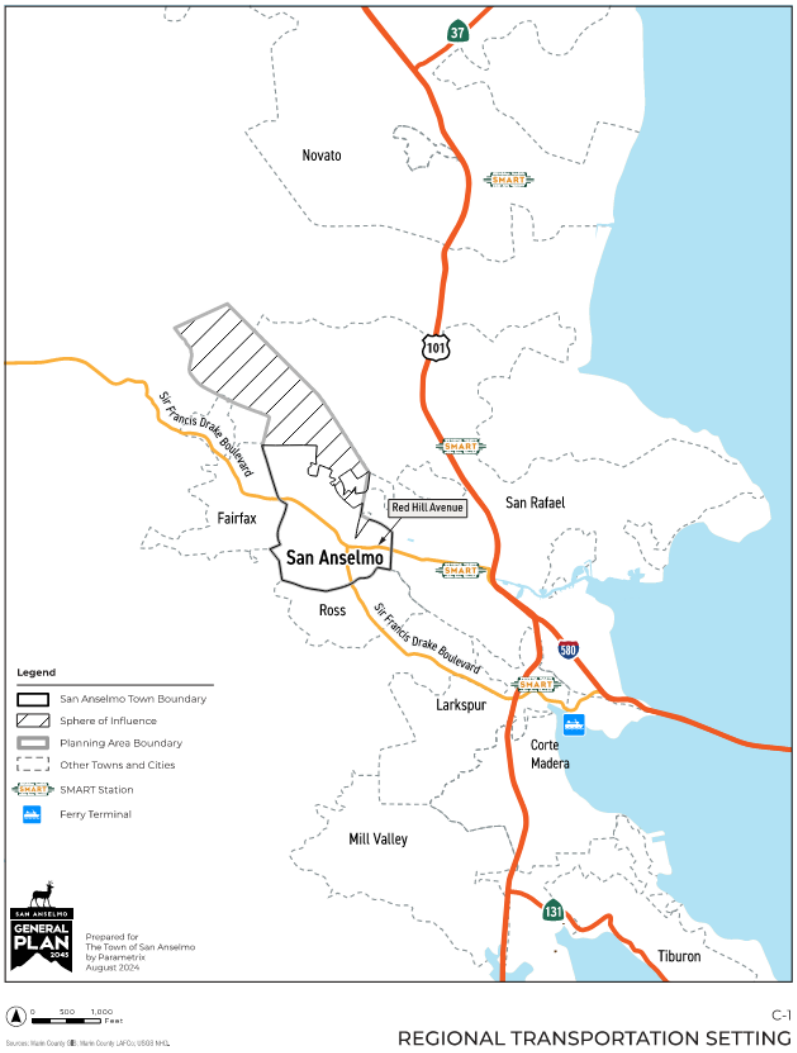


San Anselmo's modern roadway network is built upon the corridors of its original rail system.

San Anselmo lies in a valley, and the natural terrain facilitated railroad transportation service around which the town grew. A substantive shift to motor vehicle travel began to increase in the 1930s, particularly following the construction of the Golden Gate Bridge. Railroad service through San Anselmo ended in 1941, and tracks were replaced with roadways to accommodate passenger cars and buses.

The original railroad rights-of-way persist to this day in the form of Red Hill Avenue, Center Boulevard, and Sir Francis Drake Boulevard. The intersection of these three major thoroughfares, commonly known as “the Hub,” stitch together destinations from western Marin County to Highway 101 and beyond, as illustrated in Figure C-1. Today, the town’s street network includes a mix of flat and steep roads, and main transportation routes align with the rail infrastructure of the past.

Figure C-1: Regional Transportation Setting



Integrated Regional Approach to Transportation Planning

San Anselmo is part of a larger, regional transportation network. The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) coordinate regional transportation planning and administer Plan Bay Area, the long-range transportation plan that promotes the reduction of GHG emissions and sustainable growth.

MTC also requires local transportation authorities to develop transportation plans that integrate with the Regional Transportation Plan. The Transportation Authority of Marin (TAM) fulfills this role for Marin County by establishing priorities and funding transportation projects and programs through its Countywide Transportation Plan. A San Anselmo Town Council member serves on TAM's Board of Commissioners, ensuring local input in regional decision-making.

The Circulation Element establishes a unified local vision for San Anselmo's transportation system while aligning with regional and statewide priorities. This coordinated approach allows the Town to address both local transportation challenges and regional goals.

Level of Service (LOS) and Vehicle Miles Traveled (VMT)

Historically, the Town measured traffic on streets and intersections using a metric called level of service (LOS). LOS measures how congested roads are and how long vehicles are delayed during travel.



Vehicle Miles Traveled is a measure of the number of vehicle trips and trip lengths.

In 2013, California Senate Bill (SB) 743 updated how towns can evaluate transportation impacts under the California Environmental Quality Act (CEQA). Instead of using LOS, San Anselmo is now required to use Vehicle Miles Traveled (VMT).

VMT measures the number of vehicle trips and trip lengths. Unlike LOS, which focuses on traffic congestion, VMT links driving directly to its environmental and personal health

impacts. Tracking VMT helps measure and quantify how transportation choices contribute to GHG emissions, air quality, and road safety.

San Anselmo, along with the rest of Marin County, uses the Transportation Authority of Marin Demand Model (TAMDM) to forecast VMT and traffic impacts. Section 7.8 includes policies and actions that support VMT reductions. San Anselmo will also maintain a standard for LOS, which is also addressed in Section 7.8.

Land Use and Transportation

Land use and transportation are inextricably linked; how communities are zoned strongly impacts both housing affordability and transportation options. When housing costs force people to move farther away from their work and community, additional strain is placed on the transportation system. This makes it more difficult to meet State-mandated GHG reduction targets and increases personal costs and time spent traveling. As such, coordinating the Land Use and Community Design Element and Circulation Element is essential.



Greater distances between housing and commercial centers limit transportation options and increase VMT.

The Circulation Element and Land Use and Community Design Element both include goals, policies, and actions which promote more mixed-use development and land uses that work to reduce VMT, provide more travel options, and ultimately improve livability in San Anselmo. This builds on local efforts identified in the Housing Element to increase housing capacity near commercial centers, offices, and transit stops. By locating housing near everyday destinations, residents can reduce the number and length of drive-alone trips and more easily use active modes to reach local destinations, thereby reducing VMT.

Emerging Transportation Technologies

Advances in technology continue to transform how people get around. New and emerging mobility options, like Transportation Network Companies (TNCs), micromobility services, and autonomous vehicles, are reshaping travel choices and improving accessibility while also presenting new challenges that the Town will monitor and address over time.

TNCs, such as Uber and Lyft, provide convenient door-to-door transportation with short waiting times and enable better mobility for people who do not own a personal vehicle. However, TNCs can contribute to higher VMT and congestion, supplant public transit ridership, and are subject to fare increases during times of high demand.

Bike- and scooter-shares, referred to as micromobility services, are increasingly popular with younger people and convenient for short trips in denser environments, especially in areas with limited parking. In Marin County, micromobility services are increasingly being integrated with public transit to meet first and last mile trip needs. However, they can be less effective in suburban and rural environments and less accessible to children, older adults, people with disabilities, and for long travel distances.

Electric Vehicles (EVs) and electric bicycles (e-bikes) have also contributed to reduced GHG emissions, and State regulations will phase in zero-emission vehicles by 2035. As use of e-bikes grows, ensuring safe streets and responsible operation will ~~be~~ amplify ~~important~~ in importance to keep all residents safe in San Anselmo.

Autonomous vehicles and other emerging technologies will further shape how people travel in San Anselmo and beyond. Section 7.8 of the Circulation Element includes policies and actions to guide integration of emerging transportation technologies and enhance micromobility services. Policies and actions to promote the use of EVs are located in the Sustainability, Climate Change, and Resiliency Element.

7.3 MULTI-MODAL ROADWAY NETWORK AND TRAVEL

Roadway Network



Vehicles queue on Sir Francis Drake Boulevard at the Hub.

San Anselmo's road network consists of arterial, collector, and local residential streets, with no freeways or expressways within the town limits. The town's major arterial roads serve as regional thoroughfares, connecting Fairfax and west Marin to cities and towns along Highway 101. These routes accommodate weekday commuter traffic as well as weekend visitors heading

to recreational and other destinations in the area. The major roadways that serve local and regional traffic are summarized below in Table TABLE C-~~C-1~~ and illustrated in Figure C-2.

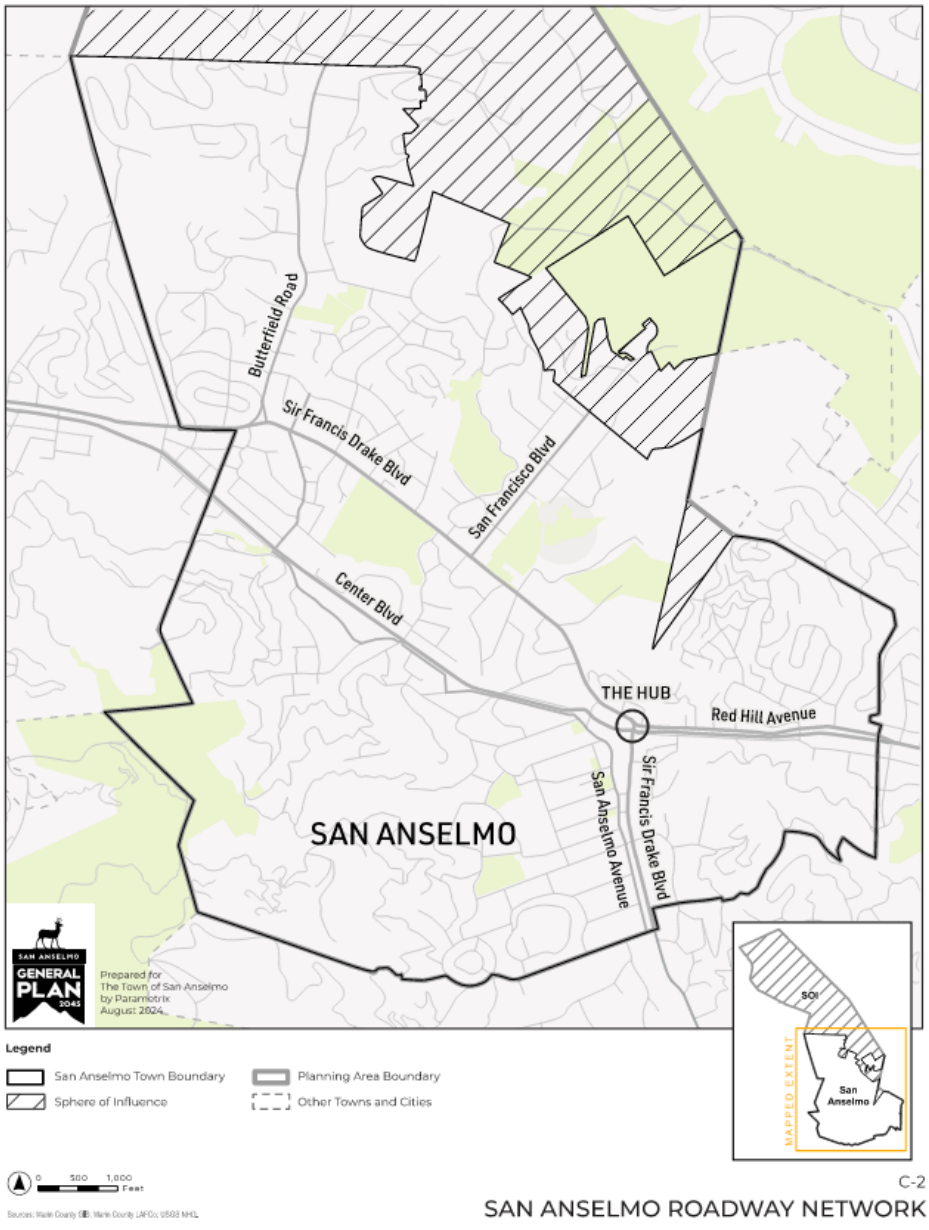
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Section 7.8 includes policies and actions to manage a safe, efficient, and multi-modal roadway network by maintaining effective circulation, improving key corridors for all users, and calming traffic on local streets.

Table C-1: Major Roadways in San Anselmo

Roadway	Connecting Extent	Travel Lanes	Speed Limit	Sidewalk Description	Bicycle Facility Description
Sir Francis Drake Boulevard (North of the Hub)	Fairfax to the Hub	4 (undivided)	30 mph	Both sides	No bicycle facilities
Sir Francis Drake Boulevard (South of the Hub)	The Hub to Ross	4 (with median)	35 mph	Both sides	No bicycle facilities
Center Boulevard	Fairfax to the Hub	2 (undivided)	30 mph	Discontinuous	No bicycle facilities
Red Hill Avenue	The Hub to San Rafael	4 (with divided median)	35 mph	Exists on north side of westbound lanes	No bicycle facilities
Butterfield Road	Sleepy Hollow to Sir Francis Drake	2 (undivided)	25 mph	Discontinuous	Class II (on-street bike lanes)

Figure C-2: San Anselmo Roadway Network



Complete Streets

Traditional roadway functional classifications have historically prioritized higher-speed vehicle travel over the safety and comfort of other users. ~~Traditional roadway functional classifications prioritize vehicles traveling at high speeds over the safety of other travelers on the road.~~ In 2008, the State began requiring all cities and towns to plan for Complete Streets in their General Plans. Complete Streets are streets designed to be safe, convenient, and comfortable for all users, regardless of their age, ability, or ~~method~~ mode of travel. San Anselmo adopted its Complete Streets policy in 2013 to ~~help~~ promote ~~the Town promote alternative transportation modes (i.e.,~~ walking, biking, rolling, and public transit~~)~~, strengthen ~~improve local~~ connections between neighborhoods and destinations, and reduce GHG emissions.

The Circulation Element includes a policy and several actions to prioritize and implement Complete Streets throughout San Anselmo. In prioritizing transportation improvements, the Town will give particular attention to routes and intersections serving lower-income neighborhoods, schools, transit stops, and destinations frequently used by residents without access to private vehicles. Safety and accessibility improvements in these areas will be prioritized in capital planning.

Traffic Patterns



The Hub plays an important transportation role not just for San Anselmo, but also for the larger region.

San Anselmo is located at a significant crossroads within Marin County. As such, the roadways service both local and pass-through traffic. Approximately 65,000 vehicles travel through the Hub each day carrying approximately 97,500 people. In the morning, the Hub accommodates a large volume of traffic traveling eastbound towards San Rafael and Highway 101, while afternoon commute patterns shift toward west- and northbound travel, opposite the general flow of the morning peak.

The vast majority of total trips that start from and end in San Anselmo are relatively short. Based on data from the Replica activity-based travel model, most people destined for San

Anselmo are coming from nearby communities; over half of all trips are three miles or less in distance. Based on growth projections, the average VMT per person generated by San Anselmo residents is forecast to increase by XX percent by 2040, while the average VMT per employee commuting to San Anselmo is forecast to increase by XX percent.

San Anselmo can reduce single-occupancy vehicle demand and VMT by prioritizing walkable infrastructure, supporting infill development in low-VMT areas such as the Downtown, and implementing additional strategies detailed in Section 7.8.

7.4 SAFE TRANSPORTATION

Roadways in San Anselmo that were originally designed to move cars quickly and efficiently may be less safe or comfortable for walkers or bicyclists. According to the Transportation Authority of Marin, there were 126 crashes in San Anselmo between 2017 and 2021, including two fatal crashes, one of which involved a pedestrian (see Figure C-~~Figure C-3~~). Unsafe speeds accounted for almost 32 percent of injury crashes, which is higher than the county's rate of 26 percent. Approximately 25 percent of crashes resulting in injury involved bicyclists, and about half of the pedestrians involved in crashes were crossing in a crosswalk at the time of the crash. In addition, the portion of San Anselmo Avenue running through the Downtown ranks among the highest crash rate-roadways in Marin County.

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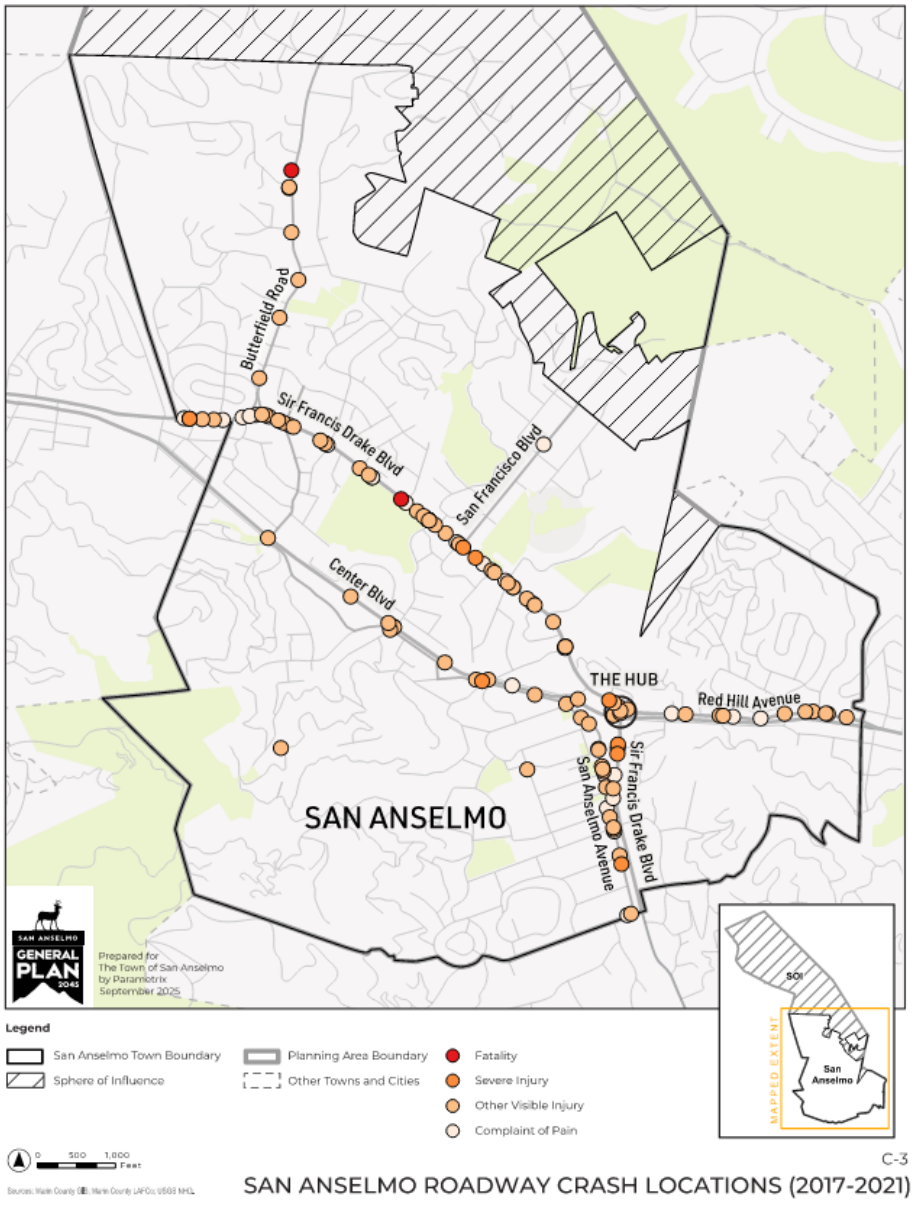
Safety outcomes depend heavily on how vehicles interact with people walking, biking, and using mobility devices on our streets.

San Anselmo's roads can be redesigned to make walking, biking, and rolling safer and more comfortable. Section 7.8 includes policies and actions to improve roadway safety outcomes by implementing Complete Streets designs, deploying traffic calming on neighborhood streets, enhancing pedestrian and bicycle infrastructure, and improving transit stop accessibility to protect all users.

CIRCULATION

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Figure C-3: Roadway Crash Locations (2017-2021)



7.5 ALTERNATIVE TRANSPORTATION

Bikeways

In San Anselmo, bicycling plays an important role in enhancing mobility, reducing greenhouse gas emissions, and improving both personal and community health. San Anselmo's bicycle facilities play a key role in providing residents with access to schools, parks, shops, outdoor recreational opportunities, and other destinations. The Town's Complete Streets Policy and Bicycle and Pedestrian Master Plan established the framework for creating safer, more connected routes for people walking and bicycling, and continue to guide future improvements.

San Anselmo's bicycle network includes a mix of on-street bike lanes, shared roadways, and local connections that generally follow the Town's valley corridors. These facilities provide access to key destinations and link to regional trails and routes throughout Marin County. Existing bikeways in San Anselmo are illustrated in Figure C-~~Figure C-4~~, and are comprised of three facility types as described below.

Section 7.8 includes policies and actions to create a safe, accessible, and connected network for bicycling to daily destinations through targeted infrastructure, traffic calming, and local programming.



Class II Bikeway – Butterfield Road



Class III Bikeway – San Anselmo Avenue



Class IIIS Bikeway – Bolinas Avenue

Class II Bikeway (Bicycle Lane)

Often referred to as a "bike lane," a Class II bikeway is designated by a striped lane for one-way travel on a street or highway. It provides dedicated space for cyclists within the roadway.

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Class III Bikeway (Bicycle Route)

A Class III bikeway provides shared use with motor vehicle traffic and is identified by signage and shared roadway bicycle pavement markings, also known as "sharrows." Class III Bikeways are typically used on streets where dedicated bike lanes are not feasible due to space constraints, or on local streets that provide connections between other bicycle facilities.

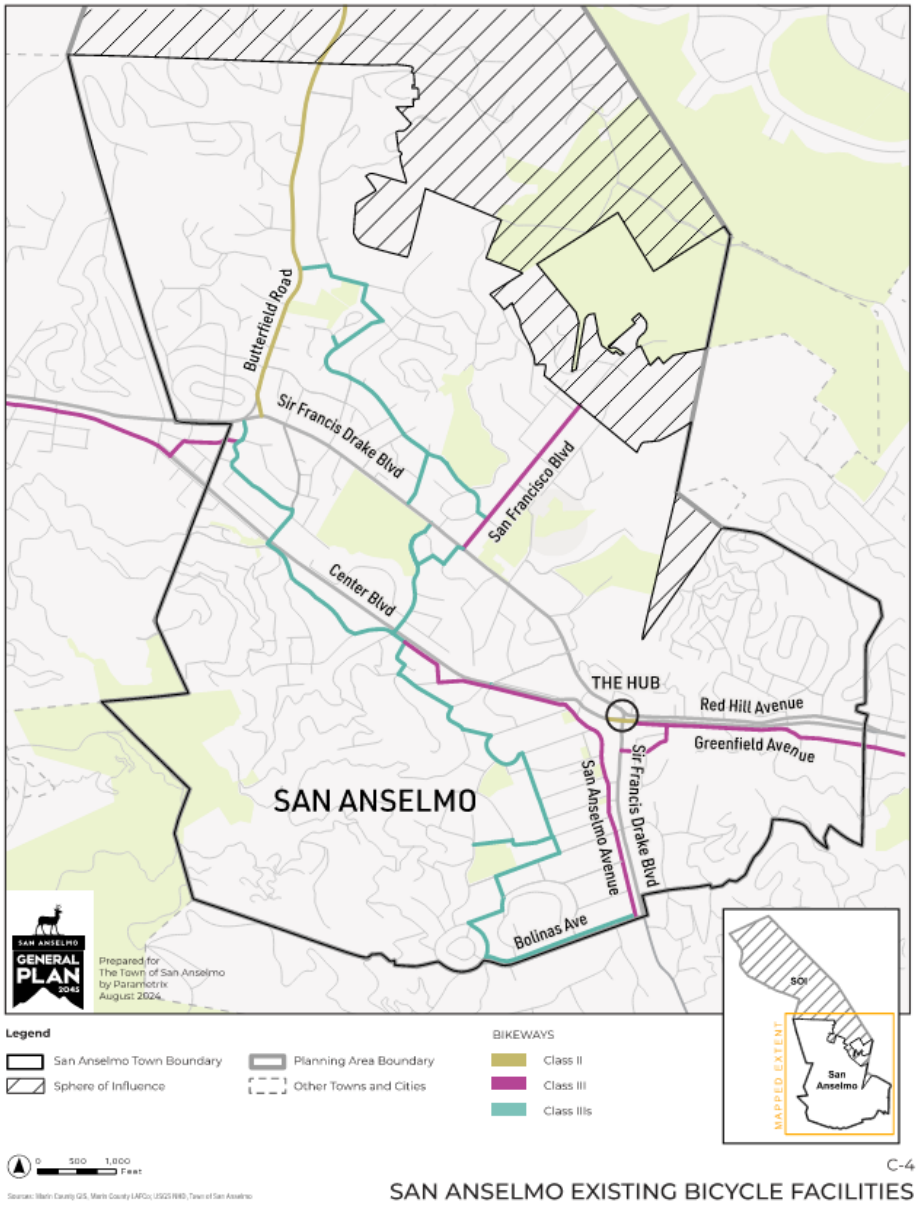
Class IIIS Bikeway (Bicycle Route)

Class IIIS bikeways are Class III facilities which have been designated and signed as a “School Route.” These facilities comprise the Town’s Bike Spine, or primary routes children use when bicycling to school. Special “School Route” signage and green-backed sharrows are placed along these roadways to alert drivers and clearly identify the routes. The Town shares this unique bike routing system for schoolchildren with the Town of Fairfax.

Other Bikeways

Other types of bikeways that do not currently exist in San Anselmo include Class I multi-use paths, which provide bicycle travel on a paved right-of-way completely separated from any roadway, and Class IV protected bikeways, which minimize interactions with motor vehicles by providing vertical element separation.

Figure C-4: San Anselmo Existing Bicycle Facilities



Pedestrian Routes

Walking is a fundamental and sustainable way to travel in San Anselmo. A safe, accessible, and comfortable pedestrian network allows residents to reach important destinations such as schools, retail services, the post office, and the library without relying upon a car.



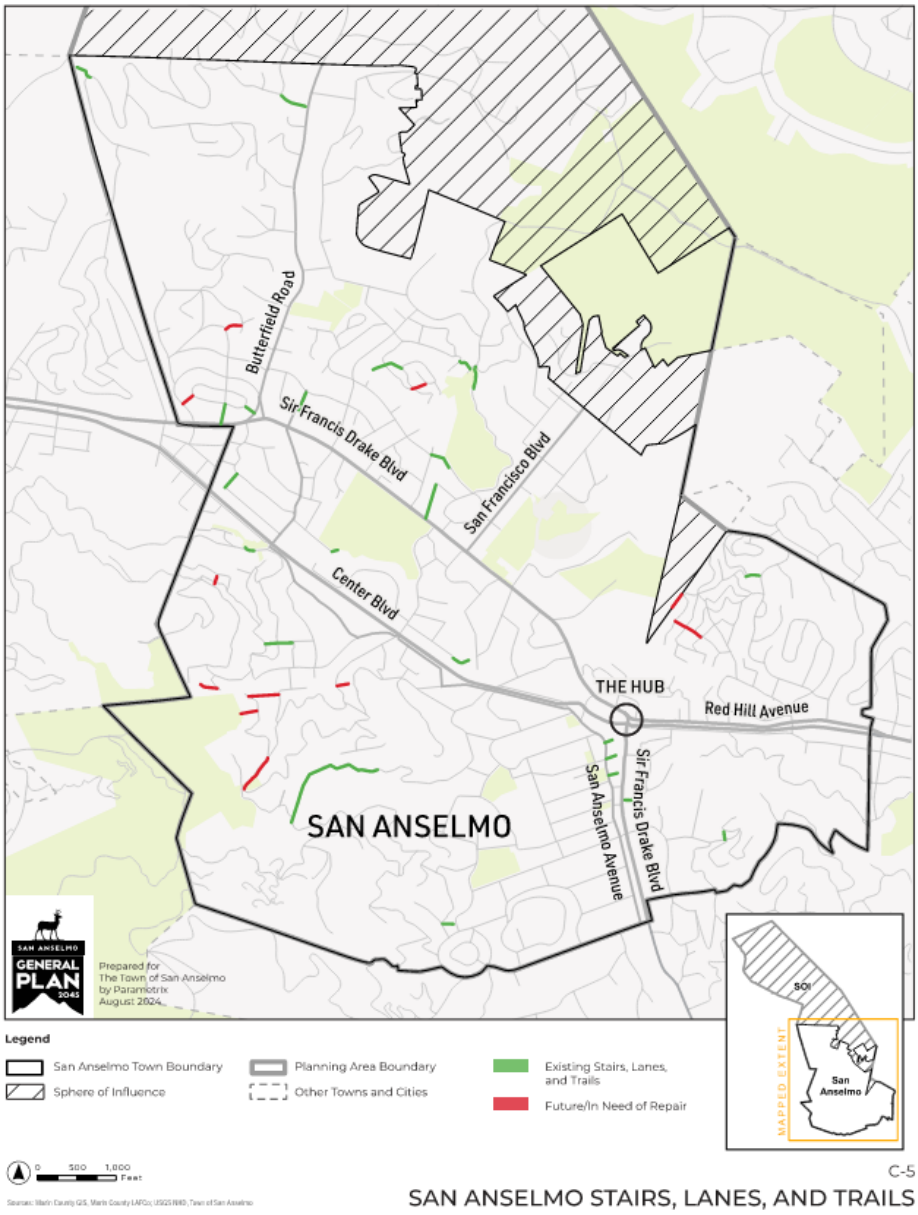
Pedestrians cross Sir Francis Drake Boulevard at Saunders Avenue near Archie Williams High School.

Most neighborhoods in San Anselmo have sidewalks or shoulders that accommodate walking, although sidewalk width and condition vary across the community. Downtown San Anselmo experiences high levels of pedestrian activity, with connected sidewalks and visible crosswalks. Many hillside neighborhoods have limited right-of-way, steep slopes, and mature landscaping, making sidewalk construction challenging.

San Anselmo also boasts a historic network of stairs, lanes, and trails that enrich its pedestrian infrastructure, as illustrated in Figure C-5. The stairways, originally constructed as shortcuts from hillside neighborhoods to lower-lying areas where transportation hubs like train stations were located, continue to serve as vital pedestrian pathways.

Section 7.8 includes policies and actions to maintain and enhance these pedestrian connections, along with improving accessibility and pedestrian safety, which will help the Town create a more complete and connected network for all ages and abilities.

Figure C-5: San Anselmo Stairs, Lanes, and Trails



Public Transit



Marin Transit buses provide service in San Anselmo.

Public transit provides San Anselmo residents and visitors with an important alternative to driving, supporting a more balanced and sustainable transportation network. San Anselmo's public transportation is provided by Marin Transit and Golden Gate Transit. Marin Transit operates local ~~bus~~ transit routes connecting the town to nearby areas such as Fairfax and San Rafael, while Golden Gate Transit offers regional service to San Francisco and other parts of the Bay Area. These services complement the Town's bikeways and pedestrian pathways and offer connections for longer trips outside of town.

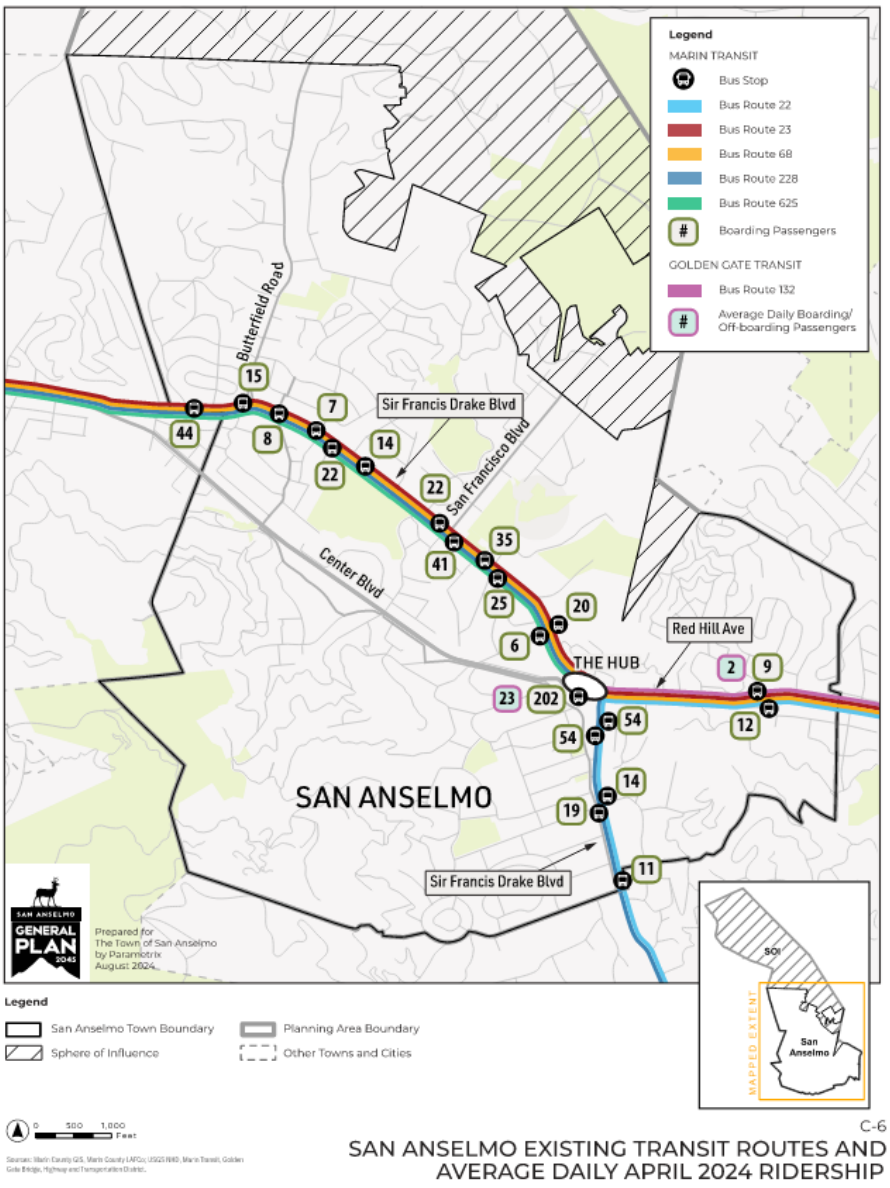
The San Anselmo Hub, located at the intersection of Sir Francis Drake Boulevard, Red Hill Avenue, and Center Boulevard, serves as a major transit stop for both Marin Transit and Golden Gate Transit ~~routes~~service. It is one of the busiest ~~transit~~ stops along one of Marin County's most active ~~bus~~ transit corridors. The Hub's central location makes it an important focal point for future efforts to enhance transit access, safety, and rider comfort. Figure C-6~~Figure C-6~~ illustrates existing transit routes in San Anselmo and average daily ridership as of April 2024.

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Marin Access Paratransit, operated by Marin Transit, provides pre-scheduled ~~b~~us transportation in San Anselmo for persons with disabilities who are unable to use ~~regular bus services~~fixed-route transit services. ~~The~~ This service helps ensure~~s~~ mobility options are available to ~~all members~~ a broad range of ~~the~~ community members.

Section 7.8 includes policies and actions to enhance local and regional transit service through agency partnerships, improved accessibility for all users, and upgraded transit stop amenities and connections.

Figure C-6: San Anselmo Existing Transit Routes and Average Daily Ridership (April 2024)



7.6 PARKING

Parking in San Anselmo supports residents, employees, visitors, and businesses throughout the town. Public parking is provided on streets and in designated lots in commercial areas and on streets in residential areas. Parking regulations, such as posted signs and red curbs, help maintain safety and efficient use of available spaces.

Residential neighborhoods accommodate vehicle parking through a mixture of on-street parking spaces and private driveways. In Downtown San Anselmo, public parking is concentrated on San Anselmo Avenue and in three public lots, as well as parts of Sir Francis Drake Boulevard, and on side streets, and serves customers, visitors, merchants, employees, and residents.

Electric vehicle (EV) ownership is growing in San Anselmo and across Marin County, increasing the need for accessible EV charging infrastructure. The Town has installed publicly available EV charging stations in public parking lots, with plans to expand as demand increases and funding is available.

Public bicycle parking is located at various locations throughout the town such as along streets in the Downtown, in public parks, and at the Hub's transit stop. Standard bike racks are installed on sidewalks and, in some locations, replace on-street vehicle parking.

Section 7.8 includes policies and actions to manage parking in a balanced way that meets demand, improves efficiency, reduces on-street conflicts, and enhances community aesthetics.

7.7 NAVIGATING TOWARDS 2045

Over the next two decades, technological innovations will reshape how people travel through San Anselmo. Autonomous vehicles, advanced safety systems, and new forms of shared mobility have the potential to improve roadway safety and expand travel options for a wide range of users. As these technologies evolve, they may ~~are expected to make roadways safer for all users; this increased safety could~~ encourage more ~~residents~~ people to ~~travel~~ walk, ~~by~~ bicycle, and use shared transportation, increasing ~~and lead to higher~~ demand for protected bike lanes, traffic calming, and connected multi-use paths. In response, ~~As travel patterns shift,~~ the Town will adapt its circulation network ~~to support these changes~~ by prioritizing safe street design, expanding multimodal infrastructure, and ensuring that emerging technologies enhance, ~~complement~~ rather than replace, active transportation.

Behavioral changes will also influence how ~~the~~ ~~community~~ people move~~s~~ through ~~town~~the community. The growth of ~~Autonomous vehicles and~~ shared ~~ride services~~mobility and

evolving travel patterns may increase the need for dedicated drop-off and pick-up ~~zones~~ areas while reducing demand for long-term parking~~.~~. These shifts create opportunities~~demand, which would allow the Town~~ to reimagine ~~how~~ curb space and underutilized parking ~~lots~~ areas, allowing for expanded ~~are used. These shifts offer opportunities to convert excess parking into~~ bicycle facilities, wider sidewalks, street trees, ~~or~~ and public gathering ~~areas~~ spaces that ~~enhance~~ improve walkability and ~~sustainability~~overall quality of life. By monitoring ~~evolving~~ travel ~~preferences~~ trends and coordinating with regional partners~~ly~~, ~~San Anselmo~~the Town will ~~update~~ continue to refine its circulation policies to remain safe, efficient, and ~~equitable~~ responsive to changing needs. ~~as new mobility options take hold.~~

Throughout this transition, the Town will continue to advance a transportation system that is safe, accessible, and convenient for all users. Transportation access is a fundamental component of belonging, and the Town will prioritize circulation investments that support residents who rely most on walking, bicycling, and public transit, including lower-income residents, older adults, people with disabilities, and those without access to a private vehicle. Efforts will focus on improving mobility for a diverse range of users and ensuring that the benefits of new mobility options are broadly shared across the community, with access and inclusion serving as key factors in prioritizing infrastructure improvements.

7.8 GOALS, POLICIES, AND ACTIONS

SAFE SUSTAINABLE, AND ACTIVE TRANSPORTATION

Goal C-A: Promote a safe multimodal transportation network that helps reduce greenhouse gas emissions and offers strong transit, pedestrian, and bikeway alternatives to the automobile.

Policy C-A.1: Complete Streets. Provide Complete Streets that ensure safe, comfortable, and convenient multimodal access to essential community destinations, increase the use of alternative modes of transportation, encourage active travel as part of daily activities, reduce pollution, and meet the evolving needs of all roadway users.

> **Action C-A.1.a: Complete Streets and Human-Scale Enhancements**. Approach every transportation project and program as opportunities to improve safety, accessibility, and mobility for users of all ages, ~~and~~ abilities, and transportation needs. Work with relevant departments, agencies, and jurisdictions to incorporate Complete Streets design features, such as accessible curb ramps, crosswalks, transit facilities, sidewalks, and bicycle infrastructure, into existing streets. Where feasible, integrate human-scale amenities including street trees, landscaping, benches, and pedestrian-scale lighting to enhance comfort, visual quality, and encourage walking, bicycling, and transit use.
>
> **Action C-A.1.b: Standards for Infrastructure Improvements**. Develop Public Improvement Engineering Standards or other objective standards for property subdivision or development projects to specify required off-site infrastructure improvements, such as sidewalks, that would accommodate or mitigate estimated project traffic impacts.

Policy C-A.2: Existing Infrastructure. Prioritize the maintenance and continued improvement of existing multimodal transportation infrastructure within current rights-of-way as opposed to roadway widening or extensions.

Policy C-A.3: Reduction of Vehicle Miles Traveled (VMT). Support infill, context-sensitive development, walkable neighborhoods, and infrastructure improvements that reduce the demand for single-occupancy vehicle travel while recognizing that many families and people with mobility limitations or limited access to alternative transportations will continue to depend on cars.

> **Action C-A.3.a: VMT and Land Use**. Encourage residential housing development in areas with low levels of home-based VMT, such as those near transit and retail

services to support access to daily needs for residents of varying incomes and transportation options that offer greater potential for alternatives to driving and shorter trips to daily destinations.

Action C-A.3.b: VMT and Transportation Improvements. When planning and prioritizing upcoming capital improvements, account for the potential of projects to reduce VMT.

Policy C-A.4: VMT in Transportation Impact Evaluations. Evaluate land use projects for potential transportation impacts by considering the effect on VMT.

Action C-A.4.a: VMT Policy and Regional Coordination. Continue to apply San Anselmo's VMT Screening Criteria and Thresholds of Significance for evaluation of VMT associated with discretionary land use projects and update these thresholds as appropriate to reflect new data, standards, or local conditions. Coordinate with the Transportation Authority of Marin to reduce VMT and enhance multimodal transportation by applying guidance from the VMT Reduction / Mobility Enhancement Toolkit.

Action C-A.4.b: VMT Mitigation. Develop and implement VMT mitigation measures and an in-lieu fee structure that can be applied to applicable projects to reduce potential VMT impacts to less-than-significant levels.

Policy C-A.5: Emerging Transportation Technologies. Explore and support implementation of emerging transportation technologies and strategies to reduce greenhouse gas emissions and VMT, enhance social equity by improving access and affordability across the community, and support economic vibrancy.

Action C-A.5.a: Effective and Equitable Emerging Transportation Strategies. Establish evaluation criteria to assess alignment of emerging transportation solutions, prioritizing emerging mobility strategies that are affordable and accessible to residents with limited incomes, older adults, and persons with disabilities.

➢ *See the Sustainability, Climate Change, and Resiliency Element for additional policies and actions related to reducing greenhouse gas emissions.*

ROADWAY NETWORK

Goal C-B: Continue improving the roadway network to ensure mobility, accessibility, and a high quality of life for all community members.

Policy C-B.1: Local Neighborhood Streets. Protect the quality of life and safety of residents, particularly pedestrians, children, older adults, and people with disabilities, ~~residential identity~~ on local neighborhood streets from the effects of speeding vehicles and cut-through traffic~~.~~ Use ~~with~~ traffic calming measures that slow vehicle speeds and direct pass-through traffic to arterial streets ~~which are~~ designed to ~~handle~~ accommodate higher vehicle speeds and volumes.

> **Action C-B.1.a: Traffic Calming Implementation and Community Engagement**. Implement appropriate traffic calming treatments on residential streets to enhance safety, reduce vehicle speeds, and support comfortable walking and biking conditions. Support resident-driven traffic calming efforts by providing technical resources and assistance to help community members identify, prioritize, and implement feasible measures, and evaluate the effectiveness of installed improvements to ensure they achieve desired traffic-volume and speed reductions.

Policy C-B.2: Roadway Traffic Circulation. Maintain adequate traffic circulation while balancing the needs of all system users along Sir Francis Drake Boulevard, Center Boulevard, Red Hill Avenue, Butterfield Road, and in downtown.

> **Action C-B.2.a: Progress Evolution of The Hub**. Develop designs and secure funding for near-term improvements to the Hub as identified in The Hub Transportation Study. This includes incorporation of traffic, transit, pedestrian, and bicycle enhancements.

> **Action C-B.2.b: Major Thoroughfare Roadway Improvements**. Improve Sir Francis Drake Boulevard, Center Boulevard, Red Hill Avenue, and intersections along these roadways by investing in transportation infrastructure to improve safety and accessibility for pedestrians and other non-vehicle roadway users while maintaining adequate circulation for regional through traffic.

Policy C-B.3: Circulation in Commercial Hubs. Ensure efficient and distinguishable access to and within the town's downtown and commercial hub along Greenfield Avenue through targeted multimodal improvements.

> **Action C-B.3.a: Circulation Monitoring**. Continue to monitor and study traffic circulation, safety, and parking within the town's commercial hubs and implement improvements as recommended.

➢ *See the Land Use and Community Design Element and the Economic Development Element for additional policies and actions related to community design and commercial hubs.*

Policy C-B.4: Hillside Roadways. Allow limited improvements to existing roadways serving hillside properties on a case-by-case basis for restricted efforts such as spot widening and access/egress improvements. Efforts should be made to balance mobility and safety needs with the desire to maintain the residential identity.

> **Action C-B.4.a: Hillside Roadways and Emergency Access.** Evaluate and implement limited improvements to existing hillside roadways, such as spot widening and access/egress enhancements, on a case-by-case basis to support mobility and safety while maintaining the area's residential character. As part of this effort, study and identify hillside roadways where temporary on-street parking restrictions may be necessary during elevated fire-risk days to ensure adequate access for fire response vehicles.
>
> **Action C-B.4.b: Limited Construction Impact on Hillside Roadways**. Require the submission and approval of a Construction Management Plan prior to the issuance of any grading or building permits for any improvements on hillside properties.

- *See the Land Use and Community Design Element and the Safety Element for additional policies and actions related to hillside development and emergency response planning.*

Policy C-B.5: Roadway Extensions to Adjoining Communities. Prioritize protection of existing neighborhoods by discouraging new vehicular roadway extensions north of Sir Francis Drake Boulevard or Red Hill Road, while retaining flexibility to review potential connections should future studies identify significant mobility or safety benefits.

- *See the Land Use and Community Design Element for additional policies and actions related to growth management.*

Policy C-B.6: Traffic Level of Service. Maintain a traffic Level of Service (LOS) standard of "E" for signalized intersection operations during peak hours to ensure an efficient roadway network and allow for consistent evaluation of development project impact on local roadway traffic.

> **Action C-B.6.a: Traffic Impact Studies**. Require that discretionary development projects be evaluated for level of service impacts in accordance with the Town of San Anselmo's Vehicle Miles Traveled (VMT) Screening Criteria and Thresholds of Significance. Projects that exceed the level of service threshold for signalized intersections shall provide feasible mitigation measures to reduce level of service impacts to levels consistent with Town policy.

ALTERNATIVE TRANSPORTATION

Goal C-C: Promote a universally accessible transportation network which offers strong transit, pedestrian, and bikeway alternatives to the automobile for all ages and abilities.

Policy C-C.1: Bicycle and Pedestrian Master Plan. Regularly review, update, and implement the Town's Bicycle and Pedestrian Master Plan to maintain eligibility for grant funding and to advance a safe, accessible, and connected active transportation network for users of all ages and abilities.

> **Action C-C.1.a: Maintenance of Pedestrian and Bicycle Facilities**. Develop a program ~~for~~ to prioritize~~ing~~ and fund~~ing~~ the construction and maintenance of pedestrian and bicycle facilities based on safety, connectivity, removal of access barriers for people with disabilities, older adults, and others with mobility challenges, ~~all ages and abilities,~~ and the relationship to existing and planned land uses, along with other adopted evaluation criteria.
>
> **Action C-C.1.b: Pedestrian-Oriented Improvements in Commercial Hubs**. Implement sidewalk, pedestrian crossing, and other pedestrian-oriented improvements identified in the Town's Bicycle and Pedestrian Master Plan—including those along Sir Francis Drake Boulevard, San Anselmo Avenue, Red Hill Avenue, and Greenfield Avenue, and evaluate and implement feasible recommendations from the Downtown Active Transportation & Circulation Study to enhance walkability and safety in Downtown and key commercial hubs.

Policy C-C.2: Pedestrian Safety and Access. Provide a safe and accessible walking environment along San Anselmo's pedestrian network, linking ~~which is intended to link~~ residential areas to schools, shopping, work, recreation areas, ~~and~~ essential services, and other important community destinations for residents of all ages, abilities, and incomes.~~other important community destinations.~~

> **Action C-C.2.a: Accessibility Improvements**. Continue to construct improvements that provide access for all individuals along the Town's pedestrian network, including reconstruction of facilities in compliance with federal and State accessibility requirements.
>
> **Action C-C.2.b: Downtown Pedestrian Infrastructure**. Implement sidewalk and pedestrian crossing improvement recommendations as included in the Pedestrian and Bicycle Master Plan. Evaluate and implement the recommendations in the Downtown Active Transportation & Circulation Study, where feasible.

Policy C-C.3: Bicycle Network. Continue to expand San Anselmo's bicycle network to safely and comfortably connect residents to schools, shopping, work, recreation, and other daily destinations, with a focus on improved paths and crossings at larger and high vehicle volume roadways and traffic calming installations and signage on local streets.

> **Action C-C.3.a: Bicycle Infrastructure**. Implement bicycle infrastructure recommendations, such as multi-use paths, bicycle priority routes, bike racks, and lockers in areas with high demand, and traffic calming installations, as included in the Pedestrian and Bicycle Master Plan.

Policy C-C.4: Bicycle Parking. Seek opportunities to install bicycle parking facilities at public destinations, including at transit stops, parks, schools, shopping locations, and other essential public facilities, and require bicycle parking facilities in new development.

> **Action C-C.4.a: Bicycle Parking Requirements**. Require short-term and long-term bicycle parking facilities for commercial and multifamily developments in accordance with or more stringent than the California Green Building Standards Code.

Policy C-C.5: Safe Routes to School. Coordinate with the Transportation Authority of Marin to identify locations for improvements that provide safe walking and bicycling routes for ~~children to travel to and from schools~~students of all backgrounds, including those who rely on walking, biking, or transit to travel to and from school.

Policy C-C.6: Transit Service. Continue to support the improvement and expansion of local and regional transit and paratransit service to improve access for residents who rely on transit, including older adults, youth, lower-income households, and people with disabilities.

> **Action C-C.6.a: Transit Agency Partnerships**. Partner with Marin Transit and the Golden Gate Bridge Highway and Transportation District to survey transit needs and to improve ~~bus~~ transit routes~~ing~~, service frequency, and overall service ~~provisions~~ in response to evolving trends.

> **Action C-C.6.b**: **Transit-dependent Population**. Actively encourage local and regional transit agencies, providers, and local initiatives to expand reliable and accessible paratransit, shuttles, and other alternative transportation options for non-driving adults, ~~and~~ persons with disabilities, and others without access to a private vehicle in San Anselmo.

Policy C-C.7: Transit Stop Access and Provisions. Collaborate with local and regional transit operators to provide transit stops that are safe, accessible, and comfortable for ~~residents and visitors to utilize~~people of all ages and abilities.

Action C-C.7.a: Transit Stop Accessibility, Amenities and Connections. Partner with local and regional transit operators to ensure transit stop amenities, such as benches, shelters, lighting, signage, and trash receptacles, and locate or align transit stops to connect seamlessly with bicycle and pedestrian routes. For development projects within 200 feet of a transit stop, require ADA-compliant infrastructure improvements that provide fully accessible and comfortable access to the stop.

Action C-C.7.b: Mobility Hub Access and Multimodal Connections. Improve transit vehicle access and circulation at the Hub by implementing recommendations from the Hub Transportation Study. Work with the Transportation Authority of Marin to evaluate participation in the Metropolitan Transportation Commission's Bay Area Mobility Hub Program, supporting first- and last-mile travel options at major transit locations. In coordination with transit and regional agencies, identify locations near major corridors suitable for ridesharing, carpool pick-ups, and park-and-ride facilities.

PARKING

Goal C-D: Provide and manage parking in a manner that meets resident, business, and visitor needs while balancing the guiding principles of economic development, sustainability, and excellence in governance.

Policy C-D.1: Adequate Parking. Encourage provision of public and private parking that serves measured ~~parking~~ demand and ~~encourages~~ supports travel by means ~~of transportation~~ other than by single-occupancy vehicle, while recognizing varying transportation needs across the community.

Action C-D.1.a: Parking Needs Assessment. Regularly conduct a study of appropriate parking types (e.g., long-term spaces, two-hour spaces, 10-minute spaces) and locations for public parking facilities within commercial hubs.

Action C-D.1.b: Parking Ordinance Updates. Continue to monitor and amend, as needed, the Town's parking ordinance to accommodate varied land uses, encourage efficient use of limited space for parked vehicles, balance parking demand with other community goals, and reflect parking best practices from other jurisdictions.

Policy C-D.2: Parking Management. Use parking regulations, metered parking, enforcement, and curb management strategies to manage growing parking demand and maximize efficient use of the parking supply in downtown, while monitoring and addressing potential spillover parking impacts on surrounding neighborhoods.

> **Action C-D.2.a: Parking Management Recommendations**. Continue to implement general and location-specific recommendations from the San Anselmo Downtown Parking Study to increase effective turnover and utilization of existing parking ~~spaces~~ through ~~increased parking~~ enforcement, ~~parking~~ management strategies, fee adjustments, ~~of parking fees,~~ and reduc~~ed~~ing maximum parking durations. As parking demand evolves ~~over time~~, monitor for potential spillover effects in adjacent neighborhoods and consider impacts on surrounding residential areas, applying appropriate ~~parking~~ management strategies, such as time limits, permitting, or enforcement adjustments, to minimize impacts without constructing additional parking. These strategies are intended to optimize existing supply and do not preclude the Town from considering additional parking facilities if needed in the future.
>
> **Action C-D.2.b: Residential Parking Permit Program.** Develop a framework for an on-street residential parking permit program for neighborhoods adjacent to the downtown to manage spillover parking and maintain access for residents. Design the program to account for the varied needs of residents, including renters, lower-income households, caregivers, and individuals with limited mobility, and assess how parking access, pricing, and eligibility may affect these groups. Identify implementation options and recommendations for future Town Council direction, with the goal of supporting equitable access, neighborhood livability, and downtown vitality.

Policy C-D.3: Residential Off-Street Parking. Require the provision of off-street parking spaces on residential lots, to the extent permitted by State law, to reduce on-street parking demand and circulation network conflicts.

Policy C-D.4: Attractive Parking. Provide public and private parking in an attractive manner that enhances the sense of place, aligns with neighborhood context, and mitigates the urban heat island effect.

> **Action C-D.4.a: Parking Landscaping Requirements**. Require that all parking lots be landscaped, set back from the right-of-way, and screened from public view; for parking lots with eight or more parking spaces, require them to minimize impervious surface

area and provide shade through shade trees, solar arrays, and other cooling technologies.

- *See the Economic Development Element, Land Use and Community Design Element, and Sustainability, Climate Change, and Resiliency Element for additional policies and actions related to parking provision and management, community design, electric vehicle (EV) charging, and resilience.*

8. Parks, Recreation, and Public Facilities

San Anselmo's parks, library, and public facilities anchor community life; they offer spaces for recreation, learning, fitness, and connection that strengthen the Town's social fabric. As demographics evolve, the Town will enhance and modernize its parks, facilities, and programs to serve the needs of an increasingly diverse community.

8.1 PURPOSE OF THE ELEMENT

The purpose of this element is to advance inclusive and equitable access to recreation programs, parks, and public facilities for all who live in San Anselmo. It recognizes that community needs and experiences vary and places particular attention on expanding participation for lower-income households, non-English-speaking residents, people with disabilities, and others who may face barriers to access. The element promotes facilities and services that are welcoming, adaptable, and responsive to a diverse community. Its policies are grounded in the Town's belonging standard, guiding the design and programming of parks and public facilities to reflect the full range of the community's cultural backgrounds, ages, abilities, and needs, and to foster meaningful and inclusive participation.

This element also ~~presents~~ establishes a framework to guide~~for governing~~ future decisions about how San Anselmo will provide ~~and~~, maintain, and enhance parks, recreational opportunities, and public facilities for today's residents, as well as future generations.

The Parks, Recreation, and Public Facilities Element includes the following sections.

8.2 Parks and Recreation. Describes the parks and recreational facilities and programming in San Anselmo.

8.3 Public Facilities. Provides an overview of public facilities and services.

8.4. Navigating Towards 2045. Discusses how future social, environmental, and technological changes may affect how the Town plans for parks, recreational programs, and public facilities.

8.5~~4~~ Goals, Policies, and Actions. Identifies goals, policies, and actions to maintain and improve parks and recreational and public facilities.

8.2 PARKS AND RECREATION

The Town owns and operates seven parks throughout San Anselmo totaling 17.8 acres, as illustrated in Table PR-1 and Figure PR-1. These park facilities primarily include developed recreational uses and amenities that support active recreation. Open space areas are discussed in the Open Space and Conservation Element.

Table PR-1: Parks in San Anselmo

Park Name	Acreage
Creek Park	1.2
Imagination Park	0.2
Memorial Park	12.2
Robson-Harrington Park	2.6
Lansdale Park	0.6
Hilldale Park	0.03
Red Hill Dog Park	1.0
Total	**17.8**

Creek Park, located in the downtown, serves as a central gathering space for the community and is the site of many local events, such as Live on the Avenue. In 2019, the Town initiated a project to reimagine the one-acre Creek Park. The recommended design includes a creek plaza, a bridge leading to a lawn area with stage, a multi-level deck area, a children's play area, a pollinator garden, and new public restrooms. The General Plan includes an action to implement the planned improvements for Creek Park.

Imagination Park, located in the heart of downtown San Anselmo and adjacent to the San Anselmo Town Hall, serves as a central public gathering place featuring open lawn areas, public art, and seating. It provides space for informal recreation, relaxation, and community events that contribute to the vibrancy of downtown. The park complements nearby Creek Park by offering a smaller, more contemplative setting for residents and visitors.



Imagination Park is located in the heart of downtown San Anselmo.

Memorial Park is a community park and the town's most developed recreational facility, featuring multiple sports fields, grassy areas, sports courts, a children's playground, a skate park, a community garden, picnic tables, and restrooms. The park has an adopted master plan, and the General Plan includes an action to continue the phased implementation of the plan and, if opportunities arise, to consider minor updates.

Robson-Harrington Park, located two blocks from the downtown area, features benches, picnic areas, and a community garden with approximately 30 small garden plots. The park includes the Robson House, a turn-of-the-20th century mansion that is available to rent as an indoor facility for events and meetings. Robson House also houses the Town's childcare program and after-school activities. The General Plan includes an action to improve landscaping, restore historical features of the property, and complete necessary maintenance, structural repairs, and accessibility upgrades to the property.

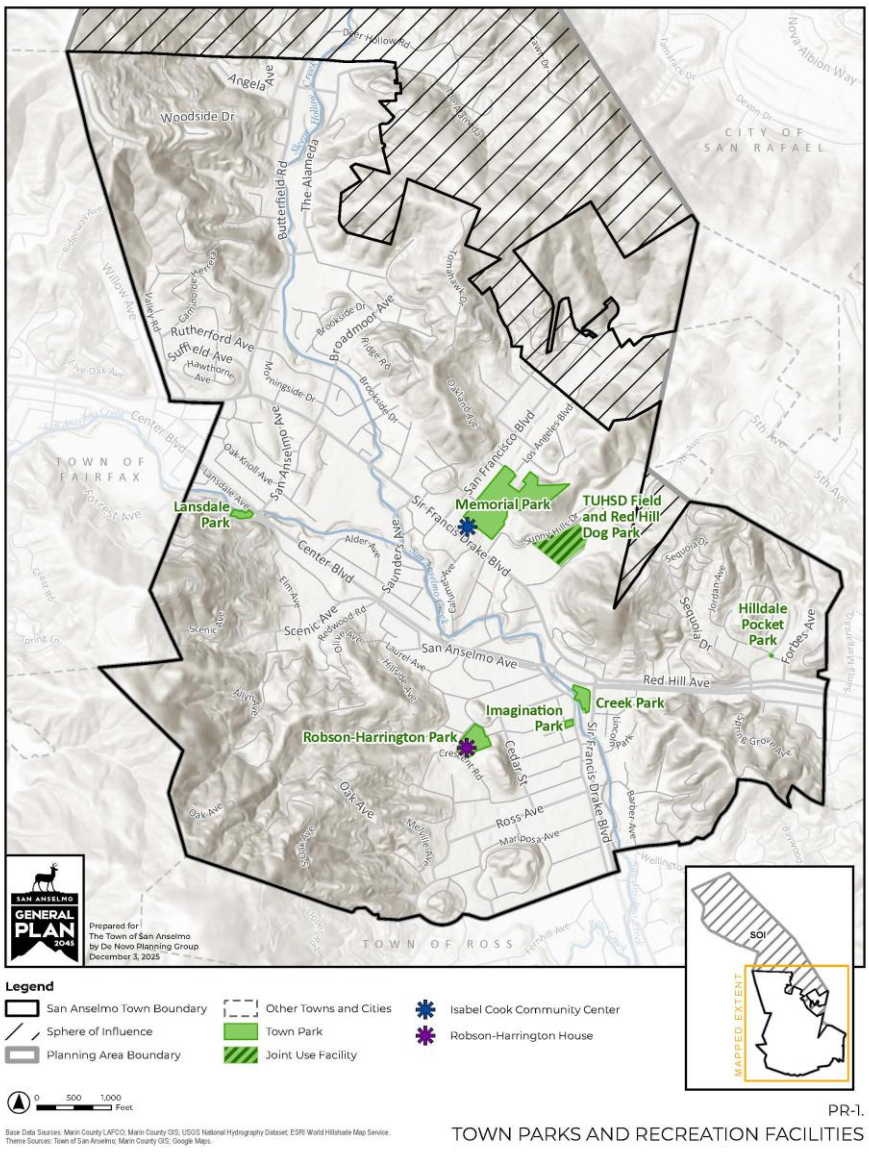
San Anselmo has two neighborhood pocket parks. **Lansdale Park** offers a playground, benches, and picnic tables. **Hilldale Park**, the Town's newest park, was created through the conversion of a dead-end street. The General Plan includes an action to create additional pocket parks, as opportunities arise, to fill gaps in the town's network of parks.

The **Red Hill Dog Park**, located behind the Red Hill Shopping Center, is owned by the Tamalpais Union High School District and managed by the Town.



Robson House provides after school activities.

Figure PR-1: Town Parks and Recreation Facilities



PR-1.
TOWN PARKS AND RECREATION FACILITIES

Recreational Facilities and Programs

The Town provides a wide range of recreational programming and services, including community events, youth programs, and adult activities. Recreational facilities include the Robson-Harrington House, described above, and the Isabel Cook Community Center (see Figure PR-1). The General Plan includes an action to identify potential improvements or redevelopment options for the Community Center to ensure it continues to meet community needs and to maintain high-quality, accessible facilities and programs for all residents.



The San Anselmo Library provides programming for all ages.

8.3 PUBLIC FACILITIES

Public facilities in San Anselmo include Town Hall, the library, as well as streets, sidewalks, and the storm drainage system. Town Hall serves as the central hub for the Town's government services and houses administrative offices and the Council Chambers for public meetings. The San Anselmo Library, constructed in 1915 as a Carnegie Library, offers a wide range of programs for all ages, with a particular focus on children, teens, and older adults.

Section 10.4 incudes policies and actions to maintain and upgrade Town facilities and infrastructure, and to coordinate with partner agencies that provide public services in San Anselmo, such as schools, fire protection, police, and utilities.

8.4 NAVIGATING TOWARDS 2045

Technological, demographic, and social changes will continue to shape how San Anselmo plans for parks, recreation, and public facilities through 2045. An aging population will increase demand for accessible park design, low-impact recreation, wellness programming, shaded seating, and facilities that support mobility, comfort, and social connection. A more diverse community will benefit from a broader range of culturally responsive programs, flexible gathering spaces, and inclusive amenities. Evolving lifestyles and post-pandemic patterns have reinforced the importance of outdoor spaces for mental and physical health, informal social interaction, and community life, increasing expectations for high-quality, adaptable public spaces that serve a wide range of needs. These trends will require the Town to actively design and program parks and public facilities to reflect the full range of the community's cultural backgrounds, languages, ages, and abilities.

Climate change will further influence planning and investment decisions. Increased storm intensity and flood risk will require flood control and stormwater infrastructure associated with creeks, parks, and public rights-of-way to safely manage higher flows and protect surrounding neighborhoods. Public facilities will play an expanded role in climate resilience by serving as cooling centers and resilience hubs during extreme heat, power outages, and other emergencies, ensuring residents have access to safe, supportive spaces during disruptions. Parks and open spaces will also support biodiversity through native landscaping, riparian restoration, and habitat features that help species adapt to changing climate conditions.

Technological advances will complement these shifts by improving how facilities are designed, managed, and used. The growing use of micromobility, such as e-bikes and scooters, will influence trail design, safety, and parking needs, while smart infrastructure, energy-efficient systems, and water-saving technologies can enhance sustainability and reduce operating costs. Expanded digital access, including public Wi-Fi and technology-enabled programming, will become an increasingly important feature of parks and community facilities.

Together, these trends highlight the need for parks and public facilities that are flexible, inclusive, and resilient, and that can adapt to changing community needs, climate conditions, and technological innovation over time. The Town will engage community members, including those not typically represented in civic processes, in park planning and programming decisions to ensure that public investments reflect a broad range of needs and preferences. Recreation programs and public facilities will continue to evolve to support accessibility, inclusivity, and broad participation.

~~Technological, demographic, and social changes will significantly influence how San Anselmo plans for parks, recreation, and public facilities through 2045. An aging~~

~~population will increase demand for accessible park design, low-impact recreation, wellness programming, shaded seating, and facilities that support mobility, comfort, and social connection, while a more diverse community may require a broader range of culturally responsive programs, flexible gathering spaces, and inclusive amenities. At the same time, evolving lifestyles and post-pandemic patterns have reinforced the importance of outdoor spaces for mental and physical health, informal social interaction, and community life, increasing expectations for high-quality, adaptable public spaces.~~

~~Climate change will further shape planning and investment decisions. Increased storm intensity and flood risk will require flood control and stormwater infrastructure associated with creeks, parks, and public rights-of-way to safely manage higher flows and protect surrounding neighborhoods. Public facilities will also play an expanding role in climate resilience by serving as cooling centers and resilience hubs during extreme heat, power outages, and other emergencies. In addition, parks and open spaces provide opportunities to support biodiversity through native landscaping, riparian restoration, and habitat features that help species adapt to changing climate conditions.~~

~~Technological advances will complement these shifts by improving how facilities are designed, managed, and used. Growing use of micromobility, such as e-bikes and scooters, will influence trail design, safety, and parking needs, while smart infrastructure, energy-efficient systems, and water-saving technologies can enhance sustainability and reduce operating costs. Expanded digital access, including public Wi-Fi and technology-enabled programming, may also bean expected in parks and community facilities. Together, these trends underscore the need for flexible, inclusive, and resilient parks and public facilities that can adapt to changing community needs, climate conditions, and technological innovation over time.~~

8.54 GOALS, POLICIES, AND ACTIONS

Goal PR-A Upgrade, maintain, and improve parks and recreational facilities to ensure safe, inclusive, sustainable, and accessible spaces for all ages, abilities, and user groups. Integrate climate-resilient design, native landscaping, and universal accessibility while supporting diverse recreational needs, including children, teens, older adults, people with disabilities, and dog owners.

Policy PR-A.1: Park and Facility Improvements. Regularly upgrade and replace aging or deficient Town facilities and parks to meet the community's recreational needs and enhance accessibility. Effectively balance the needs of various groups, including the aging community, children, teenagers, people with disabilities, and dog owners.

Action PR-A.1.a: Park Needs Assessment and Funding Strategy. Every five years, conduct a community-informed assessment of park and facility needs using inclusive outreach methods to reach a broad cross-section of the community, and establish funding strategies to support ongoing improvements and long-term maintenance.

Action PR-A.1.b: Park and Recreation Master Plans. Prepare or update master plans, develop cost estimates, and identify possible funding sources to improve neighborhood and community parks and recreation facilities, including the following:

- All Parks: Identify and implement accessibility improvements to ensure all parks, playgrounds, and facilities are usable by children, older adults, and ~~adults with disabilities~~people with all abilities. Incorporate landscaping improvements that support biological diversity and climate resilience through the increased use of California native plants, prioritizing locally native plant species where they best meet site needs and functions.
- Robson-Harrington House and Park: Identify and prioritize needed maintenance, structural repairs, ~~and~~ accessibility upgrades, and supporting infrastructure improvements, such as a public restroom facility, to ~~increase~~ enhance public use of the mansion, improve the surrounding landscape ~~improvements~~, and restore and preserve ~~ation~~ of historic~~al components~~features.
- Sorich Park: Update the park master plan, including consideration of possible relocation of the Town's corporation yard and/or visual enhancements that would improve the interface with the adjacent public uses.

- Isabel Cook Community Center: Identify improvements or potential redevelopment options, including the feasibility or a new or substantially modernized community center, to support programs that evolve with community needs, consistent with the 2015 Community Facilities Master Plan. Develop cost estimates and identify possible funding sources.
- Memorial Park: Continue the phased implementation of the adopted master plan. If the opportunity arises, consider minor updates to the plan.
- Creek Park: Implement the planned improvements to Creek Park.

Action PR-A.1.c: Parkland Expansion Strategy. Evaluate opportunities to expand the Town's park system, including new pocket parks, and amend the Municipal Code to establish a parkland dedication and in-lieu fee ordinance consistent with the Quimby Act, ensuring new subdivisions contribute to meeting community park needs. Assess the feasibility of exemptions for deed-restricted affordable units and regularly update in-lieu fees to reflect current and anticipated land and facility costs.

Policy PR-A.2: Memorial Park. In accordance with Measure D, approved by the San Anselmo voters in November 2015, Memorial Park may not be utilized as a flood detention basin, nor may any non-recreational uses be permitted that adversely affect or reduce the recreational amenities of the park. Additionally, no public land within Memorial Park may be sold or transferred by the Town without voter approval in a general election.

Policy PR-A.3: Park and Facility Maintenance. Continually improve the condition of parks and recreation facilities to create a high quality, safe, diverse, and enjoyable recreation experience that is welcoming and accessible to all residents.~~for all San Anselmo residents~~.

Action PR-A.3.a: Funding for Maintenance. Identify and pursue new funding strategies to increase resources dedicated to maintaining park and recreation facilities.

Action PR-A.3.b: Sustainable Park Operations and Design. Incorporate sustainability principles such as reduced water and energy, use of recycled and non-toxic materials, stormwater capture, and carbon sequestration in the design of park facilities. Parks should be maintained and managed to enhance their value as biological resources and natural habitat.

Action PR-A.3.c: Dog Use of Parks. Educate park users about permitted dog use of parks through communications and infrastructure, such as signage and clean up materials.

Action PR-A.3.d: Public Safety in Parks. Work with local law enforcement and the Town Council to address issues related to public safety and the quality of the parks

experience for all users.

Policy PR-A.4: Parkland Acreage Standard. Strive to achieve a citywide standard of 3.0 acres of improved park and recreation land per 1,000 residents, and pursue opportunities to enhance and expand park facilities over time to move toward this standard.

Policy PR-A.5: Coordinate Park and Recreation Planning. Continue to build strong working relationships between departments and appointed bodies responsible for park and recreation planning, design, and maintenance.

Policy PR-A.6: Community Connection. Continue to build a strong connection between the Public Works Department, the Recreation Department, and the San Anselmo community.

Policy PR-A.7: Community Support. Actively encourage and support volunteerism by promoting accessible participation opportunities and fundraising initiatives to support high-quality park facilities and recreation programs. Support sustainable, long-term initiatives that could include partnerships with individuals, businesses, non-profit organizations, and community groups.

> **Action PR-A.7.a: Encouragement and Promotion.** Promote the benefits and opportunities of private fundraising for parks through public awareness campaigns, informational materials, and community outreach. Offer incentives to encourage private donations, such as naming rights, plaques, public acknowledgements, and tax deductions. Celebrate contributions through official events and press releases.

Goal PR-B Provide high-quality recreational services and programs that meet the needs of and are accessible to all residents, promoting fitness, health, knowledge, and cultural understanding.

Policy PR-B.1: Adaptive and Inclusive Recreational Programming. Provide accessible, affordable, ~~and~~ financially sustainable, and responsive to varying needs across the community needs. Ensure ~~recreation~~ programs that adapt over time to changing ~~community needs and~~ interests, align ~~recreation~~ offerings and fee structures with demonstrated demand, promote fitness, health, cultural understanding, and support inclusive community use of parks and facilities.

> **Action PR-B.1.a: Community Recreation Needs Assessment and Program Alignment.** Regularly, and at least once every five years, conduct community recreation needs assessments using inclusive outreach methods and multiple languages and formats, as appropriate, to reach residents of different ages, incomes,

abilities, and backgrounds, and inform recreation programing and fee structures. Align programs and fees with demonstrated demand, equitable access, and long-term financial sustainability.

Policy PR-B.2: Coordinated Programming. Work across Town departments and with local schools, the County of Marin, sports leagues, and athletic associations to provide complementary and mutually supportive programming year-round.

Action PR-B.2.a: Joint Use. Explore joint use and maintenance agreements with local schools to utilize their facilities available for mutually supportive programming.

Policy PR-B.3: Equal Access to Recreation Programs. Ensure recreation programming is responsive to and serves the needs, interests, and desires of the entire community, including those of different ages, abilities, and income levels.

Action PR-B.3.a: Facility and Event Locations. Continue to identify Town facilities and locate Town events in places that are easily accessible by public transit, walking, biking, and rolling to the greatest extent possible.

Action PR-B.3.b: Financial Assistance. Establish a framework for expanding the fee assistance program for recreation programs and services. Conduct annual outreach to lower-income residents, including Spanish-speaking and other non-English-speaking households, to ensure awareness of financial assistance options. Report on participation demographics and program uptake as part of annual recreation program review. ~~Explore ways of providing financial support to allow more residents of need to access recreation programs, services, and events. When available, leverage recreation programming revenues to support equitable program access.~~

Policy PR-B.4: Age-Specific Programs. Provide facilities, programs, and resources that are specifically designed to meet the needs of children, teens, and older adults, as well as those designed for intergenerational participants.

Action PR-B.4.a: Age-Friendly Community Implementation. Implement the San Anselmo Age and Disability Action Plan, annually reviewing progress and prioritizing age-friendly and accessible programs, services, and infrastructure improvements to support the Town's goal of becoming an age-friendly community.

Action PR-B.4.b: Older Adult and Healthy Aging. Partner with agencies and service providers to expand ~~and strengthen~~ healthy aging resources, and provide regular, accessible~~, and age-appropriate~~ outreach to older adults in formats that reach a broad range of participants about available programs, services~~, and opportunities in San Anselmo~~.

Policy PR-B.5: Community Events. Improve community health and unity by providing community-wide, family-oriented special events that bring the community together in inclusive and welcoming ways.

Goal PR-C Provide high-quality public facilities and infrastructure that meet the needs of current and future residents, businesses, and visitors in the most efficient and cost-effective ways possible.

Policy PR-C.1: Ongoing Maintenance. Proactively maintain public facilities and infrastructure through ongoing preventative care, and ensure the timely repair, replacement, and upgrading of Town facilities, infrastructure, and equipment.

Action PR-C.1.a: Capital Improvement and Agency Coordination Program. Maintain and update a multi-year Capital Improvement Plan for Town infrastructure and facilities, and coordinate with partner agencies to align projects, maximize resources, achieve economies of scale, and reduce construction impacts.

Action PR-C.1.b: Asset Management Program. Develop a proactive Asset Management Program to identify needed facility and infrastructure maintenance, upgrade, and replacement timing and costs. Seek additional funding opportunities and strategies to avoid increased costs of deferred maintenance.

Policy PR-C.2: Sustainable Design and Operations. Design and operate public facilities and infrastructure to minimize non-renewable energy and resource consumption, improve environmental quality, and reduce greenhouse gas emissions.

Policy PR-C.3: Schools. Maintain effective, collaborative relationships with the Ross Valley School District, Tamalpais Union High School District, and University of Redlands to optimize the use of school facilities for public benefit.

Policy PR-C.4: Emergency Services. Work closely with the Central Marin Police Authority and the Ross Valley Fire Department to provide exceptional fire, public safety, and paramedic services.

Action PR-C.4.a: Public Safety Data Collection and Outcomes Analysis. Support the objective and transparent collection of public safety data. Analyze outcomes and identify ways in which the community can be better served and protected.

Policy PR-C.5: Traffic Safety. Coordinate traffic enforcement programs with the Central Marin Police Authority to ensure the safety of pedestrians, bicycles, and motorists and to evaluate and mitigate potential traffic hazards.

Policy PR-C.6: Street Maintenance. Provide efficient, effective street maintenance, sweeping, and lighting programs to assure well-maintained and safe streets.

Action PR-C.6.a: Pavement Maintenance. Continue to maintain and implement the Pavement Condition Index (PCI) program to evaluate and prioritize street resurfacing projects. Regularly review and adjust prioritization criteria ~~as needed~~ to ensure that pavement condition, traffic safety, equity, and community input ~~are addressed.~~are considered in decision making.

Action PR-C.6.b: Sidewalk Repair. Continue to implement the Sidewalk Improvement Program to repair sidewalks on an ongoing basis and to require that new development upgrade street frontages to current standards, where practicable, to enhance accessibility.

Policy PR-C.7: Storm Drainage. Continue to monitor and pursue improvements to the storm drainage system, including programs to reduce flooding, improve water quality, remove debris, and respond to climate-related changes. Evaluate the potential for restoration of the natural hydrologic function of creeks and drainageways where possible.

Policy PR-C.8: Potable Water. Work with the Marin Municipal Water District (Marin Water) to meet projected water demand, encourage water conservation, and ensure the reliability and safety of the water supply and distribution system.

Policy PR-C.9: Energy Reliability and Backup Systems. Support improvements to local energy infrastructure and work with energy providers and public agencies to enhance grid safety and resilience, including accelerating electric infrastructure planning. Strengthen energy reliability at Town facilities by evaluating and upgrading backup power systems with renewable and non-diesel alternatives such as solar generation, battery storage, and renewable fuel cells.

Policy PR-C.10: Utility Undergrounding. Continue to pursue undergrounding of overhead utility lines, and support utility maintenance and replacement programs to reduce wildfire hazards.

Policy PR-C.11: Wastewater. Support efforts by the Ross Valley Sanitary District to maintain high quality wastewater collection and treatment facilities and implement sustainability programs.

- *See the Land Use and Community Design Element, Circulation Element, Safety Element, Conservation and Open Space Element, and the Sustainability, Climate Change, and Resiliency Element for additional policies and actions related to utilities, sidewalks, flooding, stormwater, water quality, energy, and sustainability in Town facilities and services.*

Goal PR-D Cultivate a vibrant, accessible, and financially sustainable library that serves as a vital community hub, enriching lives through diverse programs, resources, and technological opportunities for all residents of all ages, backgrounds, and abilities.

Policy PR-D.1: Library Services and Resources. Continue to enhance and adapt library services and resources to support individual and community connection, discovery, and lifelong learning.

Action PR-D.1.a: Library Services. Maintain adequate staffing and service hours to support high-quality library programs, services, and resources that meet community needs.

Action PR-D.1.b: Technological Resources. Continue to provide access to the internet and digital resources for residents with varying levels of access and technology ~~technological resources~~ at the library to meet community needs and adapt to ongoing changes in information technology.

Policy PR-D.2: Library Funding. Maintain a dedicated and sustainable funding source for the library to provide high-quality services, resources, and facilities while evaluating opportunities for facility and service enhancements that adapt with evolving needs of the community.

Action PR-D.2.a: Library Grants. Actively seek and apply for grants and alternative funding sources to further enhance library offerings.

Action: PR- D.2.b: Funding Strategies and Coordination. Within five years, conduct a feasibility study to identify sustainable funding strategies (including dedicated revenue, grants, and public-private partnerships) and assess future library space, program, and expansion needs to ensure the library's continued role as a vibrant community hub.

9. Safety

San Anselmo faces a range of environmental hazards, including wildfire, flooding, landslides, earthquakes, and extreme weather, many of which are expected to intensify with climate change. The Town will strengthen preparedness, invest in resilient infrastructure, and use emerging technologies to anticipate risks and protect community safety in the years ahead.

9.1 PURPOSE OF THE ELEMENT

The purpose of this element is to advance a proactive and inclusive approach to community safety by strengthening preparedness, response, and recovery for all who live in San Anselmo. It recognizes the diversity of community needs and experiences and emphasizes the importance of ensuring that all residents, including lower-income households, renters, older adults, people with disabilities, and non-English-speaking community members, are effectively supported during emergencies. The element promotes strategies that expand access to information, resources, and services so that all residents can prepare for and respond to emergencies with confidence. Its policies are grounded in the Town's belonging standard, ensuring that safety and preparedness systems are designed to reach and support the full range of the community.

San Anselmo faces a range of hazards that can affect ~~serious risks that can adversely impact the overall~~ community safety, including earthquakes, geologic instability leading to landslides, wildland fires, flooding, high winds and extreme weather, and drought. Having experienced these events in the past, the Town ~~anticipates~~ plans for their continued ~~they may~~ occurrence ~~in the future,~~ with some hazards expected to increase in frequency or intensity as a result of climate change. ~~Increasing~~ Rising temperatures may ~~increase~~ elevate ~~the risk of~~ wild~~land~~ fire risk~~s~~ and extend~~ed~~ drought conditions, while more intense ~~s~~w~~:~~ ~~W~~inter storms ~~may become more intense~~could increase ~~, which could result in~~ flooding in ~~previously unaffected~~new areas ~~or~~ and contribute to unstable ~~conditions on~~ hillside ~~s~~ and slope conditions~~s~~.

The Safety Element ~~focuses~~ establishes a comprehensive framework for ~~on identifying public safety risks and creating a unique set of~~ goals, policies, and

actions ~~that~~ to address these risks and strengthen the Town's ability to ~~hazards applicable to San Anselmo. The Safety Element will allow the Town to address and~~ prepare for, respond to, and recover for emergencies. Through coordinated planning and ongoing adaptation, the Town seeks to reduce impacts and enhance resilience across the community. ~~these hazards, thereby reducing impacts on the community.~~

~~The Town takes great pride in its responsibility~~San Anselmo is committed to safeguard the well-being of its ~~community~~ residents ~~members. Among other things, this includes adequately~~ anticipating potential emergencies ~~caused by natural and human-caused hazards~~ and planning effective response strategies for natural and human-caused hazards. ~~in the event of emergencies and disasters.~~ This element provides the ~~necessary~~ context needed to understand the ~~hazards~~ risks facing ~~that threaten~~ the community and outlines ~~policies and practices that take tangible steps toward ensuring the community's continued prosperity~~ practical, forward-looking actions to support safety, resilience, and long-term community well-being.

The Safety Element includes the following sections.

9.2 Hazard Mitigation, Emergency Preparedness, Response, and Recovery. Provides an overview of the Town's approach to reducing safety risks and responding to disasters when they occur.

9.3 Seismic and Geologic Hazards. Describes seismic and geologic hazards including earthquakes, liquefaction, and landslides.

9.4 Flooding Hazards. Describes flooding hazards from heavy rainfall and dam failure.

9.5 Fire Hazards. Discusses wildfire and urban fire risks and fire hazard zones.

9.5 Weather-Related Hazards. Discusses hazards related to drought, extreme heat, and severe wind.

9.6 Navigating Towards 2045. Describes how the Town will modify policies and integrate new technologies to prepare for and respond to environmental hazards and a changing climate.

9.6 Goals, Policies, and Actions. Identifies goals, policies, and actions to minimize hazards and risks to life and property.

9.2 HAZARD MITIGATION, EMERGENCY PREPAREDNESS, RESPONSE, AND RECOVERY

The ability to anticipate, evaluate, and mitigate potential risks posed by natural and human-caused hazards is paramount to a community's longevity. Although this element specifically addresses natural and human-caused hazards, hazard mitigation and emergency preparedness involve many more considerations beyond identifying the hazards themselves.

Public Safety

Police Services



The Central Marin Police Authority (CMPA), created in 2013, is a full-service police agency for the communities of Corte Madera, Larkspur, San Anselmo, and portions of Greenbrae . Formed under a Joint Powers Agreement (JPA) between the communities it services, two members from each City/Town Council oversee the CMPA and are on the CMPA Police Council. General management of the CMPA is the function of the JPA's Management Committee that is comprised of the City and Town Managers of each jurisdiction, while operational function is assigned to the Chief of Police. The CMPA provides police services to these communities, comprising approximately 35,000 residents.

Fire Services



Ross Valley firefighters fight an early morning structure fire in Sleepy Hollow.

Ross Valley Fire Department is a consolidated department with the mission of protecting lives, property, and the environments of the communities of Ross, San Anselmo, Sleepy Hollow, and Fairfax through education, prevention, and community service. Ross Valley Fire Department is governed by a JPA that includes the Town of San Anselmo, the Town of Fairfax, the Town of Ross, and the Sleepy Hollow Fire Protection District.

The Ross Valley Fire Department is an all-risk, full-time professional fire department with a total of four stations staffed with four engine companies that include firefighter EMTs and/or Paramedics 24 hours per day, 365 days per year. The department responds to all requests for emergency and non-emergency assistance within their service area as well as for neighboring areas of Marin, and state or nationwide on an automatic or mutual-aid basis. Services provided by the department include fire suppression (urban fires, wildland, and vegetation fires), emergency medical services, fire prevention and inspection, community

education (Community Emergency Response Team [CERT] training), hazardous materials spills and leaks, vehicle accidents, and disaster response (floods and landslides).

The incorporated boundaries of the town are within the Ross Valley Fire Department Local Responsibility Area (LRA). Outside of the Town of San Anselmo boundaries and adjacent to the town, there are lands that are within the State Responsibility Area (SRA). The SRA is served by the Marin County Fire Department (responsible for initial response in the SRA) and augmented by the California Department of Forestry and Fire Protection (CalFire) should the initial response escape containment and further aid be required.

Marin County Community Wildfire Protection Plan

The Marin County Community Wildfire Protection Plan (CWPP) provides a scientifically based assessment of wildfire hazard and threat to homes in Marin County's wildland urban interface (WUI). The CWPP was developed through a collaborative process involving Marin County fire agencies, county officials, county, state, and federal land management agencies, and community members. The purpose of the CWPP is to provide fire agencies, land managers, and other stakeholders with guidance and strategies to reduce fire hazard and the risk of catastrophic wildfires in the WUI, while promoting the protection and enhancement of the county's economic assets and ecological resources.

Hazard Mitigation

The Marin County Multi-Jurisdiction Hazard Mitigation Plan (MJHMP) identifies and assesses the natural and human-caused hazards that threaten San Anselmo and recommends proactive policy and procedural actions to reduce these risks. This preemptive planning is intended to decrease the probability of future emergency situations and minimize the effects should one occur. Examples of hazard mitigation and prevention can be found in many Town policies, but they are most prominently displayed in the numerous codes regulating construction and development.

The 2024 MJHMP includes a specific annex for the Town of San Anselmo ("Town of San Anselmo Annex"). The 2024 MJHMP, including the Town of San Anselmo Annex, for the Town of San Anselmo planning area was developed in accordance with the Disaster Mitigation Act of 2000 and followed the Federal Emergency Management Agency's (FEMA) Local Hazard Mitigation Plan guidance. The MJHMP incorporates a process where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions includes both short and long-term strategies and involves planning, policy changes, programs, projects, and other activities. The 2024 MJHMP, including the Town of San Anselmo Annex, was approved and adopted by the Town of San Anselmo on August 27, 2024, and received approval from FEMA in 2024. Therefore, the Town is eligible to apply for federal hazard mitigation grant funding that can be used to mitigate many of

the naturally occurring hazards identified in San Anselmo. Sections of the Safety Element are supplemented by the MJHMP, which is incorporated by reference in this element, as allowed by California Government Code Section 65302(g). Weblink: https://www.townofsananselmo.org/94/Disaster-Preparedness.

Emergency Management

Emergency management is provided by the Marin County Sheriff's Department Office of Emergency Services. This division provides all aspects of emergency management, including disaster mitigation, preparedness, response, and recovery activities.

Preparedness (Emergency Operations Plan)

The Marin Operational Area (OA) Emergency Operations Plan (EOP) is primarily responsible for identifying the Town's emergency management strategies. Preparedness activities focus on ensuring Town Departments are adequately trained and prepared for future hazard events as well as ensuring the Town's Emergency Operations Center (EOC) is ready and capable of supporting Town needs in the event of an emergency.

The EOP addresses the planned response to extraordinary emergency situations associated with large-scale disasters affecting Marin County. The Marin OA consists of the cities/towns, special districts, and unincorporated areas within the county. The plan also addresses integration and coordination with other governmental agencies when required. This document serves as a planning reference and a basis for effective response to any hazard threatening Marin County. This is accomplished through the following:

- Establishes the emergency management organization required to mitigate any significant emergency or disaster affecting the Marin OA.
- Establishes the overall operational concepts associated with Marin County's EOC activities and the recovery process.

The 1999 Town of San Anselmo EOP identifies the Town's emergency planning, organization, and response policies and procedures and how they are integrated and coordinated with other governmental entities when required. The plan addresses how preparation and response to extraordinary events or disasters should occur as well as recovery from these types of events.

Response

Emergency response activities typically focus on actions necessary to save lives and prevent further property damage during an emergency or disaster. Many of these activities are conducted in tandem with the Marin County Sheriffs' Department, the Central Marin Police Authority, and the Ross Valley Fire Department's standard emergency response procedures. To guide response activities, the Town relies on the EOP and works closely with first responders and volunteer organizations like CERT, to help orchestrate internal and external communications, logistics, and

assistance during large-scale emergencies. If resources become overwhelmed, the Town will request support through the Operational Area using automatic aid and mutual aid agreements currently in place. However, the Town recognizes that mutual aid resources depend on availability and may be limited during a large regional incident. Therefore, consideration for strengthening self-sufficiency is a priority.

Evacuation

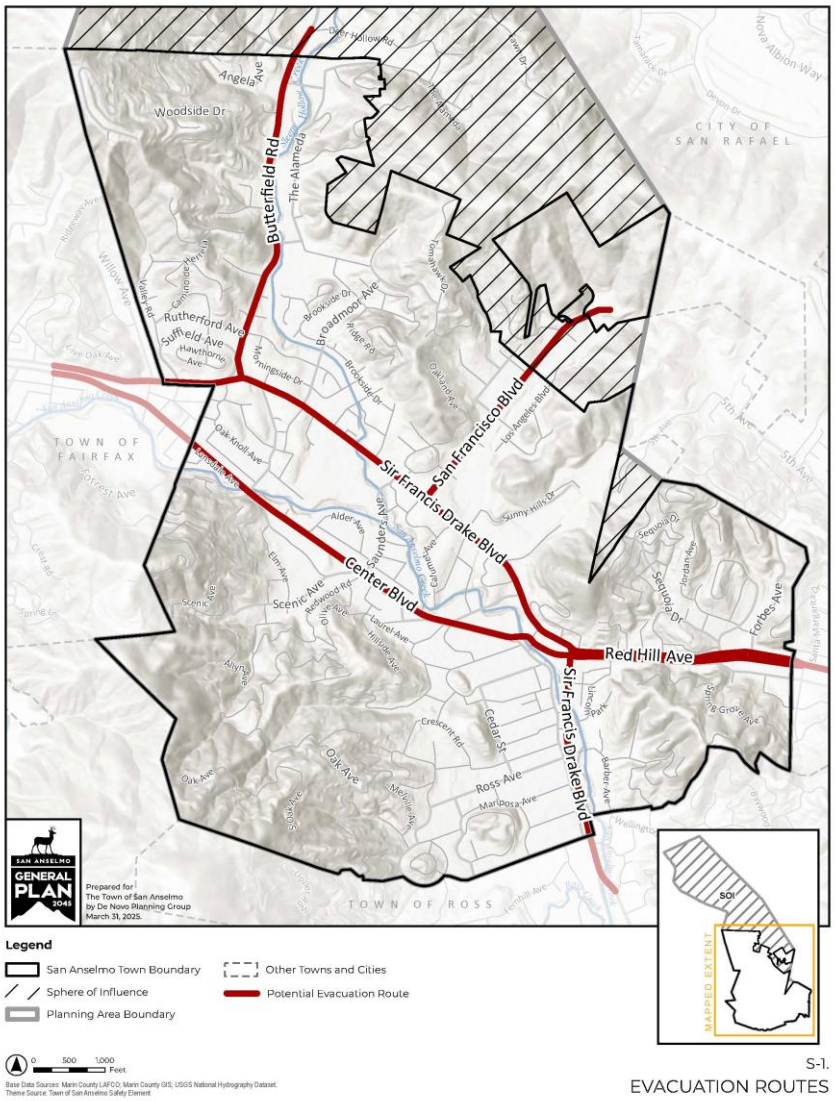
As part of the Town's preparedness initiatives, an Evacuation Analysis has been prepared that identifies the routes used for evacuation purposes. These constrained locations are required to be identified by California Government Code Section 65302(g)(5). Figure S-1 depicts the potential evacuation routes that could be used during a hazard event. These roadways are intended to meet evacuation needs; however, the Town recognizes that some constraints may affect evacuation, namely narrow roadways, bridges, and dead ends, which could experience failure or blockage, exacerbating conditions. During an evacuation incident, specific routes will be designated by Ross Valley Fire Department in coordination with the Town and Central Marin Police Authority. The specific routes and directions identified will be made on a case-by-case basis using incident specific information to ensure travelers can relocate to a safe location.

Figure S-2 identifies both constrained access roadways (single ingress/egress conditions, identified in red) and the locations that use these roadways (constrained access parcels, identified in orange). These constrained access parcels are grouped based on guidelines recommended by CalFire, which identify areas with 30 parcels or more. These locations are identified as they could potentially be more vulnerable during evacuation scenarios, given the limited ingress/egress conditions. The residential areas of town are generally developed, meaning most new home construction is anticipated as infill type developments or redevelopments and accessory dwelling units (ADUs).

Recovery

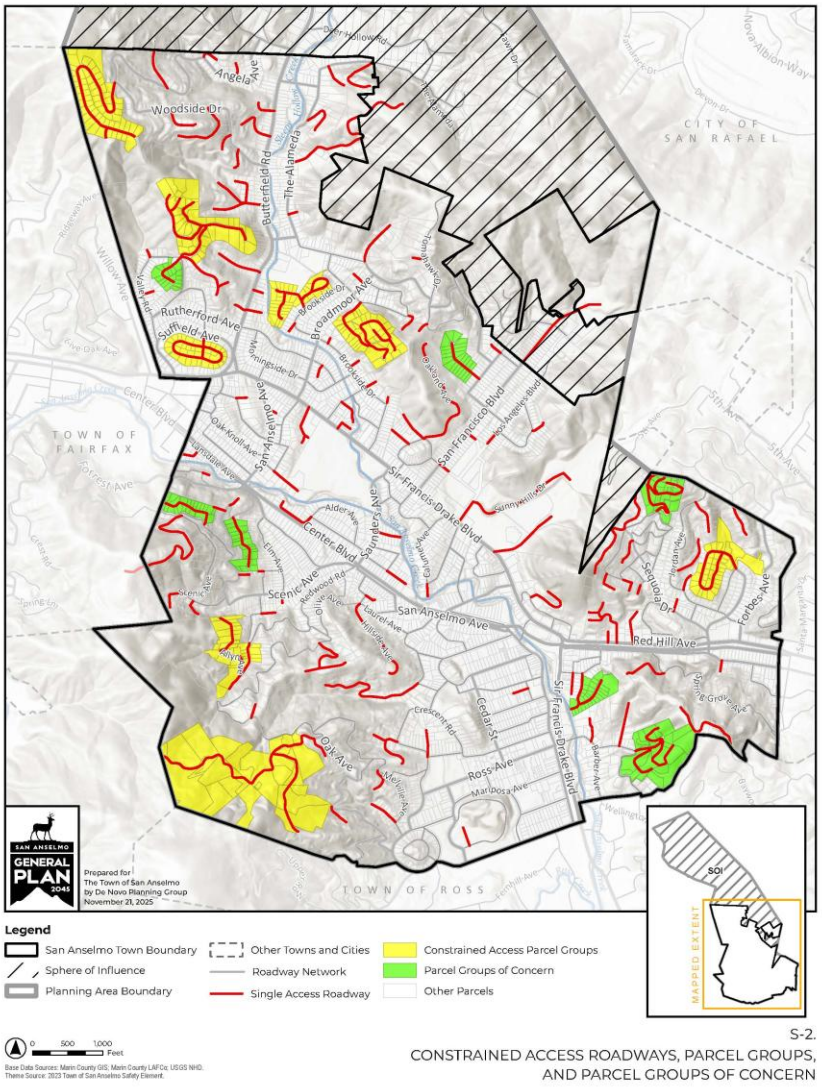
Recovery activities typically occur after an emergency or disaster event. These activities focus on reestablishing services to any impacted areas, repairing and/or reconstructing damaged buildings and infrastructure, and aiding residents and businesses with permitting and approvals of building plans as part of the reconstruction process. Depending on the scale and type of incident, recovery could occur in specific community locations and/or require specialized expertise to address the issues created. Cleanup of hazardous waste is considered part of the recovery from a major disaster event (fire, flood, landslide, earthquake).

Figure S-1 Evacuation Routes



S-1.
EVACUATION ROUTES

Figure S-2 Constrained Access Roadways, Parcel Groups, and Parcel Groups of Concern



S-2.
CONSTRAINED ACCESS ROADWAYS, PARCEL GROUPS, AND PARCEL GROUPS OF CONCERN

9.3 SEISMIC AND GEOLOGIC HAZARDS

Seismic and geologic hazards are traditionally addressed together because they both involve the movement of the Earth's surface. Although some geologic events (landslide, subsidence, erosion, etc.) can and do happen independently, the primary catalyst for their occurrence is often a seismic event, commonly referred to as an earthquake. This section identifies four common seismic and geologic hazards that threaten San Anselmo. A key consideration for seismic and geologic hazards is the potential for cascading effects resulting from an event. When an earthquake occurs, the seismic shaking can cause natural gas and water/sewer pipelines to rupture, which may cause other impacts like flooding, erosion, or fires. The goals, policies, and actions in this element are designed to work together to reduce both the individual and collective risk of these hazards.

Seismic Hazards

Northern California is a seismically active region that experiences earthquakes on a regular basis. San Anselmo is prone to seismic hazards due to its location and proximity to active earthquake faults. These hazards are described below.

Surface Rupture

The Earth is covered in tectonic plates, which are large sections of the Earth's crust that are constantly shifting and moving closer together, further apart, or past one another. The movement of two plates past one another frequently causes friction resulting in plates that "stick." When this occurs, the same forces that push the plates past each other are now concentrated in certain areas. In time, friction can no longer hold the plates together, and the plates suddenly shift, releasing a massive build-up of energy (i.e., earthquake). This rapid movement and release of energy can cause the Earth to fracture and displace the land around it, resulting in an earthquake fault. Some faults are buried beneath the surface, while others are located at the surface of the Earth. Surface rupture of a fault is especially dangerous if structures are built on top of the fault, or infrastructure crosses the fault, as these facilities could be damaged by fault movement. If a surface rupture occurs, the movement could break pipelines and damage roads and bridges, rendering them useless after the event. Areas of known surface rupture hazard in California are identified in Alquist-Priolo Special Study Zones. The San Anselmo planning area does not currently have any Alquist-Priolo Special Study Zones, reducing the concern associated with surface fault rupture.

Seismic Shaking

Seismic shaking is the recognizable movement caused by the energy released from an earthquake. The same mechanism that creates a surface rupture is also responsible for seismic shaking and can produce an equally devastating effect. Earthquakes may occur without surface rupture, which can still cause significant damage to buildings and other structures. Infrastructure such as roads, pipelines, and power lines are also susceptible to damage and pose additional safety concerns. Unlike surface rupture, seismic shaking consequences are not restricted to the area immediately surrounding the fault. Energy resonating through the ground can travel hundreds of miles and simultaneously cause damage in many locations. The closer to the earthquake's source (epicenter), the stronger the shaking will be. Seismic shaking is of particular concern for San Anselmo due to the proximity to active faults that can generate significant earthquakes. Several faults are located within 15 miles of San Anselmo, which include the San Andreas Fault (capable of generating a magnitude 8.0 earthquake), the Hayward Fault (capable of generating magnitude 7.2 and 7.4 earthquakes), the Rodgers Creek Fault (capable of generating a magnitude 7.0 earthquake) and the San Gregorio fault (capable of generating a magnitude 7.3 earthquake). Of these faults, the San Andreas Fault is the closest in proximity at approximately 8 miles southwest of the town. Figure S-3 depicts the locations of regional faults closest to San Anselmo.

Liquefaction

Liquefaction is a phenomenon that occurs when intense vibrations from an earthquake cause saturated soil to lose stability and act more like a liquid than a solid. This poses significant problems for buildings and other structures in areas where liquefaction can occur, as the ground may give way under the weight of the structure and its foundation. In addition, underground structures are vulnerable to liquefaction. In San Anselmo, the areas along the existing and filled stream channels may be subject to liquefaction. These low-lying areas adjacent to creeks and drainages are the portions of town with moderate and high liquefaction susceptibility levels. Figure S-4 depicts the liquefaction susceptibility areas within the town; however, analysis of these conditions should occur on a site-by-site basis.

Landslides

A landslide is the movement of earth material down slopes and areas of steep topography. Although earthquakes often cause them, landslides can occur when a sloped surface can no longer support the material contained within or sitting above it. The instability can be caused by the sheer weight of the material or can be rendered unstable by other events such as heavy rain. Slopes can become unstable due to erosion and trigger a landslide. Landslides can also be a secondary hazard caused by earthquakes and seismic shaking. When rain causes a slope to fail, the movement of earth materials is typically referred to as a mudslide.

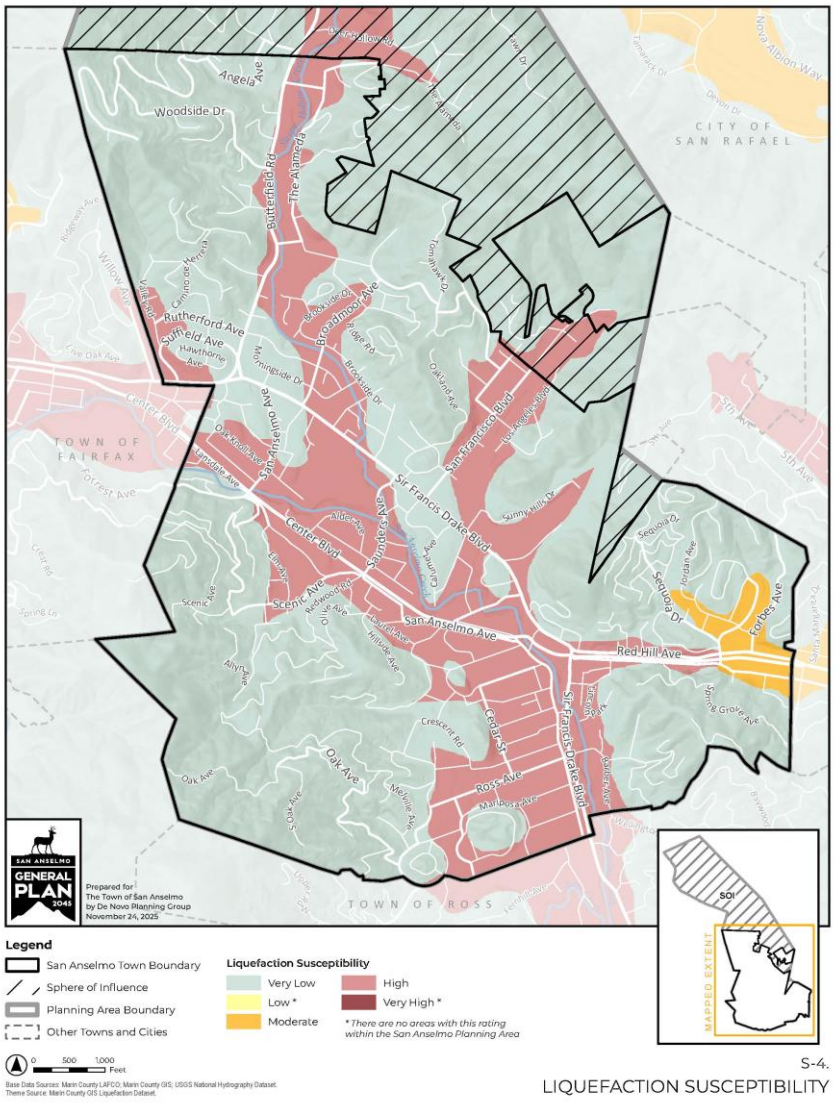
Landslides can move with great force and pose a significant danger to buildings and other structures. In some circumstances, these events may cause bodily harm if bystanders cannot move out of their path in time. The parts of San Anselmo at greatest risk of landslides are primarily along the periphery of the town border, where the steep topography and soil composition combine to create areas that are susceptible to landslide. Anticipating the risk of landslides in the areas identified in Figure S-5 will be essential for protecting the community from these events.

Figure S-3 Regional Earthquake Faults



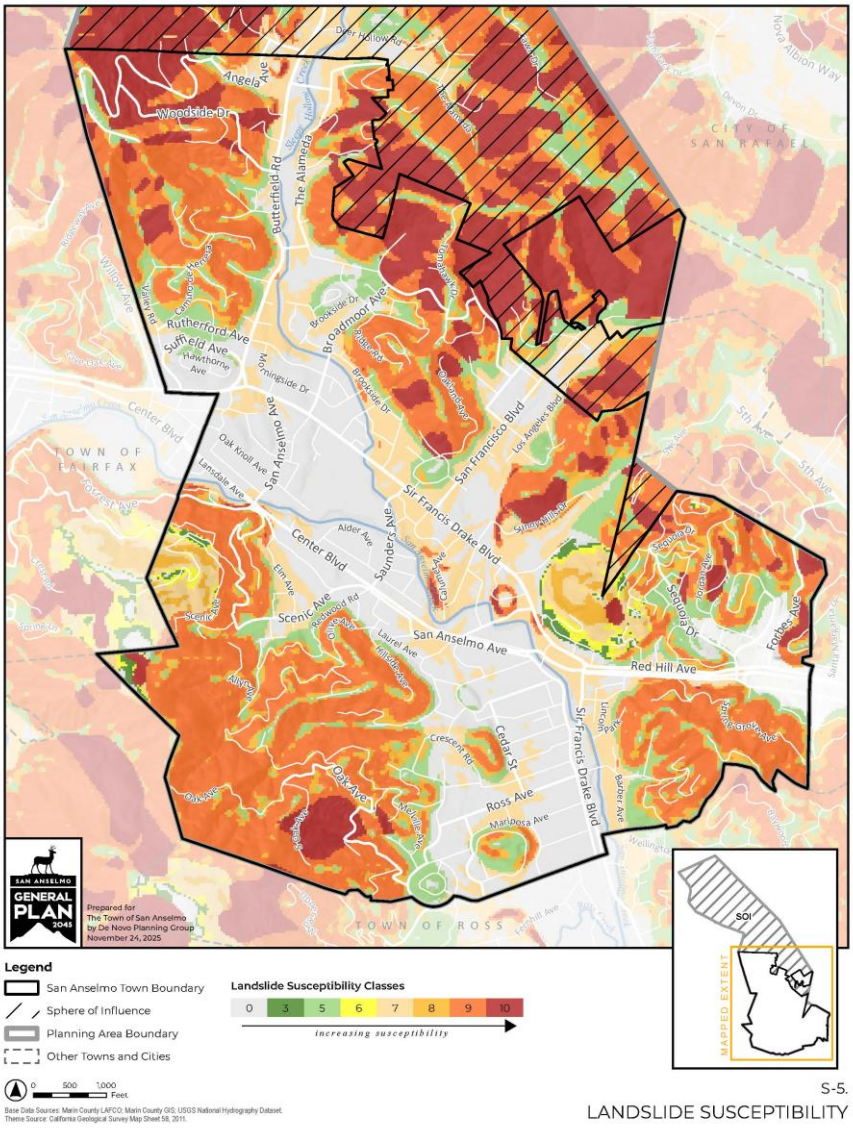
S-3.
REGIONAL EARTHQUAKE FAULTS

Figure S-4 Liquefaction Susceptibility



S-4.
LIQUEFACTION SUSCEPTIBILITY

Figure S-5 Landslide Susceptibility



S-5.
LANDSLIDE SUSCEPTIBILITY

9.3 FLOODING HAZARDS

Flood

Flooding is caused by the accumulation of water on the ground surface. This typically occurs after heavy rainfall but can also result from water delivery/storage infrastructure failures such as pipes, storage containers, and dams/reservoirs. Worsening drought conditions caused by climate change may exacerbate the effects of flooding, as surfaces that typically absorb water can quickly dry out and become less permeable. Flooding presents dangers to people and structures alike. Standing water may be deep enough to cause drowning, while shallow waters can easily damage buildings and property. Fast-moving water is hazardous, as it may sweep people or cars downstream or cause damage to structures.

Ross Valley, including San Anselmo, is naturally prone to flooding. The topography and geologic makeup of the region (steep slopes and shallow soils with a low absorption capacity), the naturally occurring local watershed runoff which has been altered and placed in culverts, coupled with an increase in the probability of intense rainfall, are all factors increasing the likelihood of flooding.

The town is susceptible to periodic flooding from the San Anselmo and Sleepy Hollow creeks, which impacts the low-lying areas of the town and neighboring communities bordering these drainages. Historically, the creeks have caused floods as the volume of water during large storm events becomes more than the creek capacity can effectively manage. Localized flooding is most often associated with excessive ponding and overflow into lower-lying properties, even during smaller 5-year storm events. This localized flooding is generally the result of the drainage network having inadequate capacity and can occur within or outside of FEMA-identified floodplains. Figure S-6 displays the designated FEMA floodplains in and near San Anselmo.

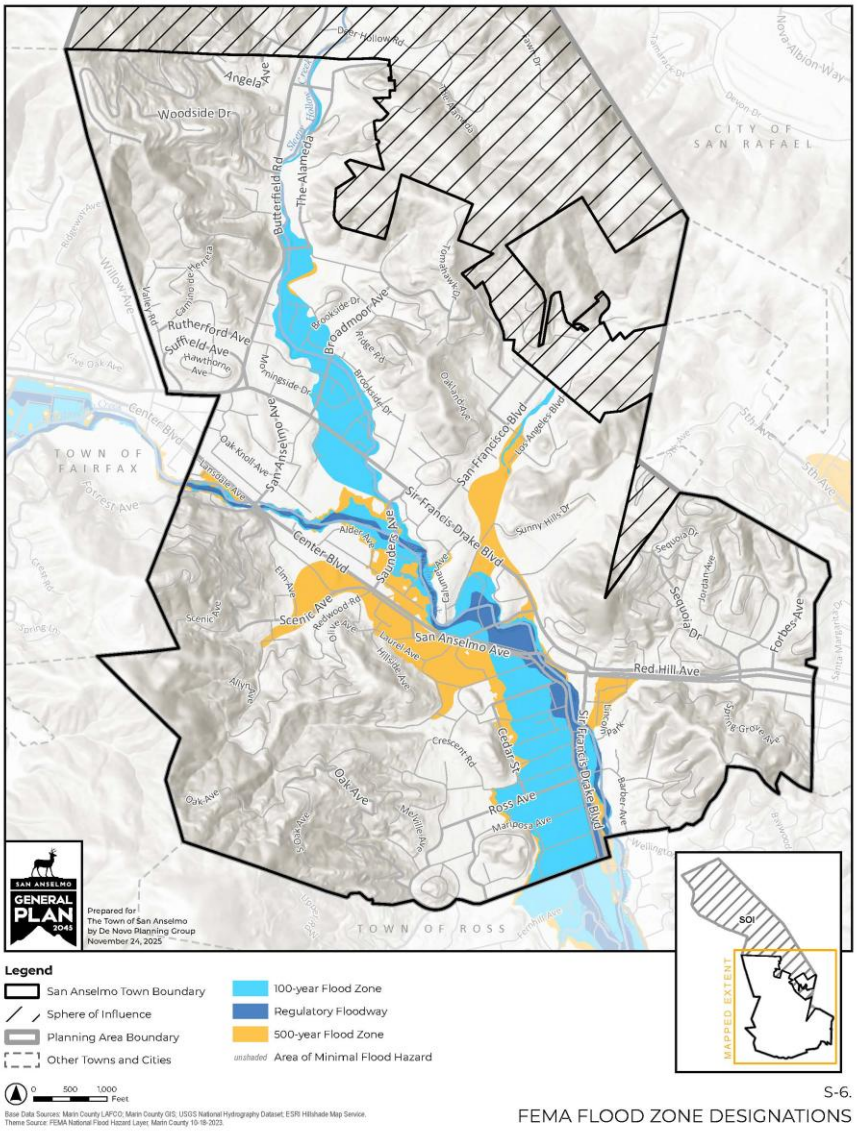


Two of the most severe floods in the past fifty years occurred in the winters of 1982 and 2005. In 1982, floodwaters were three to four feet deep on San Anselmo Avenue. All commercial buildings in the Downtown area suffered water damage and one house was destroyed. From December 31, 2005, to January 1, 2006, an atmospheric river event caused San Anselmo Creek to overflow its banks, resulting in more than four feet of water rushing down San Anselmo Avenue in the Downtown area. Town facilities, including the police station, San Anselmo Library, Council Chambers, and Fire Station 19, were damaged as well as 140 businesses and 290 homes.

Dam Failure

When dams that are designed to hold water fail, the body of water suddenly and abruptly moves downstream. These downstream areas can become inundated depending on how much water is behind the dam and the topography of the downstream areas. The specific areas of land that would become flooded and covered with water resulting from a dam break is considered an "inundation zone." These downstream areas are typically much larger than the areas identified on flood maps because the volume of water released will often overwhelm any stormwater infrastructure in these areas. The Phoenix Lake Dam, owned by the Marin Municipal Water District (Marin Water), is located in the neighboring Town of Ross, south of San Anselmo. Failure of this dam could inundate a small portion of southern San Anselmo that includes approximately 30 parcels located between Bolinas and Belle Avenues. The damage potential would be small given Phoenix Lake's overall storage capacity; however, damage within this portion of the town could still occur. Figure S-7 identifies the dam inundation zone within San Anselmo.

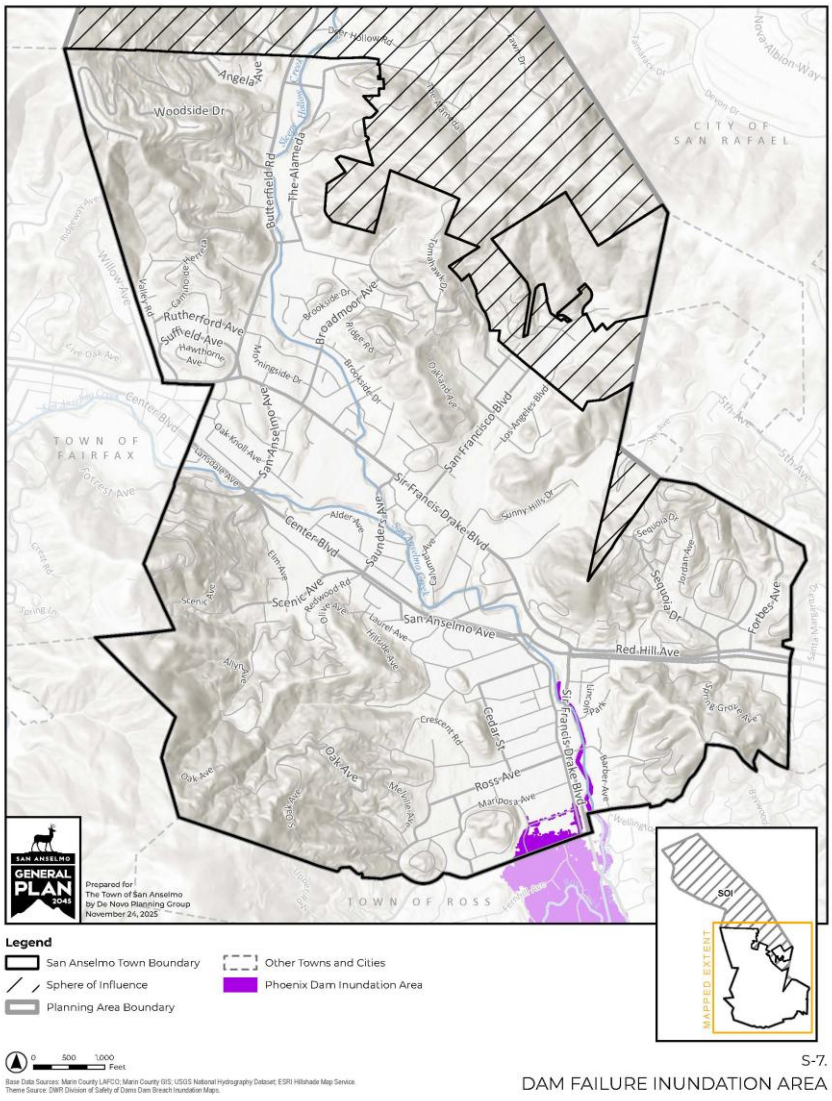
Figure S-6 FEMA Flood Zone Designations



S-6.
FEMA FLOOD ZONE DESIGNATIONS

171

Figure S-7 Dam Failure Inundation Area



S-7.
DAM FAILURE INUNDATION AREA

9.4 FIRE HAZARDS

Wildfires

The most common type of natural hazard in California is wildfire, which can quickly burn large areas of undeveloped or natural land. Wildfires often begin as smaller fires caused by lightning strikes, downed power lines, mechanical equipment use, or unattended campfires but may rapidly expand in size if conditions are dry and/or windy. The recent trend toward more prolonged periods of drought within the western United States increases the likelihood of a wildfire. Typically, wildfires pose minimal threats to people and buildings in urban areas, but increasing human encroachment and development into natural areas increases the likelihood of bodily harm or structural damage. This encroachment occurs in areas called the wildland-urban interface (WUI), which is considered an area within a fire hazard severity zone, as defined by CalFire.

The Town of San Anselmo is located within a mapped WUI area and borders open space lands managed by Marin Water. The hillsides and canyons within the town and surrounding areas carry some wildfire hazard potential, which is a risk to urbanized areas within the town. Figure S-8 depicts the fire threat classifications within the town and surrounding areas. Based on this mapping, the northeastern and southwestern portions of the town are considered to have moderate to high wildfire threat conditions. However, San Anselmo does not currently have any Very High Fire Hazard Severity Zones identified by CalFire.



Wildfire burning on the San Anselmo side of the Terra Linda- Sleepy Hollow Divide.

Significant wildfires have occurred in San Anselmo and Marin County in the past and will continue to pose a threat to people and property. The last major wildfire to occur within the perimeters of the town boundary was the Sorich Park fire in 1976, which burned over 284 acres in and around San Anselmo. Figure S-9 depicts the WUI in the San Anselmo planning area.

Urban Fires

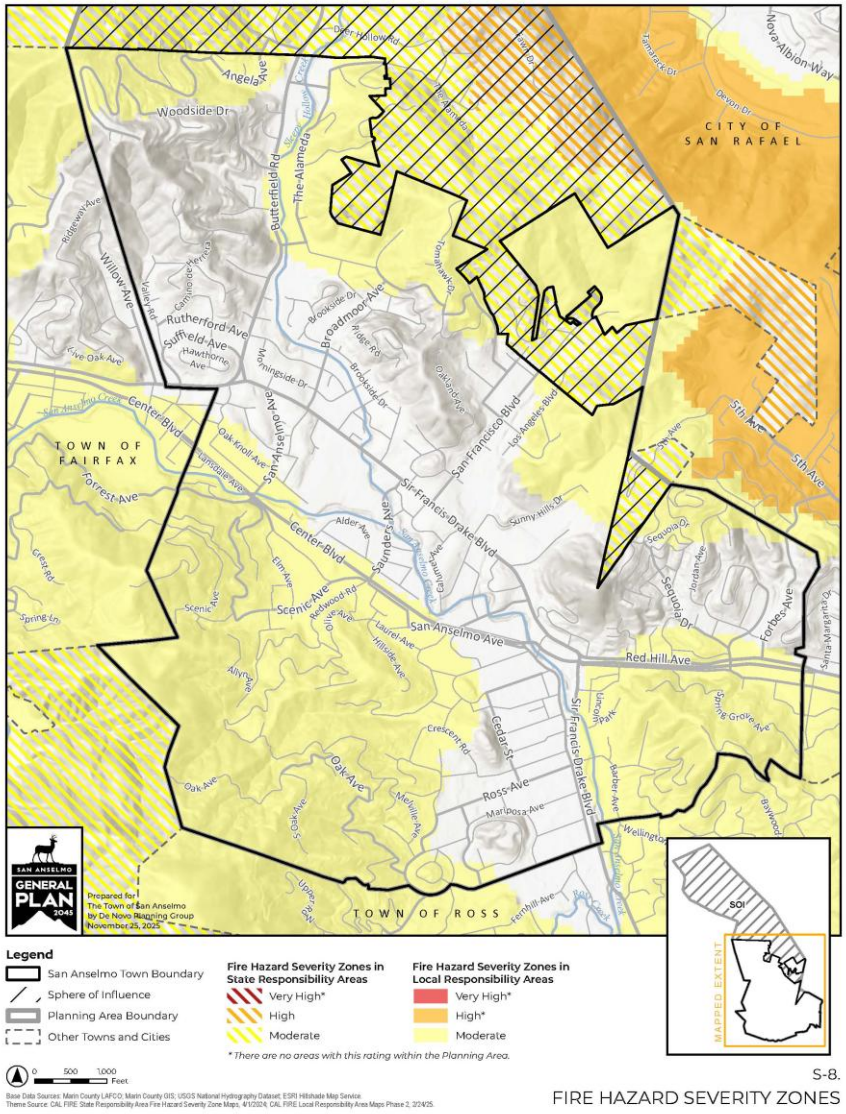
The possibility of an urban fire confronts every community. Many urban fires begin as isolated incidents caused by faulty electrical appliances, cooking mishaps, improper storage of chemicals, or industrial malfunction but can spread to other buildings if conditions permit. Many factors contribute to urban fires' severity and extent, but modern building codes and practices have helped reduce their effects. Despite these improvements, it is important to acknowledge the

risks associated with fires in urban areas. No matter its size, any fire can be fatal or cause people severe harm and can damage buildings and other structures.

Water Supply

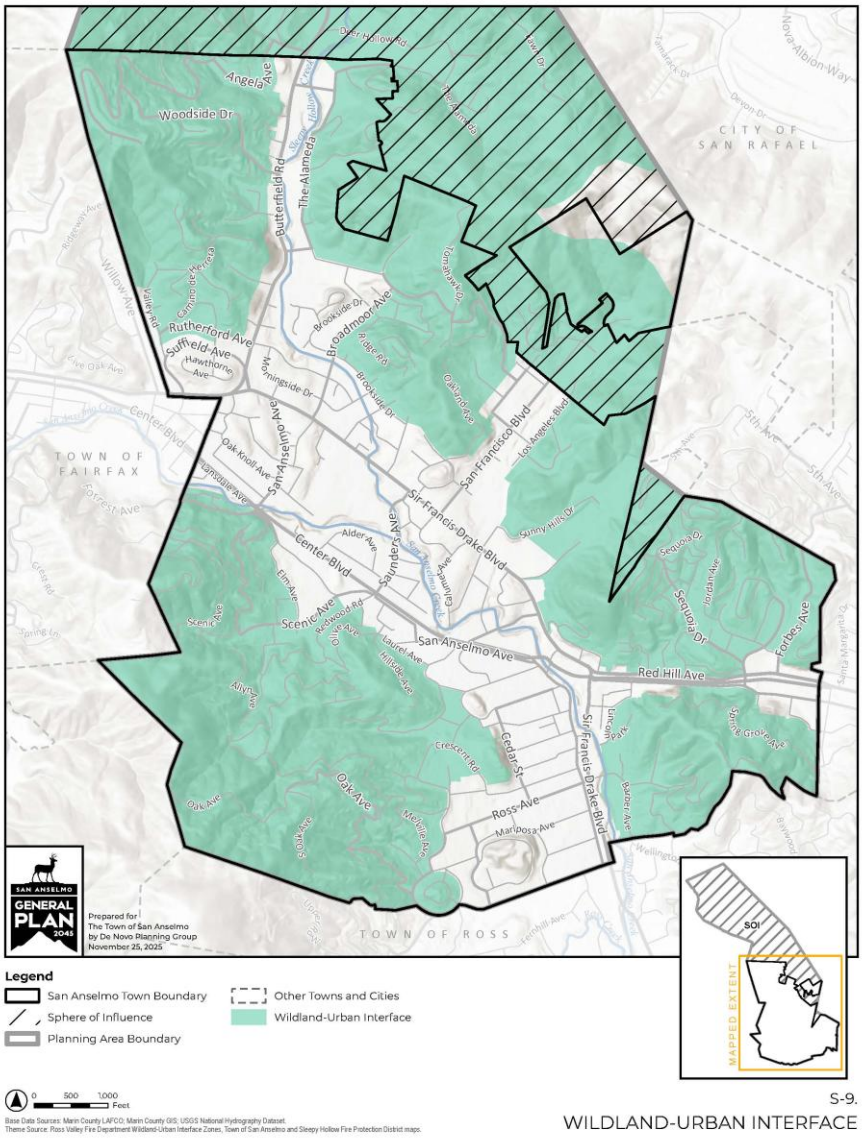
Marin Water provides water service in San Anselmo. The district owns approximately 21,600 acres of watershed land and provides water service to communities from the Golden Gate Bridge to southern Novato and west from the San Francisco Bay to the San Geronimo Valley. According to Marin Water's Urban Water Management Plan, adequate water supplies are expected during normal years, single dry years, and multiple dry years to meet expected demand within the town and service area through 2045. This is especially important for ensuring adequate supplies are available for fire suppression needs within San Anselmo. As a standard practice, new developments and major remodels are required to conduct water pressure/flow testing and mitigate issues if water flows are deemed inadequate.

Figure S-8 Fire Hazard Severity Zones



S-8.
FIRE HAZARD SEVERITY ZONES

Figure S-9 Wildland-Urban Interface



S-9.
WILDLAND-URBAN INTERFACE

9.5 CLIMATE AND WEATHER RELATED HAZARDS

Severe weather hazards in San Anselmo include drought, extreme heat, and severe wind and storm events. These hazards have affected plants and animals and damaged properties and vehicles. Future effects are anticipated due to climate change, which can contribute to the frequency and intensity of severe weather events.

Temperature

Increasing temperatures associated with climate change can act as a hazard multiplier. Increased temperatures can affect both water supplies and vegetation growth. With drier conditions, vegetation growth may be reduced, which can reduce wildfire vulnerability; however, if dry conditions persist for longer periods, the reduced vegetation may be drier than normal. These two conditions may change the wildfire risks within the town and the surrounding area, or cause areas that have not burned historically to be at greater risk of ignition.

Drought

A drought is a long period with substantially less precipitation than usual. The primary direct impact of a drought is the reduction of available water supplies. Water reduction is particularly concerning in agricultural areas and natural environments, but it can also affect landscaping in urban areas or human health in extreme cases. Droughts are generally regional events; however, some communities experience "long-distance drought" if the water source areas— potentially hundreds of miles away—are experiencing drought. San Anselmo receives water from Marin Water. The town and many residents have groundwater wells that are used for irrigation. Marin Water has a long-term water supply and management plan that includes a drought analysis that accounts for impacts associated with climate change.

Extreme Heat

Extreme heat is a period when temperatures are abnormally high relative to the normal temperature range. Extreme heat events include:

- **Extreme Heat Days:** a day during which the maximum temperature surpasses 98 percent of all historic high temperatures for the area.
- **Warm Nights:** a day between April to October when the minimum temperature exceeds 98 percent of all historic minimum daytime temperatures.
- **Extreme Heat Waves:** a successive series of extreme heat days and warm nights where extreme temperatures do not abate; typically, four successive extreme heat days and

warm nights.

According to Cal-Adapt, the State's portal for local climate change projections, an extreme heat day for San Anselmo is when the temperature exceeds 95.3° F, and a warm night exceeds 58.8°F. Between 1961-1990, the Town experienced an average of 4 extreme heat days annually, which are projected to increase between 11-20 days by the end of the century due to climate change.

Severe Wind

Wind is simply the movement of air caused by differences in atmospheric pressure and temperature. High-pressure air will naturally move to areas of low pressure. During certain times of the year, these conditions can cause high-speed winds (Diablo Winds), which are fast and forceful enough to damage public facilities, infrastructure, homes, utilities, and uproot or topple mature trees. During these events, debris is transported with enough force to damage property and injure people. Severe wind events can also cause Public Safety Power Shutoff events by utility providers (Pacific Gas & Electric) that distribute electricity to the town. These events de-energize power lines during wind events to reduce the potential of wildfire ignition and spread.

Precipitation

Climate change projections suggest that annual mean precipitation may increase as temperatures are anticipated to increase in the coming decades. Even with increases projected, there is the potential that the increased precipitation may fall during more intense weather events, which could increase flooding. By the end of the century, maximum 1- day precipitation events could increase by 20%, which could overwhelm existing infrastructure and potentially inundate areas that haven't experienced flooding. With greater and more intense precipitation, the town could also experience greater instability within hillside areas, causing an increase in landslides and mudslides.

With future temperature increases coupled with increased precipitation amounts, future wildfire impacts are projected to decrease or remain the same by the end of the century. This projection is based on the increase in precipitation, which may occur in fewer larger rain events coupled with higher average temperatures. This projection suggests that vegetation growth will experience an overall reduction or change that reduces future acres burned. Based on historical fires that have occurred, the Town has experienced an annual average of 47.1 acres burned (total acreage burned divided by the number of years analyzed), which is projected to reduce slightly (41.4 acres) or remain approximately the same (47.0 acres) by the end of the century.

A further discussion of the effects of climate change effects, as well as adaptation and resiliency to expected impacts, can be found in the Sustainability, Climate Change, and Resiliency Element.

9.6 NAVIGATING TOWARDS 2045

Over the next two decades, San Anselmo will respond to evolving climatic conditions by strengthening its approach to hazard mitigation, preparedness, and long-term resilience. As wildfire risk, flooding potential, and extreme weather events intensify, the Town will continue to refine land use decisions, expand defensible space practices, improve stormwater systems, and reinforce slopes and hillsides where instability is likely. These efforts will be ~~complemented~~ supported by updated emergency plans, expanded community preparedness programs, and the ~~establishment~~ development of resilience hubs that provide safe, accessible, and welcoming spaces for residents to gather, receive services, and ~~obtain~~ access critical information during emergencies. Together, these actions will help reduce vulnerabilities and maintain public safety across all neighborhoods.

Advances in technology will also enhance the Town's ability to anticipate and respond to environmental hazards. Real-time monitoring tools, ~~enhanced~~ early warning systems, and improved modeling software will help track wildfire conditions, rainfall intensity, soil movement, and other indicators of emerging risks. Remote sensing, data-sharing platforms, and communication technologies will ~~enable~~ support rapid coordination during emergencies, while resilience hubs ~~can integrate~~may incorporate backup power, cooling and air filtration systems, and digital communications to ~~support~~ serve residents ~~when~~ during disruptions ~~occur~~. By pairing modern tools with proactive planning and community-focused facilities, San Anselmo will strengthen its ~~capacity~~ ability to protect public safety and adapt to future climatic challenges.

Emergency preparedness and disaster recovery have important equity dimensions that require explicit attention. Lower-income residents, renters, people with disabilities, older adults, and non-English-speaking community members may face heightened vulnerability during emergencies and have less access to recovery resources. The Town will design and implement emergency preparedness outreach, evacuation planning, and recovery programs to effectively reach and support these populations.

9.7 GOALS, POLICIES, AND ACTIONS

HAZARD MITIGATION, EMERGENCY PREPAREDNESS, RESPONSE, AND RECOVERY

Goal S-A Promote a culture of resilience and preparedness within San Anselmo where all community members and businesses are informed, equipped, and prepared for natural and human-caused emergencies.

Policy S-A.1: Structural Hazards. Support efforts to reduce the number of structures subject to natural hazards.

> **Action S-A.1.a: Building Code Updates.** Regularly update building codes and regulations to address changing hazard conditions and requirements.

Policy S-A.2: Hazard Education. Increase education, outreach, and awareness of hazards and hazard mitigation, especially ~~to~~ for vulnerable populations ~~(AFN, Disadvantaged Communities, etc.)~~, including older adults, people with disabilities, lower-income households, and others who may face barriers to accessing information.

> **Action S-A.2.a: Multilingual and Community-Based Outreach.** Expand emergency preparedness outreach through multilingual communication and partnerships with community-based organizations to broaden access to information on evacuation routes, shelter locations, and recovery resources. Use a variety of communication methods and trusted community channels to reach residents who may not engage with standard municipal communications, and adapt outreach strategies over time as San Anselmo's demographics evolve.

Policy S-A.3: Hazards in New Development. Encourage new development in locations that avoid or reduce exposure to hazards for future residents and users.

> **Action S-A.3.a: Essential Public Facilities.** Locate, when feasible, new essential public facilities outside of identified hazard areas, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities.
>
> **Action S-A.3.b: Public Facilities in Hazard Areas.** Identify appropriate construction methods to minimize damage to public facilities located within an identified hazard area.

Policy S-A.4: Resilient Utilities and Public Safety Services. Work with public utilities and special districts that provide water, sewer, fire protection, and public safety services in order to maintain and improve upon the present level of service and resiliency to natural hazards.

Policy S-A.5: Resilient Town Buildings. Require that Town-owned buildings are maintained to support their resilience in the face of natural disasters.

> **Action S-A.5.a: Resilient Public Facilities.** Maintain the structural and operational integrity of essential public facilities during hazard events.

Policy S-A.6: Agency Coordination. Increase cooperation and coordination among private entities, local agencies, special districts, State and federal agencies, and tribal organizations to improve service delivery and communication to the community.

Policy S-A.7: Staff Training. Ensure Town staff are adequately trained to implement State and local regulations designed to avoid loss of life, injury, and property damage from natural disasters.

> **Action S-A.7.a: Hazard Mitigation Program Review and Integration.** Conduct an annual review of hazard mitigation goals and strategies and integrate the findings into the annual budget, staffing allocations, and updates to the Capital Improvement Plan.

Policy S-A.8: Pedestrian Evacuation Routes. Support the development of pedestrian rights-of-way as temporary pathways to serve as additional evacuation routes for residents without access to private vehicles or with mobility limitations.

Policy S-A.9: Emergency Response and Evacuation Plans. Support the preparation, implementation, and regular update of local preparedness and evacuation plans, ensuring plans are accessible and responsive to the needs of diverse abilities, and promote multi-jurisdictional cooperation and communication for emergency situations.

> **Action S-A.9.a: Emergency Planning ~~,~~ Coordination~~,~~ and Training Program**. Maintain and update the Town's Emergency Operations Plan (EOP) to ensure a clear chain of command and strong coordination with the Marin County Operational Area, and participate in regional emergency planning efforts, including updates to the Marin County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). Adopt each updated MJHMP to remain eligible for FEMA hazard mitigation funding and ensure

the plan includes analysis of climate-related risks, identification of vulnerable assets and populations, and strategies to ~~strengthen community resilience~~address their specific needs and strengthen community resilience.

Policy S-A.10: Post Disaster Recovery. Expand and enhance post disaster recovery strategies, prioritizing community resilience, ~~and~~ sustainability, and equitable recovery for all residents.

Action S-A.10.a: Post Disaster Recovery Framework. Develop an all-hazards Post Disaster Recovery Framework for use after a major incident or event that considers the needs of different segments of the community.

Policy S-A.11: Community Education. Educate community residents and businesses on emergency preparedness, response, ~~and~~ evacuation procedures and mitigation strategies using accessible formats and inclusive communication methods.

Action S-A.11.a: Public Outreach. Provide community outreach and education programs on a regular basis to~~, at intervals that~~ keep residents informed about emergency procedures, shelters, safe refuge areas, and evacuation routes, ~~to be followed in the event of an emergency~~using multiple communication channels and accessible formats.

Policy S-A.12: Circulation System for Evacuations. Continue to study the Town's circulation network and emergency response capabilities to provide effective evacuations during an emergency for all residents, including those with limited mobility and transportation options.

Policy S-A.13: Property Identification. Identify properties through clear street naming and numbering systems for emergency response vehicles.

Policy S-A.14: Access Routes for New Development. Require all new developments and redevelopments to provide a minimum of two points of access by means of public roads that can be used for emergency vehicle response and evacuation purposes for residents and emergency responders.

Action S-A.14.a: Emergency Access Improvements and Roadway Standards. Evaluate and implement feasible emergency access improvements for existing and new development, including roadway widening, parking restrictions, vehicle pullouts, roadside clearance, and new or improved access routes, and require necessary upgrades during discretionary review when a nexus exists. For areas that do not meet

minimum emergency access standards, assess targeted solutions such as hillside pullouts, limited on-street parking, enhanced clearance, or supplemental access routes, with improvements limited to property frontage where appropriate.

Policy S-A.15: Private Road Design. Ensure all private roads are designed and maintained to allow unrestricted emergency equipment and personnel access.

Policy S-A.16: Updated Evacuation Routes. Ensure all Town and Marin County transportation plans reflect updated evacuation routes, strategies, and data.

Policy S-A.17: Emergency Response Capability. Maintain a high level of emergency response capability to serve all members of the community effectively.

Action S-A.17.a: Budget for Emergency Services. Account for current and future emergency service needs during annual budgeting cycles.

Action S-A.17.b: Emergency Service Priorities. Regularly review and update the Town's priorities for future emergency service needs to reflect changing conditions and community needs.

Action S-A.17.c: Development Review. Consult Fire and Police staff in the development review process to ensure development adequately addresses service levels, security concerns, and safety.

SEISMIC AND GEOLOGIC HAZARDS

Goal S-B Minimize the risk of injury and structure damage from seismic hazards.

Policy S-B.1: Seismic Codes. Require that new development and redevelopment meet the most up-to-date seismic codes/ regulations and use methods of construction to withstand stress caused by an earthquake.

> **Action S-B.1.a: Compliance with Safety Codes.** Review all new building plans or substantial renovations for compliance with State and federal seismic safety regulations prior to permit approval.

Policy S-B.2: Earthquake Education. Ensure residents and businesses are educated on emergency preparedness and response procedures during an earthquake through accessible formats and communication methods.

Policy S-B.3: Seismic Safety Upgrades. Facilitate and support maintenance and improvement of structures potentially vulnerable to seismic hazards and support residents who may be disproportionately affected by structural risks.

> **Action S-B.3.a: Inventory of Seismically Vulnerable Structures.** Conduct an inventory of seismically vulnerable structures as a first step in establishing voluntary or mandatory programs for retrofitting these structures and identify potential impacts on occupants and tenants. Ensure this inventory highlights historic structures.
>
> **Action S-B.3.b: Seismic Hazard Disclosure and Tenant Notification Program.** Require property owners to disclose seismic vulnerabilities, including unreinforced masonry status, retrofit standards, and the potential need for temporary displacement after a major earthquake, to existing and prospective tenants, ensuring they understand associated risks and necessary preparedness measures through clear and accessible information.
>
> **Action S-B.3.c: Seismic Upgrades.** Establish incentives for owners of historic or architecturally significant buildings to undertake mitigation to levels that will minimize the likelihood that these buildings will need to be demolished after a disaster and/or establish preservation-sensitive measures for the repair and re-occupancy of historically significant structures.

Policy S-B.4: Infrastructure Resilience. Advocate for and work with regional utilities to enhance the preparedness, protection, and resilience of water, energy, and telecommunications infrastructure.

Goal S-C Ensure landslide and slope stability hazards are effectively mitigated throughout the town.

Policy S-C.1: Development in Areas of Slope Instability or Steep Topography. Require development in areas of slope instability or steep topography to minimize the potential for landslide and geologic hazards to jeopardize public health, safety, and welfare. Require mitigation of landslides and steep slopes as part of the development process, and discourage and avoid locating development in areas of slope instability.

Policy S-C.2: Geologic Hazards. Continue to protect the community from hazards associated with soil erosion, weak and expansive soils, and liquefaction.

> **Action S-C.2.a: Enforcement of Building Codes.** Continue to enforce building codes and relevant legislation on all new development and redevelopment.
>
> **Action S-C.2.b: Inspection of Slope Improvements.** Establish a periodic inspection and maintenance program for existing slope improvements.

Policy S-C.3: Building Foundations. Require that new development and redevelopments include proper foundation and support in areas of potential slope instability.

FLOOD HAZARDS

Goal S-D Minimize the effects of natural flooding and potential inundation from dam failure.

Policy S-D.1: Development within Floodplains. ~~Limit d~~Development within floodplains shall be designed to minimize risks to life and property and satisfy Federal Emergency Management Agency requirements for residents and businesses.

> **Action S-D.1.a: Flood Insurance.** Continue to participate in the National Flood Insurance Program and the Community Rating System to reduce flood risk and improve flood insurance affordability.

Action S-D.1.b: Floodplain Regulations, Enforcement, and Updates. Continue to enforce and update floodplain, drainage, and development regulations to maintain consistency with State and federal requirements.

Action S-D.1.c: Stream Bank Protection. Develop an approach and identify locations for bank protection strategies that should not be limited to:

- An assessment of banks to inventory areas that appear prone to failure;
- Bank stabilization, including installation of rip rap or whatever regulatory agencies allow;
- Stream bed depth management using dredging; and
- Removal of out-of-date coffer dams in rivers and tributary streams.

Policy S-D.2: Drainage Infrastructure. Support modifications and updates to public infrastructure to reduce flooding.

Action S-D.2.a: Flood Infrastructure Evaluation, Funding, and Implementation Program. Evaluate and map waterways and existing flood protection infrastructure to identify, prioritize, and design needed flood control and storm drainage improvements, and pursue funding to construct projects that reduce flood risks and protect vulnerable properties and reduce impacts on affected residents and businesses.

Action S-D.2.b: Flood Management. Identify flood management solutions (i.e., property acquisitions, detention and retention basins, channel widening, acquisitions, relocations, and environmental mitigations) to reduce flood impacts within the town.

Action S-D.2.c: Nature-based Solutions. Promote nature-based methods and best management practices (e.g., bioswales, natural ground cover) through the Town's urban pollution runoff stormwater program.

Policy S-D.3: Best Stormwater Management Practices. Consider best practices regarding natural waterways and constructed stormwater conveyance structures when reviewing development applications, plans, and programs.

Action S-D.3.a: Hydrologic Analysis. Continue to improve existing hydrologic analysis of runoff and drainage systems to predict areas of insufficient capacity in the storm drain and natural creek system.

Action S-D.3.b: Impervious Surfaces. Update existing guidelines and regulations that limit the use of impervious surfaces and/or require the use of permeable surfaces, implement other regulations to effectively channel and minimize site runoff, and allow water to percolate, increasing groundwater recharge.

Action S-D.3.c: Hydraulic Models. Update hydraulic models as needed in response to major developments in the watershed or major changes to land uses within cities or counties.

Action S-D.3.d: Flood Insurance Map Updates. As new flood-control projects are completed, request revisions to flood-insurance rate maps to reflect flood risks as accurately as possible.

Policy S-D.4: Coordination on Flood Management and Mitigation. Coordinate with neighboring jurisdictions, stakeholders, and resource agencies on flood mitigation and management projects.

Action S-D.4.a: Interagency Flood Mitigation Coordination Program. Collaborate annually with flood control districts, utilities, and neighboring jurisdictions to assess mitigation projects, infrastructure needs, and capital planning.

Action S-D.4.b: Water Efficient Landscape and Impervious Surface Management Program. Promote drought-tolerant and water-efficient landscape design, incorporate xeriscape practices and permeable surfaces in Town projects where feasible, and adopt updates to the Marin Municipal Water District's Water Efficient Landscape Ordinance to reduce water demand, enhance conservation, and support groundwater recharge.

Policy S-D.5: Preparation for Potential Dam Inundation. Ensure Town staff and residents are informed and prepared for potential dam inundation events through accessible communication methods.

Action S-D.5.a: Inundation Map Updates. Encourage Marin Municipal Water District to update inundation mapping with depth information.

Action S-D.5.b: Flood Evacuation Preparedness. Review the updated mapped inundation areas and coordinate with Marin Municipal Water District on procedures for emergency evacuations.

Action S-D.5.c: Property Owner Information. Provide dam inundation information to potentially affected property owners whenever new or updated information becomes available in clear and accessible formats.

WILDLAND AND URBAN FIRES

Goal S-E Prepare and ready the community to respond to fire hazards.

Policy S-E.1: Vegetation Management along Creeks and Steep Slopes. Ensure fuel modification activities and vegetation management techniques along creeks and steep slopes do not contribute to landslide and erosion hazards.

Action S-E.1.a: Vegetation Management in Fire-Sensitive Areas. Require that vegetation management in fire-sensitive areas include thinning of high fuel vegetation or replanting with fire resistant plant materials.

Action S-E.1.b: Non-native Species. Prioritize the removal of non-native species.

Action S-E.1.c: Structural Mitigations. Identify structural mitigations rather than vegetation management in the most fire-sensitive areas (i.e., areas within the WUI), when feasible.

Action S-E.1.d: Biodiversity, Fire, and Fuels Integrated Plan. Prepare a Biodiversity, Fire, and Fuels Integrated Plan (BFFIP) that describes actions necessary to minimize fire hazards and maximize ecological health in Town open space areas in compliance with the Marin County Community Wildfire Protection Plan.

Policy S-E.2: Community- and Neighborhood-Based Approach. Encourage ~~the formation of~~ a community- and neighborhood-based approach to wildfire education and action through local Fire Safe Councils and the Fire Wise Program, supporting participation from a broad range of residents.

Action S-E.2.a: ~~Homeowner~~ Wildfire Actions Plans. Engage with ~~home~~property owners and residents in the Wildland Urban Interface to prepare a wildfire action plan.

Policy S-E.3: Fire Patrolling. Encourage the Fire Department to increase local patrolling during periods of high fire weather.

Policy S-E.4: Safety Standards in Fire Hazard Areas. Regularly re-evaluate specific fire hazard areas and adopt reasonable safety standards covering such elements as fuel

modification around homes, adequacy of existing and future water supplies, fire flow tests, fire hydrants, routes or throughways for fire equipment access, clarity of addresses and street signs, and long-term maintenance.

Policy S-E.5: Code Consistency. Maintain consistency with the California Building and Fire Codes and Ross Valley Fire Department Standards and best practices.

> **Action S-E.5.a: Fire Code Consistency and Development Review Requirements.** Maintain and enforce Town regulations to remain consistent with the California Building Code and Ross Valley Fire Department requirements and require fire risk analysis and appropriate mitigation measures for subdivisions and development in high fire hazard areas. Prior to approving any subdivision in these areas, review and approve a fire risk study that identifies contributing risk factors, recommended mitigation actions, the costs and means of providing fire protection, and the parties responsible for funding and benefiting from these measures.
>
> **Action S-E.5.b: Properties with Limited Access.** Establish mitigations for properties in fire hazard areas with restricted and single points of access, including parking restrictions, and investigate the feasibility of establishing special assessment districts to improve road capacity and adequate water supply.

Policy S-E.6: Public Facilities in High and Very High Fire Severity Zones. Prohibit new public/critical facilities (schools, hospitals, fire stations, etc.) from being located in High and Very High Fire Hazard Severity Zones to the greatest extent feasible. If located in these areas, require adequate fire response and evacuation capabilities.

Policy S-E.7: Fire Prevention Programs. Support fire prevention, public education, early detection programs, and property inspections to identify and ~~avoid~~ reduce fire hazards, using accessible formats and community methods.

> **Action S-E.7.a: Property Maintenance for Fire Control.** Implement and enforce fire safety and vegetation management requirements on private property, including taking necessary fire prevention actions on undeveloped or hazardous sites and recovering associated costs from property owners. Provide comprehensive public education for residents and businesses on defensible space, vegetation management, landscaping practices, and fire hazard reduction strategies, using multiple communication channels.

Policy S-E.8: Vegetation Clearance. Require vegetation clearance and maintenance for all public and private roads and properties in the fire hazard areas.

Policy S-E.9: Fire Defense Improvements. Allocate adequate funding for fuel breaks and other fire defense improvements on public property and require similar measures for private property in compliance with fire safe regulations.

> **Action S-E.9.a: Grazing for Fuel Management.** Continue to consider grazing in open space for grass/light fuel maintenance.

Policy S-E.10: Private Water Sources. Coordinate with owners of private water sources, such as swimming pools, in or adjacent to high fire risk areas for on-site fire protection use.

Policy S-E.11: Prioritization of New Development. Prioritize development in areas with sufficient water supply infrastructure and roadway capacity to provide adequate evacuation and emergency equipment access for future residents and users.

Policy S-E.12: Adequate Water Supply. Coordinate with Marin Municipal Water District to ensure adequate water supply and infrastructure for existing and future daily demands and firefighting suppression requirements.

WEATHER-RELATED HAZARDS

Goal S-F Ensure the community can anticipate and adapt to weather-related events with attention to populations that may be more vulnerable to extreme conditions.

Policy S-F.1: Construction Techniques. Encourage construction and design techniques that support increased efficiency and greater insulation to accommodate future weather extremes.

Policy S-F.2: Tree Trimming. Encourage tree trimming and other hazard reduction activities that minimize or prevent impacts from high wind events.

Policy S-F.3: Energy and Water Conservation Code Updates. Require that updated code adoptions include provisions for greater energy and water conservation measures to reduce impacts from drought and extreme temperatures.

10. Noise

From the rustle of oaks in the hills to the hum of traffic on the boulevards to the joyous clamor of a downtown event, sound is a defining characteristic of San Anselmo. As the community evolves and new noise sources emerge, the Noise Element's policies will ensure the town preserves its tranquility while remaining a vibrant, welcoming place to live, work, and gather.

10.1 PURPOSE OF THE ELEMENT

The purpose of this element is to advance a healthy and comfortable sound environment for all who live in San Anselmo. It recognizes that noise impacts vary across the community, and that some residents, including lower-income households and renters, may experience greater exposure due to proximity to commercial corridors and high-traffic roadways and may have fewer resources to mitigate noise. The element promotes policies that minimize noise impacts and support community well-being across all neighborhoods and living environments. Its policies are grounded in the Town's belonging standard, guiding noise mitigation efforts to address areas with the greatest impacts and support residents with the least capacity to reduce exposure.

This element identifies sources of noise and noise levels in San Anselmo and ~~provides standards~~establishes standards and ~~methods~~ strategies to ~~address~~ manage exposure to both current and ~~projected~~ future noise sources. The primary source of ~~existing~~ noise in San Anselmo is vehicle traffic ~~from~~ along major corridors and collector roads. Other contributors include c~~C~~ommercial activity, recreation, construction, landscape maintenance, and truck loading ~~are among the stationary sources that contribute to the noise environment~~.

The purpose of the Noise Element is to proactively maintain ~~current~~ existing acoustic conditions and prevent ~~noise~~ increases in noise levels as the community evolves, ~~despite growth,~~ while protecting residents and other ~~from excessive noise exposure in noise-~~sensitive uses from excessive noise, particularly in areas and at times where quieter conditions are most important. ~~areas and at noise-sensitive times of day.~~ The goals, policies, and actions in ~~the Noise Element his~~this element will be implemented through the

development review process, updates to the Municipal Code, and ongoing coordination with regional partners.

As noise sources and mitigation technologies evolve, the Town will periodically review and refine noise standards to ensure they ~~continue~~ remain effective, practical, and supportive of community character and quality of life~~to protect community character while remaining practical and effective~~.

The Noise Element includes the following sections.

10.2 Fundamentals of Noise. Describes the fundamentals of sound and noise-related terms.

10.3 Existing Noise Conditions. Discusses the most significant sources of noise in San Anselmo, including roadways and stationary sources.

10.4 Noise and Land Use Compatibility Standards. Presents standards that should be used to evaluate compatibility between new land uses and development projects and noise levels in San Anselmo.

10.5 Future Noise Environment. Describes future noise conditions expected with development projected under the General Plan.

10.6 Navigating Towards 2045. Discusses how technological changes may affect noise sources and how the Town monitors and manages noise in the future.

10.7 Goals, Policies, and Actions. Identifies goals, policies, and actions to limit the community's exposure to noise and vibration.

10.2 FUNDAMENTALS OF NOISE

Noise is a subjective reaction to sound that is loud, unpleasant, unexpected, or undesired.

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction;
- Interference with activities such as speech, sleep, and learning; and
- Physiological effects such as hearing loss or sudden startling.

Environmental noise typically produces effects in the first two categories. Workers can experience noise in the last category. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

A decibel (dB) is the fundamental unit of sound, and sound is measured on a decibel scale. The decibel scale is logarithmic, not linear, which means that an increase in 10 dB is 10 times greater than the base number. The perceived loudness of sound is dependent upon many factors, including sound pressure and frequency. The A-weighted decibel scale is used to give greater weight to the frequencies of sound to which the human ear is most sensitive by de-emphasizing the very low and very high frequencies. The A-weighted sound level is expressed as dBA and is the most common method to characterize sound in California. Representative outdoor and indoor noise levels in units of dBA are identified in Figure N-1.

Figure N-1 Typical A-Weighted Sound Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet fly-over at 1,000 ft	100	
Gas lawn mower at 3 ft	90	
Diesel truck at 50 ft. and 50 mph	80	Food blender at 3 ft
Gas lawn mower at 100 ft	70	Vacuum cleaner at 10 ft
Heavy traffic at 300 ft	60	Normal speech at 3 ft
	50	Dishwasher in next room
Quiet urban nighttime	40	
	30	Library
Quiet rural nighttime	20	Bedroom at night

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol 2013.

The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. A 3 dBA change is a just-perceivable difference. Generally, a change in level of at least 5 dBA is required before any noticeable change would be expected. A 10 dBA change sounds like the noise has approximately doubled.

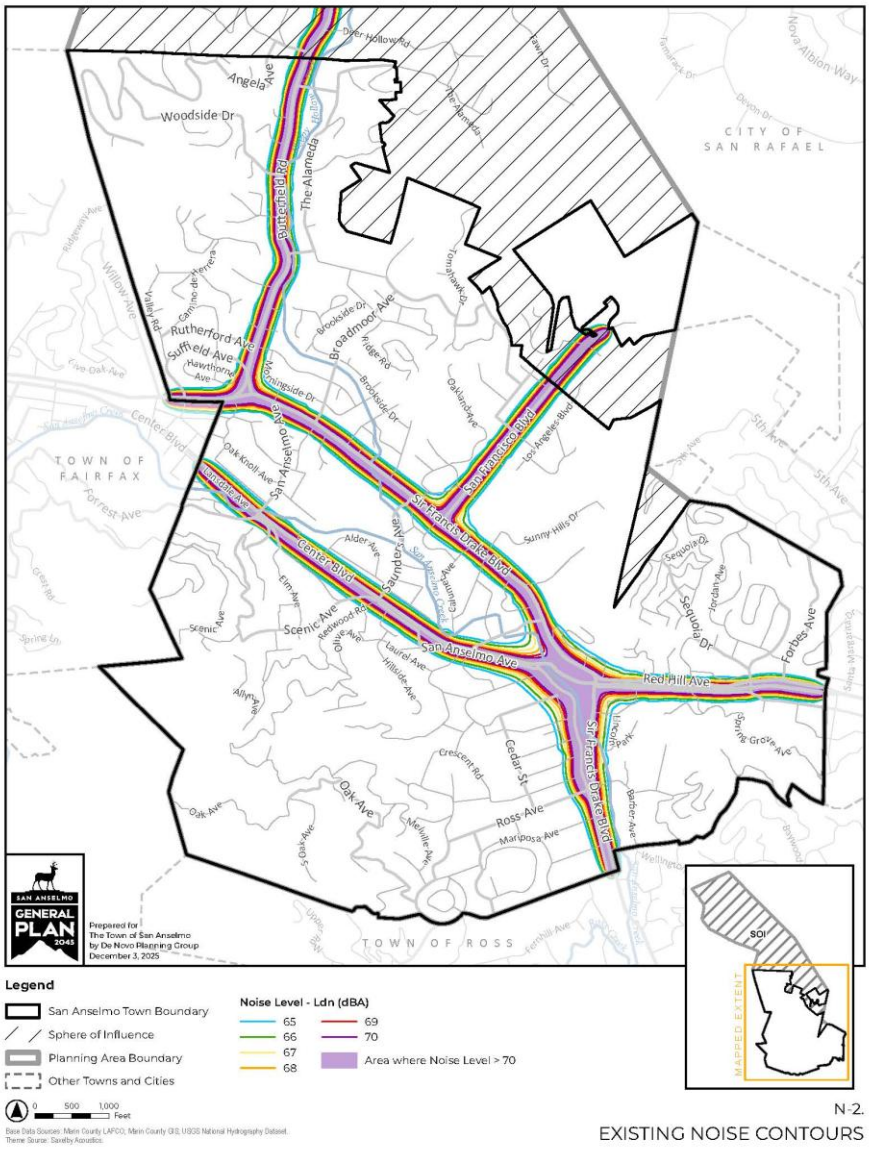
Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level of a given environment consisting of all noise sources audible at that location. A common statistical tool to measure ambient noise is average, or equivalent, sound level.

The day/night average level (L_{dn}) is based on the average noise level over a 24-hour day, with a 10-decibel weighting applied to noise occurring during nighttime (10 p.m. to 7 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

10.3 EXISTING NOISE CONDITIONS

Existing traffic volumes and generally accepted noise modeling techniques were used to develop noise contours for the major roadways in the planning area. Figure N-2 shows noise contours where noise levels are at or above the 65 dBA level. These include Sir Francis Drake Boulevard, Greenfield Avenue, Red Hill Avenue, Center Boulevard, San Francisco Boulevard, and Butterfield Road. Commercial properties at the Hub are most impacted by high noise levels. The contours indicate maximum noise exposure assuming line-of-sight to the noise source and fall from the roadways since noise decreases exponentially with distance. These contours are intended for screening purposes to identify locations where site-specific noise studies may be required when considering new development or changes in land use.

Figure N-2: Existing Noise Contours



N-2.
EXISTING NOISE CONTOURS

The General Plan includes policies and actions to protect the community from excessive noise from new land uses and to ensure new development is not located too close to noise-generating sources.

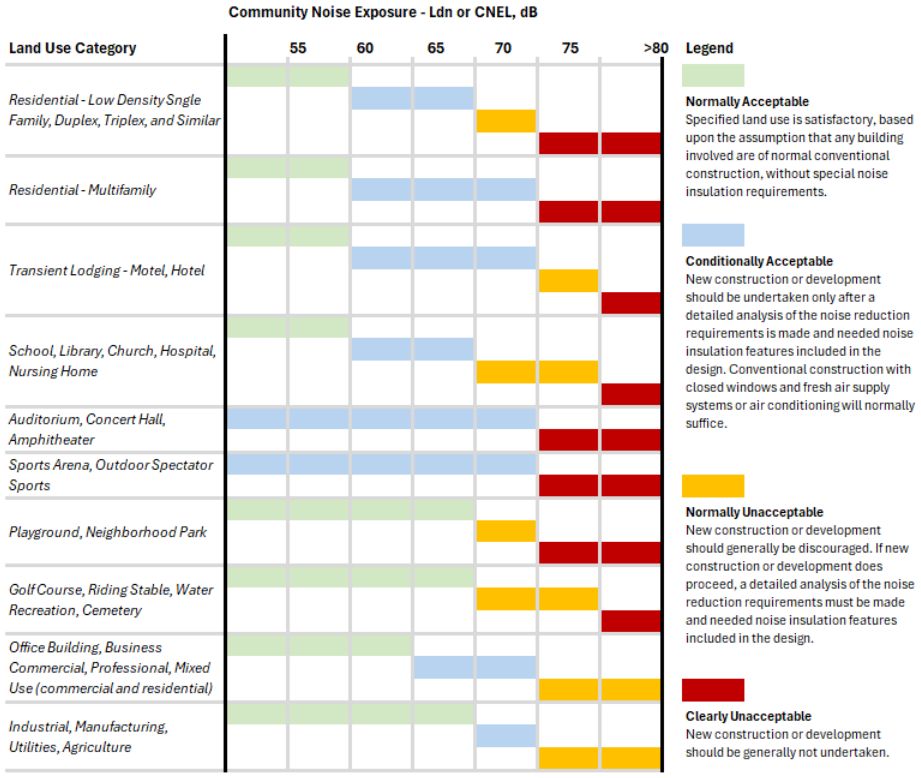
Stationary Noise Sources

Commercial activity, construction, landscape maintenance, parking lots, loading docks, parks, and schools are among the stationary noise sources in San Anselmo. Stationary noise sources also include mechanical systems for heating, ventilation, and air conditioning; service and delivery trucks idling, loading, and unloading; and recreation activities. The Town Municipal Code establishes maximum noise levels for residential and commercial areas at different times of the day and prohibits the operation of any powered equipment that emits noise at or above 80 dBA at 50 feet from the equipment. Hours for construction and demolition work are regulated, and the operation of gas-powered landscape equipment is restricted. Section 10.6 includes policies and actions to continue to protect the community from unwanted noise.

10.4 NOISE AND LAND USE COMPATIBILITY STANDARDS

The standards listed in Figure N-3 should be used to evaluate the compatibility between new land uses and future noise in San Anselmo. These standards, together with Figures N-2 and N-4, help determine whether a proposed development or land use is located in an area where noise levels exceed the normally acceptable noise exposure for that land use type, and whether an acoustical analysis and/or special noise mitigating measures are required. The land use compatibility standards also serve as a guide determining whether noise from stationary sources is acceptable.

Figure N-3: Noise and Land Use Compatibility Guidelines



10.5 FUTURE NOISE LEVELS

Future increases in noise levels will be largely attributable to vehicular traffic. Projected noise contours are shown in Figure N-4, which identifies areas that may be exposed to excessive noise levels. Policies and actions in the Noise Element address these noise issues through implementation of a variety of noise-mitigating measures and, where feasible, by conditioning future development to limit future noise exposure.

Figure N-4: Projected Future Noise Contours

[To be prepared with the Draft Environmental Impact Report]

10.5 NAVIGATING TOWARDS 2045

As San Anselmo looks toward 2045, technological change will introduce new and evolving noise sources while also transforming how noise is monitored and managed. Emerging technologies, such as delivery drones, increased use of micromobility devices, autonomous and connected vehicles, and new building and mechanical systems, may shape the community's acoustic environment in ways not fully anticipated today. At the same time, advances in noise monitoring, including low-cost sensors, real-time data collection, and improved modeling tools, will enhance the Town's ability to identify noise hotspots, evaluate cumulative impacts, and respond more effectively to community concerns. These tools can support more proactive, data-informed approaches to enforcement and help guide updates to noise standards as conditions change.

Periodic review of regulations will help ensure that noise management strategies remain effective, adaptable, and responsive to evolving conditions, while protecting noise-sensitive uses, preserving community character, and supporting a healthy and comfortable environment. These efforts will consider a range of living environments and community needs, particularly in areas where quieter conditions are important for well-being, while accommodating innovation and growth.

Noise impacts are not experienced equally across the community. Residents in lower-income households and renters are more likely to live near noise-generating uses, such as commercial corridors and high-traffic roadways, and may have fewer resources to mitigate noise exposure. The Town will incorporate these considerations in identifying noise mitigation priorities and will protect noise-sensitive land uses, including those serving lower-income populations, through the standards established in this element.

Overall, noise management strategies will continue to support a healthy, livable, and inclusive environment for all residents, helping ensure that the benefits of a well-managed sound environment are experienced across the community.

~~As San Anselmo looks toward 2045, technological change is likely to introduce new and evolving noise sources while also transforming how noise is monitored and managed. Emerging technologies such as delivery drones, increased use of electric but still audible micromobility devices, autonomous or connected vehicles, and new building and mechanical systems may alter the community's acoustic environment in ways not fully anticipated today. At the same time, advances in noise monitoring technology, including low-cost sensors, real-time data collection, and improved modeling tools, can enhance the Town's ability to identify noise hotspots, evaluate cumulative impacts, and respond more efficiently to complaints. These tools may support more proactive, data-driven enforcement and updates to noise standards as conditions change. Periodic review of regulations will help ensure that noise management approaches remain effective, protect~~

~~noise-sensitive uses and times of day, and preserve San Anselmo's community character while accommodating innovation and growth.~~

10.~~6~~ 7 GOALS, POLICIES, AND ACTIONS

Goal N-A Protect and preserve the peace and quiet of San Anselmo by minimizing ~~community~~ exposure to excessive noise and vibration for residents and businesses.

Policy N-A.1: Compatibility of New Land Uses. Use the Noise and Land Use Compatibility Guidelines in Figure N-3 to establish and maintain acceptable noise levels for different land uses, consistent with state and federal guidelines, to protect the health and wellbeing of residents and occupants. Require acoustical analysis and feasible noise attenuation methods for new development and/or land uses that may be exposed to or generate noise exceeding applicable standards.

Action N-A.1.a: Acoustical Study Requirements. Require acoustical studies for development projects subject to discretionary review that may be exposed to or create noise levels exceeding the Noise and Land Use Compatibility Guidelines in Figure N-3. Identified noise control measures shall ensure compliance with applicable standards, including maintaining interior noise levels of 45 dBA Ldn or lower for new residential uses to ensure a comfortable and healthy living environment.

Action N-A.1.b: Landscaping Equipment Noise. Advance and implement regulations to limit noise from landscaping equipment, such as quiet hours, and continue ~~enforcement~~ enforcing ~~of~~ the Town's ban on gas-powered landscape equipment to reduce impacts on nearby residents, workers, and sensitive receptors.

Action N-A.1.c: Noise Ordinance and Objective Noise Standards. Review and update the Town's Noise Ordinance within five years of General Plan adoption to establish clear, objective noise limits for residential, commercial, and mixed-use areas, including temporary construction noise. Apply these standards through the development review and permitting process by incorporating appropriate conditions of approval for noise-generating activities and equipment, and enforce the standards once projects become operational.

Policy N-A.2: Significant Noise Increases. Protect noise-sensitive receptors, such as residents, schools, and care facilities, from adverse noise exposure by requiring feasible mitigation for discretionary projects that would permanently increase ambient noise by:

- > 5 dB where baseline is < 60 dB
- > 3 dB where baseline is 60–65 dB
- > 1.5 dB where baseline is > 65 dB

Where no noise-sensitive receptors are present, the Town may determine that no significant noise impact exists.

Policy N-A.3: Construction Noise. Minimize noise impacts from construction by enforcing limits on construction hours, requiring feasible noise-reducing measures, and applying best management practices to protect nearby residents, schools, and other ~~noise-~~sensitive ~~receptors~~populations.

Action N-A.3.a: Construction Noise Limits and Mitigation Measures . Enforce limitations on construction hours and require feasible noise-reduction measures, such as sound barriers, muffled and properly maintained equipment, and other appropriate technologies, through the development review process. For CEQA analyses, use a 12 dBA increase as the temporary construction noise threshold of significance.

Action N-A-3.b: Construction Notification and Noise Management Plans. Require project applicants to provide advance notice of construction to nearby residents and businesses, including timelines, allowable construction hours, and contact information, using clear and accessible communication. Develop guidelines for notice content and distribution. Require major projects to prepare Construction Noise Management Plans detailing monitoring and noise-reduction strategies.

Policy N-A.4: Traffic Noise. Minimize residents' exposure to traffic noise across the community through land use planning, enforcement, street design, and landscaping.

Action N-A.4.a: Vehicle Code Noise Enforcement. Enforce the California Vehicle Code provisions related to excessively loud vehicles operating on Town streets.

Action N-A.4.b: Pavement and Street Design. Evaluate the use of roadway surfacing materials or other treatments that reduce traffic noise along arterial and collector streets.

Action N-A.4.c: Sound Barriers and Alternatives. Discourage sound walls where alternative measures, such as berms, landscaping, or building placement, can effectively reduce noise. Where sound walls are necessary, require aesthetically compatible design, appropriate screening, regular maintenance, and measures to minimize sound reflection that supports neighborhood character and quality of life.

Policy N-A.5: Vibration Impacts. Require evaluation and mitigation of vibration during demolition and construction projects to avoid potential impacts on nearby ~~noise-sensitive receptors~~residents and structures.

Glossary

Access and Functional Needs (AFN). A person with a disability, temporary or permanent, or other condition that would require them to need assistance during an evacuation.

Acoustics: The science of sound.

Adaptation. The process of adjusting to and preparing for the current and future impacts of climate change.

Age-Friendly Community: A place that adapts its services and physical structures to be more inclusive and receptive to the needs of its population to improve their quality of life as they age.

Ambient Noise: The distinctive acoustical characteristics of a given area consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.

Attenuation: The reduction of noise.

A-Weighting: A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.

Bay Area Air District (BAAD). The public agency that regulates the stationary sources of air pollution in the nine counties of the San Francisco Bay Area.

Best Management Practices (BMPs). Proven stormwater management techniques or methods used to reduce pollution, erosion, or other environmental impacts.

Big-Box Store: A large-format retail establishment, typically 50,000 square feet or larger and part of a national or regional chain, operating in a stand-alone building designed for high-volume sales and automobile access.

Carbon Sequestration: The process of capturing and storing atmospheric carbon dioxide (CO_2) to mitigate or delay the effects of climate change.

Conservation Easement. A voluntary, legal agreement that permanently constrains land uses of a specified property in order to protect its conservation values.

Belonging. The felt and lived experience of being valued, safe, respected, and essential within a community, such that individuals feel secure being their authentic selves without fear of marginalization or exclusion. Belonging emerges when diversity is welcomed, equity

is practiced, and inclusion is sustained—resulting in environments where people not only have access and voice, but also feel they matter and are integral to the shared purpose and culture of the community.

CNEL: Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 p.m. - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.

Commercial Corridors. A commercial corridor is an area along a major arterial roadway that is lined by commercial uses with goods and services serving the community and surrounding communities.

Community: For purposes of this General Plan, the community of San Anselmo includes all people who live, work, or spend time in the Town, with particular attention to residents who have historically faced barriers to participation in civic life, including renters, low-income households, non-English-speaking residents, immigrants, people with disabilities, LGBTQ+ individuals, and communities of color. Where goals, policies, and actions reference the community, this definition applies.

Context-Sensitive Design. A design approach that emphasizes characteristics of a design element's particular locale, such as to relate to adjacent or nearby features or to relate to a locale's history or built traditions. In architecture, context-sensitive design gives attention to building orientation to the street, style, scale, massing, colors, and materials.

Criteria Pollutants. Six gaseous pollutants (carbon monoxide, nitrogen dioxide, ozone, and sulfur dioxide) used by the Environmental Protection Agency and California Air Resources Board as indicators of regional air quality, setting maximum concentration limits for each pollutant, above which adverse effects on human health may occur.

Critical Habitat. The specific areas within the geographic area, occupied by the species at the time it was listed, that contain the physical or biological features that are essential to the conservation of endangered and threatened species and that may need special management or protection. Critical habitat may also include areas that were not occupied by the species at the time of listing but are essential to its conservation.

Cultural Resource. A historical resource or a unique archaeological resource as defined under CEQA Guidelines Section 15064.5. This definition includes objects, buildings, structures, sites, areas, places, records and manuscripts of historical, architectural, or cultural importance.

Decibel or dB: Fundamental unit of sound, defined as ten times the logarithm of the ratio of the sound pressure squared over the reference pressure squared.

Density. The number of dwelling units per gross acre.

Disadvantaged Communities. Areas which are experiencing disproportionately high and adverse economic, health, environmental, and social burdens.

Diversity. The full spectrum of differences that everyone brings to the table. It includes characteristics such as race, ethnicity, gender identity, sexual orientation, age, disability, language, and socioeconomic status, as well as neurodiversity, worldviews, and life experiences. Embracing diversity acknowledges the value of multiple perspectives, ideas, and solutions provided when individuals with different backgrounds, identities, and views collaborate and are heard.

Economic Development: The creation of wealth in which community benefits are realized. It is an investment in growing the economy.

Economic Vitality: The capacity of a community to maintain and grow its economic activities through productive means and resourcefulness, ensuring a sustainable future.

Equity. Fair treatment and access to all individuals or groups irrespective of their identity. Equity is not sameness; it is justice in design, practice, and outcome. This requires the identification, recognition, and remediation of historic, systemic, and structural barriers that create unequal access to resources, opportunities, and power.

Essential Public Facilities. Include facilities such as hospitals and health care facilities, emergency shelters, fire and police stations, emergency command centers, and emergency communications facilities.

Floor Area Ratio. The ratio of a building's total floor area to the area of the lot on which it is situated.

Frequency: The measure of the rapidity of alterations of a periodic acoustic signal, expressed in cycles per second or Hertz.

Fuel Cells: Devices that generate electricity through an electrochemical process by converting hydrogen or other fuels into energy, producing minimal emissions.

Fuel Modification. The practice of reducing or modifying vegetation to decrease fire

intensity and spread in fire-sensitive areas.

Greenbelt: Natural or undeveloped lands that surround urban areas.

High-Hazard Areas. High-hazard areas are identified areas subject to a high risk of environmental hazards such as flooding (from storms, sea level rise, dam and levee failure, tsunami, etc.), wildfire, landslide, debris flows, earthquake, and land subsidence. High-hazard areas in the San Anselmo Planning Area are identified on maps located in the Safety Element.

Hillsides. All land area located above 150 feet mean sea level.

Hydraulic Models. Simulations that predict how water flows through drainage systems and waterways under different conditions.

Inclusion. The active, continuous practice of reshaping environments, relationships, and systems so that all individuals and groups can fully participate, contribute, and lead in the greater community. It includes valuing difference as a resource and building cultures rooted in trust, respect, and shared purpose.

$\mathbf{L_{dn}}$: Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.

$\mathbf{L_{eq}}$: Equivalent or energy-averaged sound level.

$\mathbf{L_{max}}$: The highest root-mean-square (RMS) sound level measured over a given period of time.

$\mathbf{L_{(n)}}$:The sound level exceeded as a described percentile over a measurement period. For instance, an hourly L_{50} is the sound level exceeded 50 percent of the time during the one-hour period.

Legal Non-Conforming Uses. Land uses that were lawfully established under previous zoning regulations but no longer comply with current zoning laws. These uses are typically allowed to continue ("grandfathered in") but may face restrictions on expansion, alteration, or reconstruction if significantly damaged or abandoned.

Level 2 Charging. Level 2 charging is a method of charging an electric vehicle that uses 240-volt AC power in residential settings or 208-volt AC power in commercial settings. It's a faster way to charge an EV than Level 1 charging, which uses 120-volt AC power from a standard household outlet. Level 2 charging can add 10–20 miles of range per hour of

charging. Level 2 chargers are common at homes, workplaces, and commercial parking lots.

Level 3 Charging. Level 3 charging, also known as DC fast charging, is a method of charging electric vehicles. Level 3 chargers use direct current (DC) electricity at a voltage of 400–1000 volts and can add 100-250 miles of range in 30-45 minutes. Level 3 charging is typically only available at public charging stations, such as those found in shopping centers and along major travel corridors.

Lifecycle Emissions. Lifecycle emissions are the total emissions produced during the production, use, and disposal of a product or service.

Low-Carbon Footprint Diet. A way of eating that prioritizes plant-based, locally sourced, seasonal, and minimally processed foods in sustainable packaging while reducing food waste and limiting high-emission products (like red meat and dairy) to minimize greenhouse gas emissions.

Low-Impact Design (LID). A land development approach that aims to minimize the environmental impact of a site by mimicking natural processes to manage stormwater runoff, primarily through techniques like infiltration, filtration, and retention, rather than relying on traditional storm drains and pipes to convey water away from the site; essentially, it seeks to maintain a site's pre-development water flow patterns by capturing and treating rainwater where it falls.

Microgrid. A microgrid is a localized energy system that can operate independently from the larger power grid during outages, often powered by renewable sources like solar panels paired with battery storage. A microgrid can connect and disconnect from the grid to enable it to operate in both grid-connected or island mode. These systems improve reliability and reduce dependence on vulnerable centralized infrastructure.

Mitigation. Preventing or reducing the emission of greenhouse gases into the atmosphere to make the impacts of climate change less severe.

National Pollutant Discharge Elimination System (NPDES). A permit program that regulates the discharge of pollutants to navigable waters of the United States, which includes any discharge to surface waters, including lakes, rivers, streams, bays, the ocean, dry stream beds, wetlands, and storm sewers that are tributary to any surface water body. NPDES permits are issued under the Federal Clean Water Act.

Non-Vehicular Access. Travel by modes other than motorized vehicles, generally along paths, trails, or other routes not intended for cars, motorcycles, or similar vehicles.

Mixed Use Development. Any combination of land uses, including mixing housing with commercial, offices with retail, or housing with offices and retail, within a defined area. Vertical mixed-use is the mix of uses within one building; horizontal mixed use is the mix of uses behind or next to each other but in different buildings on the same site.

Neighborhood Services: Essential local amenities and retail businesses situated within a residential neighborhood and designed to meet the everyday needs of residents within walking or cycling distance, such as small grocery stores, hardware stores, pharmacies, dry cleaners, cafes, and small restaurants.

Noise: Unwanted sound.

Noise-Sensitive Receptors: Land uses consisting of, but not limited to, schools, residences, libraries, hospitals, and other care facilities, where excessive noise could adversely affect people or planned activities.

Ocean Acidification. A reduction in the pH of the ocean over an extended period of time, caused primarily by uptake of carbon dioxide (CO_2) from the atmosphere. Ocean acidification can make building and maintaining shells difficult for organisms such as oysters, clams, sea urchins, and corals, with negative consequences to the food web.

Parks:

- **Community Park:** A park that serves the needs of a range of people, from several neighborhoods to the entire town. They typically contain a wide variety of facilities for active and passive recreation and organized sports. They also provide amenities typical of neighborhood parks for use by the surrounding residents. Parks containing fewer elements but that contain facilities that serve the entire town may be considered to be community parks.
- **Neighborhood Park:** A park that provides for the daily recreation needs of nearby residents with primarily passive and informal recreation facilities. Neighborhood parks often include play areas, picnic areas, open turf areas or green space, basketball courts, and tennis courts. A neighborhood park may also contain play fields.
- **Pocket Parks:** Small, urban green spaces, typically less than one acre, designed to provide recreational opportunities, natural areas, and community gathering spots in denser neighborhoods or underutilized urban spaces.

Particulates. A mixture of many chemical solids and aerosols composed of small droplets of liquid, dry solid fragments, and solid cores with liquid coatings which may have adverse health impacts to human populations exposed to high concentrations of particles.

Paseo. A pedestrian-only pathway such as an alley connecting two streets or a public staircase.

Pedestrian-Friendly Development. Features of the built environment that encourage pedestrian activity and improve pedestrian mobility. Examples include wide sidewalks, walkable connections to local destinations, and interactive building facades along sidewalks through strategic placement of windows and doors.

Pilot Urbanism. The use of short-term, small-scale projects to evaluate potential long-term changes to public spaces and urban areas, without major investments.

Planning Area. San Anselmo's planning area for General Plan purposes include the area within the Town limits and the Town's sphere of influence.

Protected Ridge Zones. Areas within 150 horizontal feet in both directions from the lowest elevation of the ridgelines, or 50 feet vertically, whichever is more restrictive, as mapped on Figure LU-3.

Recreation, Active: A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts, and various forms of children's play equipment.

Recreation, Passive: Passive recreation refers to outdoor recreational activities that require minimal development or disturbance of natural landscapes and infrastructure. Unlike active recreation, which typically involves constructed facilities such as sports fields, playgrounds, or paved courts, passive recreation emphasizes low-impact interaction with the natural environment. These activities often depend on existing natural features and are designed to maintain the ecological health and integrity of a site. Examples may include, but are not limited to, the following activities:

- Hiking and walking
- Bird watching
- Wildlife observation and photography
- Nature study
- Horseback riding on designated trails
- Picnicking
- Fishing
- Swimming in natural water bodies
- Climbing (e.g., bouldering, scrambling)
- Bicycling on designated trails
- Running and jogging

Regional Housing Needs Allocation (RHNA). The number of housing units a local government must plan for during an eight-year housing element cycle. The allocation is made through a process that is prescribed by State law.

Reserve Areas. Areas shown in Figure LU-2 intended for potential future increases in residential density and development incentives. These areas are held in reserve to accommodate anticipated housing needs over time, allowing growth to occur in a planned and orderly manner while ensuring that infrastructure, services, and the visual design of the community are maintained.

Resilience. Resilience is the ability of people and their communities to anticipate, accommodate, and positively adapt to or thrive amidst changing climate conditions and hazard events. Resilient communities enjoy a high quality of life, reliable systems, and economic vitality, and they conserve resources for present and future generations.

Resilience Hub. A resilience hub is a community-serving facility, often a library, school or recreation center, that supports residents and local government operations before, during, and after emergencies and power outages. The hub is equipped with clean water, medical supplies, communication resources, and backup power (often from a microgrid) to operate independently of the grid. The backup power often combines a solar energy system, battery storage, and electric vehicle charging, which operate outside of emergencies to provide renewable energy and reduce greenhouse gas emissions. A resilience hub also provides a site for gathering, sharing information, and accessing resources. During emergencies, indoor space provides cooling, heating, relief from wildfire smoke, Wi-Fi access, and device charging.

Ridgelines. Those specific ridges delineated by Figure LU-3.

Riparian Corridor. An area of vegetation and habitat along a creek, river, or stream that provides flood protection, water filtration, and wildlife habitat.

Rip Rap. Large stones or concrete blocks placed along shorelines or slopes to prevent erosion from water flow.

Sensitive Receptors. A location where human populations, especially children, seniors, and sick persons, are present and where there is a reasonable expectation of continuous human exposure to pollutants. Examples of sensitive receptors include residences, hospitals, and schools.

Sir Francis Drake Boulevard (North): The segment of Sir Francis Drake Boulevard in San Anselmo that is located north of the Hub.

Sir Francis Drake Boulevard (South): The segment of Sir Francis Drake Boulevard in San Anselmo that is located south of the Hub.

Special-Status Species. Plants and animals that, because of their recognized rarity or vulnerability to various causes of habitat loss or population decline, are recognized by federal, state, or other agencies.

Sphere of Influence (SOI). A planning boundary established by a local agency formation commission that represents the probable future physical boundary and service area of that city or special district.

Stewardship. Active and responsible management, care, and protection of open spaces through a long-term commitment to restoring, preserving, and enhancing ecological health and biodiversity.

Stormwater Capture: The process of collecting and managing rainwater or runoff from storms before it flows into storm drains, rivers, or oceans to minimize flooding, water pollution, and erosion.

Stormwater Management. The practice of controlling and treating rainwater runoff to prevent flooding and water pollution.

Sustainable Landscaping. The practice of designing, creating, and maintaining landscapes in an environmentally friendly and climate-appropriate manner for long-term resilience. This approach may include the use of native or drought-tolerant plants, permeable surfaces, electric or manual gardening tools, composting, soil enrichment, and other techniques that promote resource efficiency and ecological health.

The Hub. The roadway intersection in San Anselmo where Sir Francis Drake Boulevard, Red Hill Avenue, Greenfield Avenue, and Center Boulevard intersect.

Third Space. A place distinct from home and work where people gather to socialize, connect, and build community. Examples include parks, plazas, cafés, libraries, community centers, farmers markets, cultural venues, performance spaces, co-working lounges, and other accessible public or semi-public gathering spaces. Third spaces foster interaction, creativity, and inclusion, helping to strengthen neighborhood identity, support local businesses, and enhance overall quality of life.

Tiny Forest. A tiny forest is a small, dense, fast-growing woodland, typically planted in an urban area and in a plot about the size of a tennis court. Tiny forests are densely planted with native trees and shrubs and are designed to mimic the natural structure of a woodland. They provide a variety of benefits, including wildlife habitat and carbon sequestration.

Tribal Cultural Resource. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe or determined by a lead agency as established by Public Resources Code Section 21074.

Universal Design. The design of environments and structures to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

Urban Heat Island Effect. An urban heat island effect occurs when a city experiences much warmer temperatures than nearby rural areas. A major cause of the heat island effect is the use of concrete, asphalt, and other materials that absorb heat. Other causes are the reduction of trees and vegetation, and waste heat generated by energy usage in buildings and vehicles.

Vulnerable Populations. Vulnerable populations include, but are not limited to, people with disabilities and limited mobility; children and seniors; people with existing health conditions that may be exacerbated by heat, smoke, and utility disruptions; and people with limited English proficiency.

Waste Diversion. Waste diversion is the process of diverting waste from landfills through activities such as source reduction, reuse, recovery, recycling, composting, and energy production.

Watershed. A land area that drains water into a body of water, such as a stream, river, bay, or ocean.

Wildland-Urban Interface (WUI). The geographical area where structures and other human development meets or intermingles with wildland and vegetative fuels, as identified by CAL FIRE and the Ross Valley Fire Department.

Xeriscape. Landscaping designed to reduce or eliminate the need for irrigation by using drought-tolerant plants and efficient design.

Refereence

INTRODUCTION

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SUSTAINABILITY, CLIMATE CHANGE & RESILIENCY

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Implementation Plan

The Implementation Plan contains information to support staff and community implementation of the General Plan actions to effectively integrate them into budgets, the capital improvement program, and other work plans. The actions are intended to help achieve, and be consistent with, the Town's General Plan vision and goals. The Town is to be mindful of the principles of diversity, equity, inclusion, and belonging in executing the actions set forth in the Implementation Plan.

The headings included in the Implementation Plan are defined as follows:

Code: The abbreviation that is used to refer to the action in the General Plan.

Action: The title and description of text of the action.

Lead Department: The lead Town department, office, or agency responsible for implementing the measure. Some actions may require involvement and collaboration by more than one department, division, or office. The Town Manager may assign or re-assign responsibilities, as necessary.

AF	Administration and Finance
BLD	Building
HR	Human Resources
LIB	Library
CDD	Community Development
PW	Public Works
REC	Recreation
RVF	Ross Valley Fire Department
TA	Town Attorney
TC	Town Clerk
TM	Town Manager

Timing: The year by which an action should be effective by year's end. Once effective, many actions will continue through 2045. Time frames are described as follows:

Ongoing (continuation of an action that has been implemented)
Short (1-5 years)
Long (5-20 years)

Cost Range: The estimated cost to the Town, including estimated staff costs which exceed existing staff capacity, to complete implementation of the action, identified as follows:

$ = Up to $50,000
$$ = $50,001 - $100,000
$$$ = $100,001 - $250,000
$$$$ = $250,001 - $1,000,000
$$$$$ = $1,000,000+

Financing: The source of funds to complete the action, including the following:

New Capital Improvement Program (CIP)
Operating Budget
Other Financing, which may include grants, tax measures, special funds, and donations

Action: The action to be taken, including the following:

Ordinance or Other Legislation
Study, Plan, or Program
Capital Improvement
Guidelines, Standards, or Monitoring
Interagency Coordination
Development Review
Public Education & Outreach

ALTERNATIVE TEXT

A California Ridgway's rail drinking water in a marsh.

A western bumble bee on a yellow flower.

Close-up of Marin western flax plant with pink flowers.

Pie chart showing San Anselmo employment distribution by industry with seven color-coded segments. Professional Services leads at 16%, followed by Accommodation and Food at 15%, Education at 14%, Other at 23%, Construction at 11%, Health Care at 11%, and Retail at 10%.

A chart of taxable retail spending in San Anselmo totaling $104 million. Clothing stores make up 5% of retail sales. Foord services and drinking places make up 34%.Food and beverage stores make up 20%. Other retail makes up 40%.

Map showing commercial districts with retail square footage in San Anselmo, highlighting the Red Hill Shopping Center and North Sir Francis Drake Boulevard area (185,000 sq. ft.), the San Anselmo Downtown with small boutiques and dining (350,000 sq. ft.), and the Redhill Avenue and Greenfield Avenue ae with low-density retail strip plazas (150,000 sq. ft.). An inset pie chart breaks down retail space by area: Downtown San Anselmo (51%), Red Hill Shopping Center and North Sir Francis Drake Boulevard (27%), and Red Hill Ave + Greenfield Ave (22%).

Photograph of a San Anselmo Avenue in Downtown lined with parked cars, colorful autumn trees, and various storefronts. A cyclist rides along the road under clear skies with Mount Tamalpais in the background, capturing a peaceful, sunny day in a quaint commercial area.

Aerial photograph of Greenfield Avenue and Red Hill Avenue with vehicles moving in both directions, surrounded by greenery and buildings under a clear sky. A large wayfinding sign is in the landscaped median, while blurred motion of cars indicates high speed and active traffic flow.

Aerial view of Red Hill Shopping Center with a sports field, trees, and hills in the background.

Line chart showing percentage San Anselmo retail vacancy rates from 2007 (5%) to 2024 (4%). The chart shows a decline from 2009 to 2019, a sharp increase in 2020, a peak near 6% in 2023, and a slight drop in 2024.

A photograph of people in San Anselmo Avenue at a Live on the Avenue event.

The Town's branding logo, a black silhouette of a deer with the words "Town of San Anselmo Established 1907". Next to the logo is a photograph of the deer statue which stands in front of the San Anselmo Town Hall.

Infographic showing Downtown San Anselmo business inventory from an EPS survey in September 2024, highlighting top categories by percentage. Categories include Restaurants, Food & Beverage at 22% with a wine bottle and glass icon, Office and Professional Services at 19% with computer and chair icons, Personal Care Salons at 12% with comb and scissors icons, and Clothing & Jewelry at 10% with a shirt icon, all in green.

Aerial photograph of San Anselmo with a main road running through the center, surrounded by houses, trees with autumn foliage, and hills on both sides. The scene is illuminated by soft sunlight breaking through cloudy skies, highlighting a mix of residential and commercial buildings along the road.

A map showing the waterways and watersheds in the area extending from Tiburon to the south to Novato to the north.

Photograph showing a long line of cars stopped in traffic along a two-lane road with hills in the background. Vehicles include SUVs, sedans, and trucks, with clear skies and trees lining the roadside.

Photograph of a busy street with several vehicles, including a beige sedan and two FedEx trucks, stopped at a traffic light near a hill covered with trees and dry grass. A sidewalk with bushes and a "No Parking" sign are visible on the right, under a clear blue sky.

Photograph of a busy urban intersection with multiple lanes of stopped vehicles waiting at red traffic lights. Surrounding elements include green trees, a pedestrian crossing signal and crosswalk, and a mountainous background under clear daylight.

Aerial photograph of The Hub intersection with multiple lanes, traffic signals, and directional arrows painted on the road. Surrounding elements include parked cars, trees with autumn foliage, a parking lot, and commercial buildings, highlighting traffic flow and urban infrastructure.

Photograph of a Downtown street scene showing pedestrians crossing a crosswalk in front of a two-story brick building with storefronts. The scene includes a cyclist on an orange bike, several parked cars, and trees with pink blossoms lining the sidewalk under a clear sky.

Photograph of a cyclist crossing an intersection on Sir Francis Drake Boulevard on a sunny day with multiple vehicles waiting at a traffic light. The scene includes road markings, a pedestrian crosswalk, traffic signals, and buildings with Mount Tamalpais visible in the background.

Photograph of a Butterfield Road showing a silver car stopped at a stop sign with a bicycle in a bike lane and a pedestrian crosswalk. Surrounding elements include green trees, utility poles, and a sidewalk.

Photograph showing a street with a white painted bicycle lane symbol and directional arrows on asphalt, indicating a designated bicycle route. The scene includes a crosswalk, parked cars along both sides, and trees lining the street under a clear blue sky.

Photograph of a street with a green painted bike lane symbol indicating a shared bicycle route for bicycles and vehicles that have been designated as a school route. The road features double yellow center lines, a white edge line, and a 15 mph speed limit sign visible on the left side.

Photograph of a pedestrian crosswalk at Sir Francis Drake Boulevard and Saunders Avenue near Archie Williams High School. Four people, including a crossing guard wearing a neon safety vest, are walking across the crosswalk while several cars wait at a red traffic signal under a partly cloudy sky.

Photograph of a parking lot area with two Marin Transit buses parked near a curb. Surrounding elements include trees, bushes, a clear blue sky, and a road with yellow painted markings and a stop sign.

Photograph of Imagination Park with a small circular fountain with bronze statues of Indiana Jones and Yoda surrounded by blooming cherry blossom trees. Two people sit on a nearby bench under bright sunlight with a building and manicured bushes in the background.

Photograph of three children running up steps toward the Robson House entrance, suggesting excitement or play. The scene includes a porch with brick flooring, a wooden door, backpacks on the side, and greenery around the porch area.

Photograph of the children's section in the San Anselmo Library featuring wooden bookshelves filled with colorful books, a large teddy bear seated on a bench with an orange cushion, and two young girls engaging with books. One child is sitting on the bench reading, while the other stands on a step stool reaching for a book, highlighting a cozy and inviting reading environment.

Photograph of two Central Marin Police Authority police officers standing next to a patrol car.

Photograph showing Ross Valley firefighters in full gear actively extinguishing a fire inside a heavily smoke-filled, debris-covered structure in Sleepy Hollow. Bright reflective strips on their uniforms and equipment stand out against dark, smoky background, highlighting intense firefighting efforts amid hazardous conditions.

Photograph showing a flooded San Anselmo Avenue with water covering the entire road and partially submerging parked cars. A person in a bright yellow rain suit stands on the left side, highlighting the severity of flooding amid overcast, rainy weather and surrounding trees.

Photograph showing a wildfire spreading across a dry grassy hill, producing thick, dark smoke rising into the sky. Foreground features green shrubs and small trees contrasting with the burning area behind.

Bar chart showing community noise exposure levels in decibels (dB) across various land use categories, with color-coded acceptability ratings: green for normally acceptable, blue for conditionally acceptable, yellow for normally unacceptable, and red for clearly unacceptable. Categories like residential low density show acceptable noise levels up to 60 dB, while industrial and entertainment venues face clearly unacceptable noise above 75 dB, highlighting noise tolerance variations for different land uses.

Map showing evacuation routes on Sir Francis Drake Boulevard, Red Hill Avenue, Greenfield Avenue, San Francisco Boulevard, and Butterfield Road.

Map identifying Constrained Access Roadways, Parcels Groups, and Parcel Groups of Concern.

Map showing earthquake fault lines in the region.

Liquefaction susceptibility map showing areas of vulnerability from very low to very high. Areas in the valley floor are most susceptible and are rated high.

The landslide susceptibility map identifying areas of increasing susceptibility from 0 to 10. Areas of highest susceptibility are located on steep hillsides and are rated 10.

A map identifying FEMA Flood Zone Designations, including the 100-year flood zone, the 500-year flood zone, and regulatory floodways.

Map showing area that will be flooded if the Phoenix Lake dam fails.

Map identifying fire hazard severity zones from moderate to very high. The highest rating for areas within the town limits is moderate.

A map identifying areas in the wildland-urban interface map.

Map identifying existing noise contours between 65 Ldn and over 70 Ldn along Sir Francis Drake Boulevard, Red Hill Avenue, Greenfield Avenue, San Anselmo Avenue, Center Boulevard, San Francisco Boulevard, and Butterfield Road.

Map identifying the location of Town parks, joint use facilities, the Isabel Cook Community Center, and Robson-Harrington House.

Proposed Edits to the Draft General Plan

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STAFF REPORT

TOWN OF SAN ANSELMO Item #: 2.2

MEETING DATE: April 28, 2026

AGENDA TITLE: Discuss Options for Downtown Resident Parking Program

FROM: Scott Schneider, P.E., Assistant Public Works Director

RECOMMENDATION: Receive update on proposed resident daytime parking program in time-restricted areas in Downtown San Anselmo, and review and provide input on potential alternatives. Following this discussion, staff will return with the regulatory changes required to implement the Council's direction.

BACKGROUND

At the April 14, 2026 meeting, staff presented the Town Council with information and recommendations to establish a Downtown Resident Permit program to allow qualified residents in the downtown area the ability to park all day in 4-hour zones.

Although the Downtown Resident Permit program would be a new, it is not the first permit program that excepts permitted vehicles from Town parking limitations. Specifically, overnight parking in San Anselmo has been restricted since 1930 (Ordinance No. 207). In 1982, the Town established a 'hardship' permit for $10/month to allow residents with limited off-street parking to park overnight in front of their homes (Resolution No. 1922). In 1986, the Overnight Permit fee was set at $25/year, and in 2003 it was raised to $50/year, which is still in effect today.

Similarly, in contrast to short-term parking restrictions imposed in the downtown area, in 1968 extended parking was established in Creek Park (presumably for downtown employees) for $5/month. In 1989 the program was expanded as a downtown employee permit to allow all-day parking in 4-hour street zones for $5/year. In 2003, this program was identified as the Merchant Permit and the fee was increased to $25/year, which is still in effect today.

DISCUSSION

During the April 14 Town Council meeting, the Council endorsed a Downtown Resident Overnight/Daytime Parking ("Downtown Resident Parking") Permit program for

residents living within the boundaries of the downtown district who qualify for the Resident Overnight parking permits and reside on streets that have timed parking restrictions. The Downtown Resident Parking Permit would allow all-day parking in 4-hour on-street parking zones, similar to the Merchant Permit parking rules. (The Magnolia Parking lot would not be available for daytime Downtown Resident Parking permit parking).

The proposed boundaries include Sycamore Avenue on the north, Cedar Avenue on the west, Ross Avenue on the south and San Anselmo Avenue between Ross Avenue and Grove Lane on the east (see Attachment 1 - Map Showing Downtown Residential District).

The Town Council requested that staff provide applications for the Downtown Resident Parking Permit program in Spanish and potentially other languages. Fortunately, the Town website has a language translator that can be used to get information in many languages. The online and hard copy application form and informational handout for the Overnight Permit (Attachments 2 and 3) are also now available in both English and Spanish. The Spanish version is available by selecting a toggle switch on the webpage (Attachment 4). Once the program is finalized, a Spanish version of the Downtown Resident Parking Permit application will be prepared.

RECOMMENDATIONS

Staff recommends Council review the following two recommendations for the Downtown Resident Parking Permit program, as well as alternatives regarding the permit fee and provide direction to staff.

Recommendation 1: Convert Pine Street parking (from 130 Pine Street to Cedar Street) from 2-hour to 4-hour parking. Downtown Resident and Merchant Parking permits will be valid for all-day parking in the 4-hour zones.

Recommendation 2: Create a Downtown Resident Parking permit for residents who live in the defined downtown zone. This permit would allow all-day parking in 4-hour zones near their home, as well as parking in a legal parking spot between 2:00am and 6:00am.

> ALT1: The proposed annual cost of the combined permit in 2026 would be $75/year (Overnight permit fee of $50/year, plus Daytime permit fee of $25/year).
>
> ALT2: For geographic equity, the Overnight/Daytime Parking permit would be priced the same town-wide, regardless of resident location. Those qualified residents outside of the defined Downtown Resident Parking Permit zone would receive a regular Overnight permit, and those residing in the zone would receive an Overnight/Daytime permit. Both permits would be $50/year in 2026.

ALT3: For each residential address in the zone, the first Daytime permit would be free after paying for the Overnight permit ($50/year). Additional Daytime permits would be $25 per vehicle ($75 including Overnight permit).

FISCAL IMPACT

The costs to create and run this program include staff time and the production of the static cling permits. The production costs and a portion of staff costs would be offset by the annual permit fee revenue. Processing time for a joint Overnight/Daytime permit are similar to processing time for an Overnight-only permit.

CEQA AND GENERAL PLAN/CLIMATE ACTION PLAN CONSISTENCY

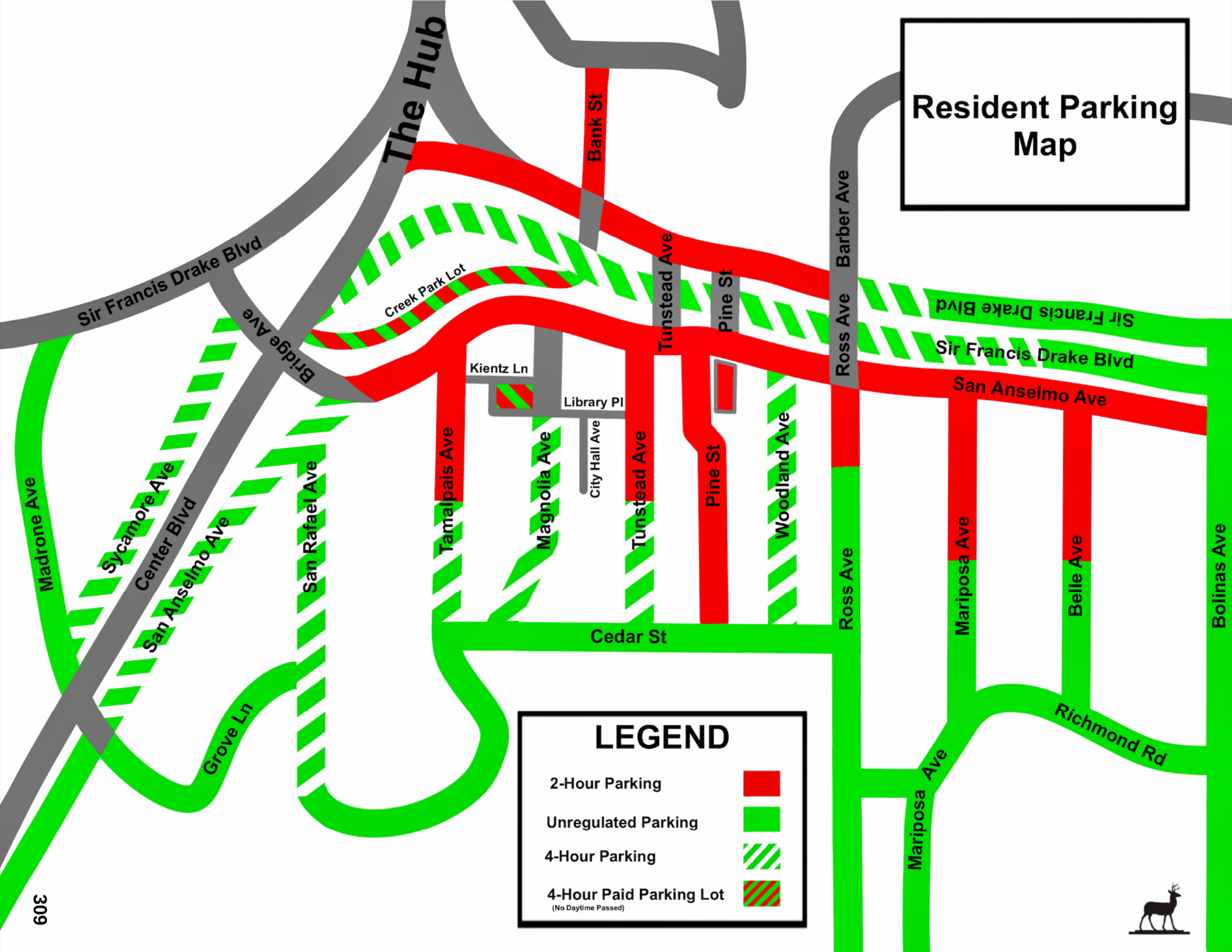
The Town finds the discussion of potential modifications to parking restrictions is not a project under the California Environmental Quality Act because it does not involve an activity which has the potential to cause a direct or reasonably foreseeable indirect physical change in the environment. (Cal. Pub. Res. Code § 21065).

The Parking Study recommendations propose improvements to downtown parking that eases parking and allows for reducing minimum parking requirement for downtown businesses - San Anselmo's Climate Action Plan 2030, specifically CAP Measures T-7 (parking).

The General Plan's Land Use Element, F. Implementation, recommends a Central Commercial Circulation and Parking Study to inform any recommended changes.

ATTACHMENTS

Attachment 1 – Map Showing Downtown Residential District
Attachment 2 – Resident Overnight Parking Permit application
Attachment 3 – Resident Overnight Parking Permit handout
Attachment 4 - New Spanish option for Overnight Parking Permit online application


Resident Parking Map
The Hub
Bank St
Barber Ave
Ross Ave
Tunstead Ave
Pine St
Sir Francis Drake Blvd
Creek Park Lot
Kientz Ln
Library Pl
City Hall Ave
San Anselmo Ave
Tamalpais Ave
Magnolia Ave
Tunstead Ave
Pine St
Woodland Ave
Ross Ave
Cedar St
Mariposa Ave
Belle Ave
Bolinas Ave
Richmond Rd
Mariposa Ave
Madrone Ave
Sycamore Ave
Center Blvd
San Anselmo Ave
San Rafael Ave
Bridge Ave
Sir Francis Drake Blvd
Grove Ln
LEGEND
2-Hour Parking
Unregulated Parking
4-Hour Parking
4-Hour Paid Parking Lot
(No Daytime Passed)

RESIDENT OVERNIGHT PARKING PERMIT APPLICATION

Use this form to apply for a new Resident Overnight Parking Permit or to renew an existing permit. Complete a separate application for each vehicle.

Town of San Anselmo
525 San Anselmo Ave
San Anselmo, CA 94960
SAResidentParking@sananselmo.gov
(415) 258-4634

APPLY ONLINE

The Town now offers all parking permit applications online. Applying online saves time, reduces processing time, and provides you with a complete record of your application.

- ✓ **Faster Processing:** *submit your application at any time, from any device*
- ✓ **Immediate Confirmation:** *receive email confirmation with a copy of your submitted application and get notified about your application status*
- ✓ **Instant Payments:** *pay securely by credit card at time of submission*

To get started, scan the QR code or visit sananselmo.gov/ResidentPermits

OVERNIGHT PARKING IN SAN ANSELMO

Overnight parking is not allowed on any street in San Anselmo between 2:00 AM and 6:00 AM unless the vehicle has a valid overnight parking permit properly displayed. (San Anselmo Municipal Code §3-5.1207).

Resident Overnight Parking permits are issued by the Town of San Anselmo to residents who do not have access to off-street parking at their residence. Permits are valid on an annual basis from January 1 through December 31. A valid Resident Overnight Parking Permit allows residents to park in legal parking spots on the streets of San Anselmo between 2:00 AM and 6:00 AM daily near the resident's home.

CRITERIA FOR PERMIT APPROVAL

Per San Anselmo Municipal Code §3-5.1207(c), permit approval is based on the following criteria:

- The vehicle is needed regularly and the need cannot be met by other means of transportation or by parking the vehicle remotely.
- There is no off-street parking space available for the vehicle on the premises occupied by the resident(s).
- The garage or other parking space has not been converted to or placed in other use without Town approval.
- Another vehicle regularly parked on the premises cannot be displaced without equivalent hardship.
- The vehicle needs to be registered and operational.

PARKING PERMIT LIMITATIONS

Per San Anselmo Municipal Code §3-5.1207(c), permit approval is based on the following criteria:

- The permit does not allow parking in Town lots overnight.
- The permit does not exempt permit holders from daytime parking restrictions, such as 2-hour time limits.
- Per California Vehicle Code § 22651(k), a vehicle may not remain parked in the same location on a public street for 72 consecutive hours or longer without being moved.
- Vehicles found in violation of other vehicle codes (e.g., less than 12 ft of clearance, blocking a driveway or crosswalk) may be cited, and the permit may be revoked.

OBTAINING YOUR PERMIT

Permits may be obtained in one of the following ways:

- **By Mail:** Permits can be mailed to the residential address on your application. Please allow 7-10 business days for processing.
- **Pick-Up:** Permits can be picked up at Town Hall during regular business hours (Monday-Thursday, 8:45 AM to 11:45 PM) or by scheduling an appointment.

To schedule an appointment outside of business hours, please email SAResidentParking@sananselmo.gov.

FEES

The annual fee is $50 per vehicle. Fees may be paid by check (**payable to Town of San Anselmo**), or in person with cash or credit card. For fastest processing, applicants are encouraged to apply and pay online by credit card through the application portal.

PERMIT DISPLAY & ENFORCEMENT

Permits are static-cling and must be affixed to the inside lower-left corner of the windshield (driver's side, above the VIN facing outward). Your vehicle's license plate will be registered with your permit number in the Central Marin Police Authority's database for enforcement purposes.

If your license plate changes, please submit an updated application. There are no fees for updating an existing permit.

TOWN OF SAN ANSELMO
EST. 1907

RESIDENT OVERNIGHT PARKING PERMIT APPLICATION

Use this form to apply for a new Resident Overnight Parking Permit or to renew an existing permit. Complete a separate application for each vehicle.

Town of San Anselmo
525 San Anselmo Ave
San Anselmo, CA 94960
SAResidentParking@sananselmo.gov
(415) 258-4634

PERSONAL INFORMATION					
First Name		Last Name			
Email		Phone			
Residential Address No PO Boxes					
City		State		Zip Code	
Permit Delivery	☐ **Mail my permit to my address** Your permit will be mailed to the residential address listed above after application approval. Please allow 7-10 business days after approval for processing and delivery.		☐ **I will pick-up my permit** Your permit will be available to pick up at Town Hall after application approval during public business hours (Monday-Thursday, 8:45 AM to 11:45 PM). *To pick up outside of public hours, please schedule an appointment by emailing SAResidentParking@sananselmo.gov.*		

VEHICLE INFORMATION					
Application Type	☐ **New Permit** Choose this option if your vehicle does not currently have a Resident Overnight Parking Permit and you would like to apply for one. **Payment Due: $50**	☐ **Renew Permit** Select this option if your vehicle has been issued a Resident Overnight Parking Permit in the past and you would like to renew it. **Payment Due: $50**	☐ **Update Permit** Select this option to update the personal or vehicle information associated with your existing permit. **No Payment Due**		
License Plate #		License Plate State		Permit # *Renewal & Update Only*	
Vehicle Color		Vehicle Year		Vehicle Make	
Vehicle Model					

PERMIT HOLDER AGREEMENT

By signing below, I certify that I have read and understand the rules of the Town of San Anselmo's Resident Overnight Parking Program. I affirm that I am a resident of San Anselmo and that all information provided in this application is true, accurate, and submitted voluntarily. I understand that this permit authorizes me to park my registered vehicle in lawful on-street parking spaces in San Anselmo between 2:00 a.m. and 6:00 a.m. each night near my residence. I acknowledge that this permit does not exempt me from daytime parking regulations, including time-limited restrictions. I agree to comply with all program requirements and understand that the Town may revoke my permit for misuse or non-compliance.

Signature		Date	

FOR OFFICIAL USE ONLY			
Permit #		Screened by	
Date Issued		Expiration Date	
Permit Status	☐ Approved ☐ Denied ☐ Updated		
Comments			



HERE IS YOUR 2026 RESIDENT OVERNIGHT PARKING PERMIT

This permit is valid from January 1 – December 31, 2026.

WHERE YOU CAN PARK WITH A RESIDENT OVERNIGHT PARKING PERMIT
Overnight parking is not allow on any street in San Anselmo between 2:00 AM and 6:00 AM unless the vehicle has a valid overnight parking permit properly displayed. (San Anselmo Municipal Code §3-5.1207). ***This permit allows you to park near your resident overnight, in a legal parking spot, without risk of being cited by Central Marin Police Authority.***

PERMIT DISPLAY
Permits are now static cling and must be placed on the inside of the vehicle, in the lower-left corner of the windshield (above the VIN), facing outward. Please refer to the image below for an example of proper permit placement.



ENFORCEMENT
Permits must be properly displayed while parked on the street overnight. If you hold a valid permit, your license plate is also registered in the Central Marin Police Authority enforcement system. **If your license plate or vehicle changes, please contact the Resident Overnight Parking Program to update your registered vehicle.** Violations of any parking or traffic laws may result in citation and permit revocation.

QUESTIONS?

NEED TO UPDATE YOUR VEHICLE?

Send us an email at:
SAResidentParking@sananselmo.gov

ALLOWED

Permit holders may park overnight, in **any legal, on-street parking space near the permit holder's residence.**

This permit authorizes overnight parking only. It does not exempt the permit holder from daytime parking restrictions, posted signage, or other applicable vehicle or traffic laws.

NOT ALLOWED

This permit does not allow parking in the following areas:

- **Town Parking Lots**
- **Locations blocking driveways, sidewalks, or crosswalks**
- **Areas with insufficient roadway clearance (e.g. less than 12 feet)**
- **Any location where parking is otherwise prohibited**

Pursuant to California Vehicle Code § 22651(k), vehicles may not remain parked for 72 consecutive hours without being moved.

PERMIT HOLDER: _____

PERMIT NUMBER: _____

HERE IS YOUR 2025-2026 MERCHANT PARKING PERMIT

This permit is valid from July 1, 2025 – June 30, 2026.

WHERE YOU CAN PARK WITH A MERCHANT PERMIT

The Town and Central Marin Police Authority (CMPA) recognize the challenges limited parking can bring within the downtown and would like to remind merchants, restaurants, business owners, and their employees to park their cars outside of the busy commercial corridor.

For specific eligible parking areas near downtown, please refer to the Merchant Parking map on the reverse side.

PERMIT DISPLAY

Permits are now static cling and must be placed on the inside of the vehicle, in the lower-left corner of the windshield (above the VIN), facing outward. Please refer to the diagram below for an example of proper permit placement.



ENFORCEMENT

Permits must be properly displayed while parked in designated Merchant Parking zones. If you have a valid permit, your license plate is now registered in the Central Marin Police Authority enforcement system. **If your license plate changes, contact the Merchant Parking Program to update your registered vehicle.**

QUESTIONS?

NEED TO UPDATE YOUR VEHICLE?

Send us an email at:
SAMerchantParking@sananselmo.gov

ALLOWED

Permit holders may remain parked all-day in the following areas:

- **4-HOUR UNPAID ZONES**
- **UNREGULATED PARKING** *(STREETS WITHOUT PARKING SIGNS)*
- **CREEK PARK PARKING LOT**

NOT ALLOWED

Permit holders may not park in the following areas during peak hours (9 AM–5 PM):

- **SAN ANSELMO AVENUE** *BETWEEN SAN RAFAEL AVENUE & BOLINAS AVENUE*
- **2 TOWN PAID PUBLIC PARKING LOTS:** *PINE STREET LOT & MAGNOLIA AVENUE LOT*
- **ANY 2-HOUR UNPAID PARKING ZONES** *ON SIDE STREETS*

These areas are reserved for customers to maintain access to local businesses. **Violations will be cited.**

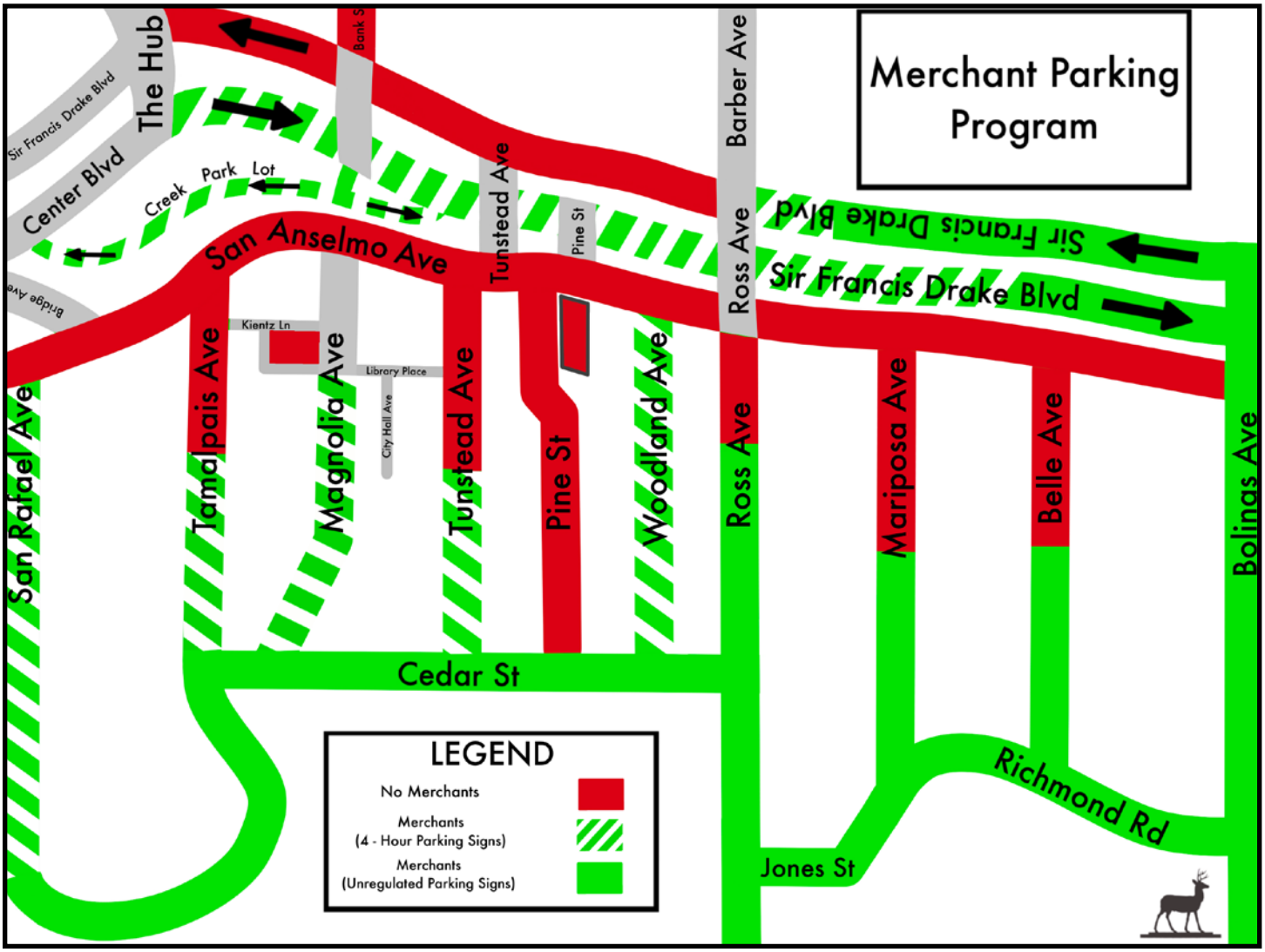
MERCHANT PARKING MAP

This map illustrates specific Merchant Parking areas near downtown San Anselmo.

RED ZONES indicate restricted zones where **merchant parking is not allowed.**

GREEN DIAGONAL-STRIPED ZONES indicate 4-hour time limit zones, where **permit holders may park all-day.**

SOLID GREEN ZONES indicate unregulated parking zones, where **permit holders may park all-day.**



PERMIT HOLDER: _____

PERMIT NUMBER: _____

STAFF REPORT

TOWN OF SAN ANSELMO Item # 2.3

MEETING DATE: April 28, 2026

AGENDA TITLE: Adopt an Amended Master Fee Schedule for the Town of San Anselmo; find the adoption exempt from the California Environmental Quality Act (Cal. Pub. Res. Code § 21080(b)(8), 14 CCR §15273)

FROM: Jeff Zuba, Finance & Admin Services Director

RECOMMENDATION: That the Town Council conduct a public hearing and adopt the attached Resolution amending the Master Fee Schedule effective July 1, 2026 and find the adoption of the Resolution exempt from the California Environmental Quality Act (Cal. Pub. Res. Code § 21080(b)(8), 14 CCR §15273).

SUMMARY

On December 11, 2018, the Town Council adopted Resolution No. 4258 to approve The Town of San Anselmo User Fee Study Report by Willdan Financial Services, dated October 2018 ("Fee Study") and to adopt the updated Town of San Anselmo User Fee Schedule ("Master Fee Schedule"). Resolution No. 4258 directed the Town Manager or their designee to conduct an annual internal review of the Master Fee Schedule and to permit the automatic adjustment of fees based on the annual change in the Consumer Price Index for All Urban Consumers San Francisco-Oakland-Hayward, California ("CPI"). Under the resolution and state law, the Town Council must review and approve the annual automatic adjustment by resolution.

In December 2024, the Town contracted with Willdan Financial Services to conduct a comprehensive update of the 2018 fee study. On July 22, 2025, staff and Willdan presented the results of the 2025 User Fee Study, dated July 15, 2025 (meeting and information can be found here: July 22, 2025 Amending the Master Fee Schedule Staff Report)[1] reflecting current service costs, including fully burdened labor rates, departmental overhead, and Town-wide indirect costs, as supported by the Town's cost allocation plan.

[1] https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/3481557/Master_Fee_Schedule_Staff_Report.pdf

BACKGROUND

As required in Resolution No. 4258, the Town Manager and Town Finance & Administrative Services Director have conducted an annual internal review of the Master Fee Schedule and prepared a revised fee schedule to reflect the automatically adjusted schedule of user and regulatory fees, based on the CPI. This year marks the sixth annual adjustment. Note that the CPI adjustment was not applied for FY2025-2026, as the Town conducted a comprehensive update to the Master Fee Schedule based on the updated fee study and cost allocation plan. The amended fee schedule for fiscal year July 1, 2026 to June 30, 2027 proposed in the attached Resolution reflects the 3.0% increase in CPI for the period from December 2024 to December 2025.[2]

With the exception of the items noted below, all fees were increased by the 3% CPI adjustment. A number of recreation fees were held at current rates to reduce cost impacts on program participants. The only modification to the police fee schedule was the addition of the downtown residential daytime parking permit; remaining police fees are consistent with neighboring jurisdictions and required no adjustment. The Finance fee schedule was not modified, as changes to business license tax fees require voter approval. No changes were made to the Library schedule. The Public Works, Building, and Planning hourly fees reflect the 3% CPI increase; deposit amounts, however, were not adjusted as those calculated figures continue to function as intended.

Following review and approval by the Council, the amended Master Fee Schedule will become effective on July 1, 2026.

FISCAL IMPACT

Assuming fee-related activity remains relatively stable, the proposed fee changes are anticipated to generate roughly $47,000 in additional annual revenues. This estimate is based on applying the 3.0% CPI adjustment to current fee revenue across all adjusted fee categories, primarily building permits and planning applications, which represent the largest share of the Town's fee generated revenue.

It is important to note that while adjusting fees will have a fiscal impact in the form of additional revenue, the revenue is not intended to fund new services. Rather, it is intended to offset the rising costs of providing existing services. Labor and service costs, the primary drivers of fee related expenditures, typically increase annually at a comparable rate. Recalibrating fees each year ensures the Town continues to recover its costs without drawing on the General Fund to subsidize fee supported services.

GENERAL PLAN CONSISTENCY

Not applicable.

[2] The CPI increases over the prior fiscal years were FY2021 2.5%, FY2022 2.0%, FY2023 4.2%, FY2024 4.9%, FY2025 2.6%.

CEQA AND CLIMATE ACTION PLAN CONSISTENCY

Adoption of the attached Resolution is statutorily and categorically exempt from the California Environmental Quality Act (CEQA) under Public Resources Code section 21080(b)(8) and CEQA Guidelines section 15273, because it involves approval of charges by the Town which the Town finds are for the purpose of meeting operating expenses, as demonstrated by the Fee Study completed in July 2025.

ATTACHMENTS

Attachment 1: Resolution Amending Fee Schedule
Exhibit A: Master Fee Schedule FY2026-2027

RESOLUTION NO. XXXX-XXXX

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SAN ANSELMO AMENDING CERTAIN USER FEES FOR TOWN SERVICES

WHEREAS, state law permits the Town to impose service fees for certain Town services, as long as those fees do not exceed the estimated reasonable costs of providing the service for which the fee is intended; and

WHEREAS, on December 11, 2018, the Town Council adopted Resolution No. 4258 to approve the Town of San Anselmo User Fee Study Report by Willdan Financial Services, dated October 2018 ("Fee Study") and to adopt the Town of San Anselmo User Fee Schedule; and

WHEREAS, Resolution No. 4258 directed the Town Manager or designee to conduct an annual internal review of the Master Fee Schedule to permit the automatic adjustment of various fees based on the annual change in the Consumer Price Index for All Urban Consumers San Francisco-Oakland-Hayward, California ("CPI"); and

WHEREAS, in July 2025, the Town Council reviewed and adopted Resolution No. 2025-4599, which amended the Master Fee Schedule based on the 2025 Comprehensive Fee Study update of the 2018 study by Willdan Financial Services, and set user fees across all Town departments to reflect current service costs, including fully-burdened labor rates, departmental overhead, and Town-wide indirect costs, as supported by the Town's cost allocation plan; and

WHEREAS, the Town Manager and Finance & Administrative Services Director have conducted the annual internal review of the Master Fee Schedule and prepared a revised fee schedule reflecting the 3.0% increase in the CPI for the period from December 2024 to December 2025, and the Town Council finds that the updated fees do not exceed the reasonable estimated cost of providing the service; and

WHEREAS, the Town has provided all required public notice and conducted a duly noticed public hearing in accordance with California Government Code Section 66018 and other applicable laws.

NOW, THEREFORE, THE TOWN COUNCIL HEREBY RESOLVES:

Section 1. Environmental Review

The charges authorized by this resolution are exempt from the California Environmental Quality Act, Public Resources Code section 21000 et seq. ("CEQA"), because it can be seen with certainty that there is no possibility that the activity authorized herein may have a significant effect on the environment. (CEQA Guidelines §15061(b)(3)). More specifically, adopting the resolution is statutorily and categorically exempt from CEQA under Public Resources Code section 21080(b)(8) and CEQA Guidelines section

15273, because it involves approval of charges by the Town which the Town Council finds are for the purpose of meeting operating expenses, as demonstrated by the 2025 Comprehensive Fee Study.

Section 2. Adoption of Amended Master Fee Schedule

The Town Council hereby adopts the amended Town of San Anselmo Schedule of User Fees attached hereto as Exhibit A and incorporated herein by reference ("Master Fee Schedule"). Unless otherwise specified in the Master Fee Schedule, all user fees shall be paid to the Town prior to the Town's performance of requested services. Pursuant to Resolution No. 4197, fees may be paid by credit card, debit card, or electronic fund transfer.

Section 3. Effective Date of Fees

The fees listed on the Master Fee Schedule at Exhibit A will take effect on July 1, 2026. The Master Fee Schedule at Exhibit A will replace the Town's existing Master Fee Schedule adopted by Resolution No. 2025-4599.

Section 4. Severability

The Town Council hereby declares every section, paragraph, sentence, clause and phrase of this Resolution is severable. If any section, paragraph, sentence, clause or phrase of this Resolution is for any reason found to be invalid or unconstitutional, such invalidity, or unconstitutionality shall not affect the validity or constitutionality of the remaining sections, paragraphs, sentences, clauses or phrases.

Section 5. Authorization for Annual Internal Review and Adjustment

The Town Council hereby authorizes the Town Manager or their designee to conduct an annual internal review of the Master Fee Schedule and to permit adjustment of various fees based on the annual change in the Consumer Price Index All Urban Consumers, San Francisco-Oakland-San Jose, CA (CPI). The adjusted fees will be incorporated into the Master Fee Schedule that the Town Council will review and approve by resolution each year. The Town Council further directs the Town to conduct a comprehensive review of services and fees at least every five years.

RESOLUTION PASSED AND ADOPTED, at the regular meeting of the San Anselmo Town Council on the 28th day of April, 2026, by the following vote:

AYES: Councilmember:
NOES: Councilmember:
ABSENT: Councilmember:
ABSTAIN: Councilmember:

STEVE BURDO
MAYOR

ATTEST:

SERGE AVILA
TOWN CLERK

EXHIBITS

A. MASTER FEE SCHEDULE FY26-27

TOWN OF
SAN ANSELMO
EST. 1907

Schedule of User Fees

Effective July 1, 2026

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8. **Fully Burdened Hourly Rate** 24

Finance & Administration

#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
1	Photocopies	$0.20	$0.20	Per page	Fee	Document with State requirements are charged per State Mandate
2	Returned check charge	$25.00	$25.00	Per incident	Regulated	
3	Certification	$25.00	$25.00	Per certification	Fee	
4	Appeals - Planning Applicant	$3,749.00	$3,749.00	Per appeal	Fee	Town Attorney costs will be passed on directly to applicant as incurred and the Town may request a deposit to cover the cost of anticipated town attorney time
5	Appeals - Non-Applicant	$1,000.00	$1,000.00	Per appeal	Fee	Town Attorney costs will be passed on directly to applicant as incurred and the Town may request a deposit to cover the cost of anticipated town attorney time
6	Appeals - General	$1,000.00	$1,000.00	Per Appeal	Fee	Town Attorney costs will be passed on directly to applicant as incurred and the Town may request a deposit to cover the cost of anticipated town attorney time
7	Proof of Residency/Living Certification	$20.00	$20.00	Per request	Fee	
8	Notary Fee	$15.00	$15.00	Per Signature	Fee	
	Business License Fees:					
9	Transfer Fee	$10.00	$10.00	Per transfer	Fee	
10	Business License Penalty	10%	10%	Per month	Penalty	Max. 50%
	Gross receipts:					
11	$0 - $7,500	$15.00	$15.00		Tax	
12	$7,501 - $15,000	$30.00	$30.00		Tax	
13	$15,001 - $25,000	$45.00	$45.00		Tax	
14	$25,001 - $50,000	$60.00	$60.00		Tax	
15	$50,001 - $100,000	$100.00	$100.00		Tax	
16	$100,001 - $250,000	$150.00	$150.00		Tax	
17	$250,001 - $500,000	$300.00	$300.00		Tax	

#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
18	$500,001 - $750,000	$450.00	$450.00		Tax	
19	$750,001 - $1,000,000	$600.00	$600.00		Tax	
20	$1,000,001 - $2,000,000	$800.00	$800.00		Tax	
21	$2,000,001 - $3,000,000	$1,200.00	$1,200.00		Tax	
22	$3,000,001 - $4,000,000	$1,500.00	$1,500.00		Tax	
23	$4,000,001 - $5,000,000	$2,100.00	$2,100.00		Tax	
24	$5,000,001 - $10,000,000	$3,000.00	$3,000.00		Tax	
25	$10,000,001 - $25,000,000	$4,500.00	$4,500.00		Tax	
26	$25,000,000 - and over	$4500 + .01%	$4500 + .01%		Tax	
27	Hotels/Motels/Inns	$17.00	$17.00	Per unit	Tax	
28	Rental of one or more dwelling units or guest rooms within a rooming house, boarding house, single family dwelling, apartment, condominium, houseboat, or other residential structure containing guest rooms or dwelling units	$17.00	$17.00	Per unit	Tax	
29	General contractors and subcontractors	$30.00	$30.00	Per quarter	Tax	
30	General contractors and subcontractors	$100.00	$100.00	Per year	Tax	
31	Auctioneers	$50.00	$50.00	Per day	Tax	
32	Peddlers, solicitors	$25.00	$25.00	Per day	Tax	
33	Peddlers, solicitors	$150.00	$150.00	Per quarter	Tax	
34	Peddlers, solicitors	$500.00	$500.00	Per year	Tax	
35	Circuses or carnivals	$400.00	$400.00	First day	Tax	
36	Circuses or carnivals	$300.00	$300.00	Per additional day	Tax	
37	Commercial & still film permits (public property) : 1-3 persons	$100.00	$100.00	Per day	Tax	
38	Commercial & still film permits (public property) : 4-6 persons	$200.00	$200.00	Per day	Tax	
39	Commercial & still film permits (public property) : 7-9 persons	$300.00	$300.00	Per day	Tax	
40	Commercial & still film permits (public property) : 10 + persons	$400.00	$400.00	Per day	Tax	
41	Commercial & still film permits (private property): 1-3 persons	$50.00	$50.00	Per day	Tax	
42	Commercial & still film permits (private property): 4-6 persons	$100.00	$100.00	Per day	Tax	
43	Commercial & still film permits (private property): 7-9 persons	$150.00	$150.00	Per day	Tax	
44	Commercial & still film permits (private property): 10+ persons	$200.00	$200.00	Per day	Tax	

Finance & Administration

#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
45	Taxicabs	$60.00	$60.00	Per vehicle	Tax	
46	Trucks/vans/delivery vehicles - less than 1/2 ton capacity	$22.50	$22.50	Per vehicle	Tax	
47	Trucks/vans/delivery vehicles - not exceeding 1 ton capacity	$37.50	$37.50	Per vehicle	Tax	
48	Trucks/vans/delivery vehicles - not exceeding 1-1/2 ton capacity	$75.00	$75.00	Per vehicle	Tax	
49	Trucks/vans/delivery vehicles - not exceeding 2 ton capacity	$112.50	$112.50	Per vehicle	Tax	
50	Trucks/vans/delivery vehicles - not exceeding 3 ton capacity	$150.00	$150.00	Per vehicle	Tax	
51	Trucks/vans/delivery vehicles - over 3 ton capacity	$225.00	$225.00	Per vehicle	Tax	
52	Christmas tree lots	$45.00	$45.00	Per year	Tax	
53	Commercial leased property	$0.02	$0.02	Per sq ft.	Tax	$50 minimum, $220 Maximum
54	Business located out of San Anselmo but use San Anselmo P.O. Box for business	$50.00	$50.00	Per year	Tax	
55	Real estate broker in San Anselmo	$100.00	$100.00	Per year	Tax	Plus $10 per desk
56	Real estate broker in San Anselmo	$10.00	$10.00	Per desk	Tax	
57	Real estate broker out of San Anselmo	$150.00	$150.00	Per year	Tax	
58	Omnibus (all other categories)	$50.00	$50.00	Per year	Tax	
59	Business License List	$1.00	$1.00	Per page	Tax	
60	Tobacco Retailer License	$50.00	$50.00	Per year	Fee	

Public Works

#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
	Miscellaneous Items					
1	Road Impact Fee	1.5% value of project	1.5% value of project	Percentage	Fee	
2	Training Fee		5% of application fee	Percentage	Fee	
3	Technology Fee		3% of application fee	Percentage	Fee	
	Tree Removal Fees:					
2	Heritage Tree &/or Undeveloped Parcel Tree	$325 for 1st hour Hourly rate thereafter	$325 for 1st hour Hourly rate thereafter	Per permit	Fee	For dead, dying or dangerous trees fee may be waived. Replacement trees may required for each tree removed.
3	Street Tree	$190.00	$195.70	Per permit	Fee	This is the cost for both removal and planting of street trees
4	After the fact - Tree or Heritage Tree Removal Fine	$2,301.00	$2,370.03	Per tree	Penalty	$2,050 Maximum as determined by the Public Works Director
	Encroachment Permit Fees:					
5	Minor work	$250.00	$257.50	Per project	Fee	7-1.03 - Permit for curb cut for driveway entrance or approach (Street Superintendent) 7-1.08 – Adjustment and variance from driveway standards (City Engineer) 7-3.02 – Street cut or excavation permits (Public Works) 7-4.02 - Temporary street obstruction permits 7-5.09 - Permits to construct sidewalk, walkway, and/or driveway from curb to property line (Public Works)
6	Major work (over $2,500)	4% value of project or as Determined by Public Works Director per Town Code	4% value of project or as Determined by Public Works Director per Town Code	Percentage	Fee	7-1.03 - Permit for curb cut for driveway entrance or approach 7-1.08 – Adjustment and variance from driveway standards 7-3.02 – Street cut or excavation permits 7-4.02 - Temporary street obstruction permits 7-5.09 - Permits to construct sidewalk, walkway, and/or driveway from curb to property line Major Work Fees vary depending on time to review and inspect during the course of the project
7	Sidewalks/Driveways - new & repair; debris or storage box	$200.00	$206.00	Per project	Fee	
8	Revocable Encroachment Permit for structures in town right-of-way	$425.00	$437.75	Per project	Fee	
9	Revocable Encroachment Permit for temporary use of town right-of-way (restaurant outdoor seating)	$195.00	$200.85	Per project	Fee	7-5.11-permit for mailbox inright of way
10	Plan Check/Plan Design-when applicable	Hourly Staff Rate	Hourly Staff Rate	Per hour	Fee	Rate depends on actual Staff rate
11	Private Parklet Application	$950.00	$950.00	Per Application	Fee	
12	Private Parklet	$2,520.00	$2,520.00	Per space	Fee	

#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
	Miscellaneous Items					
	Fence Permit Fees:					
13	Fences within setbacks abutting street	$195.00	$200.85	Per project	Fee	
14	Stop Work Fee for working without a permit	Up to 3 times value of Public Works Permit Fee	Up to 3 times value of Public Works Permit Fee	Per project	Penalty	Determined by the Public Works Director. 0-3 times based on stop work circumstances. If unpermitted work is identified by the Town and the owner addresses issues promptly, fee may be waived or 1 times the permit fee. However, if unpermitted work is not addressed and owner is uncooperative, fee may be up to 3 times the permit fee.
15	Plan Check-when applicable	$225.00	$225.00	Per hour	Fee	
	Grading Permit Fees: UBC Appendix Chapter 33 Table A-33B					
16	100cy or less	$200.00	$206.00	100 cy or less	Fee	
17	101cy to 1,000cy	$200.00	$206.00	First 100 cy	Fee	Plus $18.39 for each add'l 100 cy
18	1,001cy to 10,000cy	$600.00	$618.00	First 1,000 cy	Fee	Plus $15.24 for each add'l 1,000cy
19	10,001cy to 100,000cy	$875.00	$901.25	First 10,000 cy	Fee	Plus $69.53 for each add'l 10,000cy
20	100,001 and above	$2,068.11	$2,130.15	First 100,000 cy	Fee	Plus $38.11 for each add'l 100,000cy
	Grading Plan Review Fees: UBC Appendix Chapter 33 Table A-33A					
21	100cy or less	$195.00	$200.85	100 cy or less	Fee	
22	101cy to 1,000cy	$325.00	$334.75	First 100 cy	Fee	
23	1,001cy to 10,000cy	$415.00	$427.45	First 1,000 cy	Fee	
24	10,001cy or more	$415.00	$427.45	First 10,000 cy	Fee	$25.00 each add'l 10,000cy
25	Grading permit fee for work without a permit	3 times value of Public Works Permit Fee	3 times value of Public Works Permit Fee	Per project	Penalty	$500 minimum- determined by PW Director
26	Water Wells - potable and landscape wells	$265.00	$272.95	Per well	Fee	
27	Grading Permit Extension Fee	$240.00	$247.20	Per permit	Fee	

#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
	Miscellaneous Items					
	Sidewalk Maintenance Program - Administration Fees					
28	First $200	$65.00	$66.95		Fee	
29	$201 - $500	$50 plus 15% of amount over $200 ($100 Max)	$51.50 plus 15% of amount over $200 ($100 Max)		Fee	$100 Max
30	$501 - $1,500	$85 plus 10% of amount over $500 ($200 Max)	$87.55 plus 10% of amount over $500 ($200 Max)		Fee	$200 Max
31	Over $1,500	$197 plus 5% of amount over $1,500	$202.91 plus 5% of amount over $1,500		Fee	No Max
32	Arborist Site Visit and Arborist Report	$250.00	$250.00	Per hour	Fee	
33	Street Cut Inspection	$280.00	$288.40	Per hour	Fee	
34	Street Crew Cost (Red Curb Painting)	Fees Waived	Fees Waived	Per project	Fee	
35	Temporary Trailer Fee	Fees Waived	Fees Waived	Per Trailer	Fee	Permit for temporary trailers for habitation during construction and after disasters
36	Abandonment	$1,000 min + # hours of consultant time	$1,000 min + # hours of consultant time	Per hour	Fee	$1,000 minimum to be billed hourly
37	Penalty fee for After The Fact permits	3x permit cost or $500 min. *Determined by building official or DPW director*	3x permit cost or $500 min. *Determined by building official or DPW director*	Per project	Penalty	
38	DPW- RED TAG FEE	3x permit cost or $500 min. *Determined by building official or DPW director*	3x permit cost or $500 min. *Determined by building official or DPW director*	Per project	Penalty	
39	Encroachment permit extension fee	$125.00	$125.00	Per project	Fee	
40	Charging Interest on Abatements	1% Monthly	1% Monthly	Per project	Fee	
41	Oversize Vehicle Permit - Single	$25.00	$25.00	Per trip	Fee	$92 - Annual
42	Street Light Shield	$250.00	$250.00	Per shield	Fee	
43	Stormwater Violation Fees	$100 - 1ST VIOLATION $200 - 2ND VIOLATION $500 - 3RD VIOLATION, ETC	$100 - 1ST VIOLATION $200 - 2ND VIOLATION $500 - 3RD VIOLATION, ETC	Per occurrence	Fee	
44	Block Party Fee	Fees Waived	Fees Waived	Per occurrence	Fee	

Public Works

Miscellaneous Items

#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
45	Extension Fee- For Permits Excluding Encroachment	$125.00	$125.00	Per project	Fee	
46	Reactivation Fee	$150.00	$150.00	Per project	Fee	
47	Flatwork Permit - Small/Medium less than 1000 sq ft	$150.00	$154.50	Per project	Fee	
48	Flatwork Permit - Large Over 1000 sq ft	$405.00	$417.15	Per project	Fee	
49	Floodplain Development Permit	$100 deposit + hourly	$100 deposit + hourly	Per hour	Fee	7-11.403 Special flood hazard area development permit 7-11.402 – Review of required certifications for floodplain Development permits: (1) Certification required by Section 7-11.501(c)(1) and Section 7-11.504 (lowest floor elevations); (2) Certification required by Section 7-11.501(c)(2) (elevation or floodproofing of nonresidential structures); (3) Certification required by Section 7-11.501(c)(3) (wet floodproofing standard); (4) Certification of elevation required by Section 7-11.503(a)(3) (subdivisions and other proposed development standards); (5) Certification required by Section 7-11.506(b) (floodway encroachments); (6) "NON-CONVERSION AGREEMENT FOR CONSTRUCTION WITHIN FLOOD HAZARD AREAS" recorded deed restriction, review by town attorney
50	Permit to place newsrack on public property	$100 deposit + hourly	$100 deposit + hourly	Per rack	Fee	
51	Frontage Improvement Fees	At Cost of Requirement	At Cost of Requirement	Per project	Fee or work in lieu of	Public Works reviews frontage improvement requirements based on the code requirements in the right of way related to ADA, drainage, emergency vehicle access etc.
52	Watercourse Permit	$325.00	$325.00	Per project	Fee	Fee may be waived for emergency projects at the discretion of Public Works Director
53	Floodplain Development Permit	$200.00	$206.00	Per project	Fee	
54	Lot line (Propety Line Adjustment)	$900.00	$900.00	Deposit	Fee	
55	Well Permit	$325.00	$334.75	Per project	Fee	
56	Maintenance Supervisor	$200.00	$214.95	Per hour	Fee	
57	Maintenance Worker I	$140.00	$150.82	Per hour	Fee	
58	Senior Maintenance Worker	$170.00	$179.16	Per hour	Fee	

Library

	Miscellaneous Items					
#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
	Print Materials					
1	Books lost or damaged beyond use	Actual Cost	Actual Cost		Fee	
2	Processing Fee	$5.00	$5.00	Per incident	Fee	
	Audio Visual Materials					
3	A-V materials lost or damaged beyond use	Actual Cost	Actual Cost	Per Item	Fee	
	Inter-Library Loan Fees:					
4	Link +	$0.00	$0.00	Per day	Fee	$115 Replacement
5	ILL - Other	$5.00	$5.00	Per request	Fee	loaning library fees may apply
	Other Fees					
6	Photocopies/Computer Printing Black and White	$0.20	$0.20	Per page	Fee	
7	Photocopies/Computer Printing Color	$0.75	$0.75	Per page	Fee	
8	Library of Things, Memory Kits, lost or damaged beyond use	Actual Cost	Actual Cost	Per Item	Fee	$50 Fee if item is returned to other library
9	Museum Passes	$0.00	$0.00	Per day	Fee	

Building

#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
1	PreApplication Meeting - Non-commercial uses (Building)	$226.00	$232.78	Flat fee	Fee	Plus applicant pays $100 to Ross Valley Fire Department
2	PreApplication Meeting - Commercial Uses (Building)	$0.00	$0.00	Flat fee	Fee	
3	Fee for Building Permit Plan-Check	65% of permit fee Building Valuation table will increase 2.5% for all base rates	65% of permit fee *Building Valuation table will increase 2.5% for all base rates*	Percentage	Fee	Plan check beyond 2 submittals @ staff hr rate
4	Building Permit Plan Review - 3rd Party Consultant	Consultant cost + 25%	Consultant cost + 25%	Per hour	Fee	Plan check or review as required by outside consultant
5	Building Third Party Plan Check Fee (not including 3rd Party Fee)	50% of permit fee on top of third-party costs	50% of permit fee on top of third-party costs	Percentage	Fee	This fee is in addition to the 3rd Party fee and covers internal plan check costs including assignment to 3rd party, review of 3rd party plan check, response to applicant, architect and engineering questions, etc.
6	Stop Work Fee for working without a permit; retroactive permit penalty fee	Up to 5 times value of Permit Fee (Minimum $500)	Up to 5 times value of Permit Fee (Minimum $500)	Per project	Penalty	Determined by the Department Director or Building Official. 0-5 times based on stop work circumstances. If work stops immediatley and the owner addresses issues promptly, the fee may be waived or 1-3 times the permit fee. However, if work continues and owner is uncooperative, fee may be up to 5 times the permit fee.
7	Energy Fees - projects affecting heated space	15% of Bldg Permit Fee	15% of Bldg Permit Fee	Percentage	Fee	
8	Code Compliance Fee	$2,210.00	$2,276.30	Per hour	Fee	
9	Plumbing Permit	15% of Bldg Permit fee or $168 if not associated w/other work	15% of Bldg Permit fee or $168 if not associated w/other work	Percentage	Fee	Fee waived for graywater projects
10	Electrical Permit	15% of Bldg Permit fee or $168 if not associated w/other work	15% of Bldg Permit fee or $168 if not associated w/other work	Percentage	Fee	Fee waived for local EV charging, roof top solar, and tankless water heater

Building

#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
11	Mechanical Permit	15% of Bldg Permit fee or $168 if not associated w/other work	15% of Bldg Permit fee or $168 if not associated w/other work	Percentage	Fee	
12	Demolition Permit	$630.00	$648.90	Per project	Fee	
13	Swimming Pool Permit	$1,060.00	$1,091.80	Per project	Fee	
14	Spa/Hot Tub Permit	$530.00	$545.90	Per project	Fee	
15	Photo-voltaic System Permit and EV charging	$450.00	$450.00	Per project	Fee	
16	Water Heater Replacement Permit	$250.00	$257.50	Per project	Fee	No longer Fee waived for Tankless Water Heater
17	Furnace Replacement Permit	$250.00	$257.50	Per project	Fee	
18	Re-Roof Permit Residential	$310.00	$319.30	Per project	Fee	Fee waived for Cool Roof Initiatives
19	Re-Roof Permit Commercial	Bldg Permit Fee	Bldg Permit Fee	Per project	Fee	Fee waived for Cool Roof Initiatives
20	Technology Fee	3% of Bldg Permit fees	3% of Permit fees	Percentage	Fee	
21	Training Fee	3% of Bldg Permit fee	3% of Permit fees	Percentage	Fee	
22	General Plan Maintenance Fee	10% of Bldg Permit fee	3% of Permit fees	Percentage	Fee	
23	Permit Administrative Fee (change of owner, contractor, arch/engr.)	$150.00	$154.50	Per project	Fee	
24	Window replacement (not associated with other work)	$470.00	$484.10	Per project	Fee	
25	Minor Bathroom Remodel Permit Fee	$1,140.00	$1,174.20	Per project	Fee	OTC $15,000 max. value of project
26	Minor Kitchen Remodel Permit Fee	$1,410.00	$1,452.30	Per project	Fee	OTC $25,000 max. value of project
	Plan Checks:					
27	Plumbing Plan Check	15% of Bldg Permit Fee or 65% of Plumbing Permit Fee	15% of Bldg Permit Fee or 65% of Plumbing Permit Fee	Percentage	Fee	If work not associated with Bldg Permit ($25 min). Fee waived for graywater projects
28	Electrical Plan Check	15% of Bldg Permit Fee or 25% of Electrical Permit Fee	15% of Bldg Permit Fee or 25% of Electrical Permit Fee	Percentage	Fee	If work not associated with Bldg Permit ($25 min)

Building

#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
29	Mechanical Plan Check	10% of Bldg Permit Fee or 65% of Mechanical Permit Fee	10% of Bldg Permit Fee or 65% of Mechanical Permit Fee	Percentage	Fee	If work not associated with Bldg Permit ($25 min)
30	Pool Plan Check	$750.00	$772.50	Per project	Fee	
31	Spa/Hot Tub Plan Check	$750.00	$772.50	Per project	Fee	
32	Plan Checks after 2 Plan Checks	Consultant Fee	Consultant Fee	Per hour	Fee	Consultant Fee
33	Plan Check for revisions after permit issued	$320.00	$330.01	Per hour	Fee	Time charged at hourly Building Official rate and an additional hour for each submittal. Minimum one hour per submittal.
	Staff Hourly Rate:					
34	Building Official	$320.00	$330.01	Per hour	Fee	
35	Building Inspector	$230.00	$240.33	Per hour	Fee	
36	Street Bond	Determined by Public Works Director	Determined by Public Works Director	Per project	Bond	Reimbursable if no damage to street/public right of way
37	Gross Receipts Tax on all projects done by a contractor	$0.50	$0.50	Per $1,000 valuation	Fee	
38	Seismic Fee - State fee on all residential and commercial work	$0.10	$0.10	Per $1,000 valuation	Fee	
39	Green Building Fee	$1.00	$1.00	Per $25,000 valuation	Fee	
	Residential Resale Reports:					
40	Single Family Residence	$0.00	$0.00	Per report	Fee	
41	Multi-Family Residences	$0.00	$0.00	Per report	Fee	
42	Multi-Family Residences - additional unit	$0.00	$0.00			
43	Failure To Obtain Report	$0.00	$0.00	Per report	Fee	
44	Reinstatement of Building Permit Fee	50% of bulding permit fee	50% of bulding permit fee	Per project	Fee	
45	Extension of Building Permit Fee	$190.00	$195.70	Per project	Fee	
46	Penalty fee for After The Facts permits	Up to 5 times value of Permit Fee; (Minimum $500)	Up to 5 times value of Permit Fee; (Minimum $500)	Per project	Fee	Determined by the Department Director or Building Offical. 0-5 times based on stop work circumstances. If unpermitted work is identified by the Town and the owner addresses issues promptly, the fee may be waived or 1-3 times the permit fee. However, if unpermitted work is not addressed and the owner is uncooperative, fee may be up to 5 times the permit fee.
47	Flood Gate Buidling Permits	Fees Waived	Fees Waived	Per project	Fee	
48	Admin./Permit Services Technician	$150.00	$185.58	Per hour	Fee	
49	Public Works Director	$410.00	$426.03	Per hour	Fee	
50	Assistant Public Works Director	$320.00	$330.01	Per hour	Fee	

Building

#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
51	Assistant Engineer	$210.00	$224.97	Per hour	Fee	
52	Construction Inspector	Consultant Fee + 25%	Consultant Fee + 25%	Per hour	Fee	
53	Hourly Fee Community Development Director	$210.00	$222.75	Per hour	Fee	This used to be the Planning Director and the position has been changed to Community Development Director
54	Plan Storage	$2.00	$2.00	Per page	Fee	
55	In-house Plan Review	$217.00	$223.51	Per Hour	Fee	

CEQA- Notice of Exemption

Building permit fee waived for an ADU subject to a recorded affordability restriction of 55 years to rent as an Affordable Unit reserved for occupancy by a Low Income Household at an Affordable Rent.

"Affordable Rent" is the maximum allowable Rent for an Affordable Unit that does not exceed one-twelfth (1/12) of thirty percent (30%) of eighty percent (80%) of Area Median Income as adjusted for Assumed Household Size.

"Area Median Income" means median yearly income in Marin County as published pursuant to California Code of Regulations, Title 25, Section 6932, or successor provision.
"Low Income Household" means a household whose Household Income does not exceed the lower income limits applicable to Marin County, adjusted for household size, as published annually by the California Department of Housing and Community Development; generally a household with a Household Income between fifty percent (50%) and eighty percent (80%) of Area Median Income, adjusted for actual household size.

Building Valuation Table
Current (All New Construction)

Minimum Value	Maximum Value	Base Rate	Plus $$	For every $1,000 and fraction thereof
0.00	0.00	0.00	0.00	0.00
1.00	3,999.00	199.81	0.00	0.00
4,000.00	24,999.00	199.81	26.06	1,000.00
25,000.00	49,999.00	746.87	15.84	1,000.00
50,000.00	99,999.00	1,143.06	11.98	1,000.00
100,000.00	499,999.00	1,741.92	9.74	1,000.00
500,000.00	999,999.00	5,638.57	8.42	1,000.00
1,000,000.00	and above	9,846.60	6.63	1,000.00

Building Valuation Table
Proposed (All New Construction)

Minimum Value	Maximum Value	Base Rate	Plus $$	For every $1,000 and fraction thereof
0.00	0.00	0.00	0.00	0.00
1.00	3,999.00	205.80	0.00	0.00
4,000.00	24,999.00	205.80	26.84	1,000.00
25,000.00	49,999.00	769.28	16.32	1,000.00
50,000.00	99,999.00	1,177.35	12.34	1,000.00
100,000.00	499,999.00	1,794.18	10.03	1,000.00
500,000.00	999,999.00	5,807.73	8.67	1,000.00
1,000,000.00	and above	10,142.00	6.83	1,000.00

Planning

#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
1	Planning Commission Action Applications: Annexation	$11,727.00	$11,727.00	Per application	Deposit	Plus 25% overhead on consultant costs
2	Planning Commission Action Applications: General Plan Amendment	$5,100.00	$5,100.00	Per hour	Deposit	Plus 25% overhead on consultant costs
3	Planning Commission Action Applications: Rezoning	$5,100.00	$5,100.00	Per hour	Deposit	Plus 25% overhead on consultant costs
4	Planning Commission First Application/Hearing (For applications with a Planning Commission hearing such as Conditional Use Permit, Variance, Subdividision, Parcel Map, Lot Line Adjustment, Exceptions, Illuminated Sign, FAR Exception, Demolition Permit, Grading Permits, Sign Program, move building). Includes review of one plan revision.	$3,500.00	$3,500.00	Per hour	Deposit	
5	Minor Exception - Administrative	$280.00	$280.00	Per hour	Deposit	
6	Lot Merger - Administrative	$390.00	$390.00	Per hour	Deposit	
7	Residential Design Review - Planning Director	$1,350.00	$1,350.00	Per hour	Deposit	
8	Commercial Design Review - Planning Director	$1,350.00	$1,350.00	Per hour	Deposit	
9	Administrative Sign Review, conforming	$60.00	$61.80	Flat fee	Fee	
10	Mural Review	$90.00	$92.70	Flat fee	Fee	
11	Certificates of Compliance	$2,728.00	$2,728.00	Per certification	Deposit	Plus 25% overhead on consultant costs
12	Initial Study & Negative Declarations	Consultant cost + 25%	Consultant cost + 25%	N/A	Deposit	
13	Environmental Impact Reports	Consultant cost + 25%	Consultant cost + 25%	N/A	Deposit	
14	Peer Reviews	Consultant cost + 25%	Consultant cost + 25%	N/A	Deposit	

Planning

#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
15	Hourly Fee Assistant Planner	$120.00	$124.05	Per hour	Fee	
16	Hourly Fee Associate Planner	$132.51	$136.48	Per hour	Fee	
16	Hourly Fee Senior Planner	$140.00	$144.20	Per hour	Fee	
17	Hourly Fee Principle Planner	$160.00	$150.15	Per hour	Fee	
18	Hourly Fee Director	$210.00	$222.75	Per hour	Fee	
19	General Plan maintenance	10% of Building Permit and Planning fees	10% of Planning fees	Percentage	Fee	
20	Training fee	5% of application fees	5% of application fees	Percentage	Fee	
21	Technoloy Fee	3% of application fees	3% of application fees	Percentage	Fee	
22	Photocopies, per page (State requirement documents are charged per State Mandate)	$0.20	$0.20	Per copy	Fee	
23	Planning Director requests for reasonable accommodation SAMC Sec. 10-10.03	$610.00	$628.30	Flat fee	Fee	
24	Zoning ordinance amendment SAMC Sec. 10-3.803	$10,500.00	$10,500.00	Per hour	Deposit	plus 25% overhead on any consultant costs
25	Preliminary or Specific Planned Development District SAMC Sec. 10-3.904	$5,740.00	$5,740.00	Per hour	Deposit	
26	Final Map (if dedications are involved) SAMC Sec. 10-2.603	$5,000.00	$5,000.00	Per hour	Deposit	plus 25% overhead for consultant costs

Planning

#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
27	Tentative parcel and tract map and final parcel and tract maps – Planning Director SAMC Sec. 10-3.1201	$620.00	$620.00	Per hour	Deposit	Plus $2,000 deposit to cover consultant and 25% overhead
28	Conditional Use Permit Planning Director SAMC Sec. 10-3.1303	$1,350.00	$1,350.00	Per hour	Deposit	
29	Notice of public hearing - SAMC Sec. 10-3.1602 and 10-3.1603	$215.00	$221.45	Flat fee	Fee	Plus cost of publication if required
30	Renewal of a discretionary action SAMC Sec. 10-3.1608	$160.00	$160.00	Per hour	Deposit	
31	Applications and determinations of unmergers (Public Works or Council) SAMC Sec. 10-3.273	$3,500.00	$3,500.00	Per hour	Deposit	
32	Application for expanded telecommunication facilities Administrative	$1,970.00	$1,970.00	Per hour	Deposit	plus $10,000 deposit to cover consultant cost plus 25%
33	Application for design review/use permit for telecommunication facilities (Planning Commission)	$4,140.00	$4,140.00	Per facility	Deposit	plus $10,000 deposit to cover consultant cost plus 25%
34	Application for density bonus SAMC Sec. 10-11.050 Administrative	$1,150.00	$1,150.00	Per hour	Deposit	
35	Remove deed restriction - Administrative	$430.00	$430.00	Per hour	Deposit	Plus any notary and recording costs
36	Residential chicken-keeping permit SAMC Sec. 5-1.05	$0.00	$0.00	N/A	N/A	
37	PreApplication Meeting - Non-commercial uses (Planning)	$1,090.00	$1,122.70	Flat fee	Fee	Plus applicant pays $100 to Ross Valley Fire Department
38	Review of Home Occupation Application	$0.00	$0.00	N/A	N/A	
39	Review of Use Proposal or Business License Application	$0.00	$0.00	N/A	N/A	

Planning

#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
40	Penalty for work without a permit	3x Application Fee	3x Application Fee	Per application	Penalty	
41	Remove deed restriction to allow a second unit	$0.00	$0.00	N/A	N/A	Plus any notary and recording costs
42	PreApplication Meeting - Commercial Uses	$0.00	$0.00	N/A	N/A	
43	Lot Line Adjustment - Planning Director	$1,200.00	$1,200.00	Per hour	Deposit	
44	Streamlined Review under Ca.Govt. Code Sec. 65913.4 (SB 35)	$5,000.00	$5,000.00	Per hour	Deposit	
45	Change of Address (property owner request)	$308.00	$317.24	Flat fee	Fee	
46	Inclusionary Housing and Commercial Linkage Fee	$421,886.99	$421,886.99	Flat fee	Fee	
	Commercial/Non-Residential Development Projects					
47	Commercial linkage fee - Office	$10.00	$10.00	Fee per Sq Ft of Net New Gross Floor Area		
48	Commercial linkage fee - Retail	$8 up to 2500 sq ft $10 for over 2500 sq ft	$8 up to 2500 sq ft $10 for over 2500 sq ft	Fee per Sq Ft of Net New Gross Floor Area	Fee	
49	Commercial linkage fee - Restaurant	$5.00	$5.00	Fee per Sq Ft of Net New Gross Floor Area	Fee	
50	Commercial linkage fee - Other	Fee calculated using Excel-Based Fee Calculator	Fee calculated using Excel-Based Fee Calculator	Fee per Sq Ft of Net New Gross Floor Area	Fee	
51	Penalty fee for After The Fact permits	3x permit cost or $500 min. Determined by Community Development Director or Designee	3x permit cost or $500 min. Determined by Community Development Director or Designee	Per Project	Fee	
52	SB 9 Urban Lot Split- Title 10, Chapter 4- GOVERNMENT CODE SECTION 65852.21	$1,200.00	$1,200.00	Per hour	Deposit	Plus $5000 deposit to cover consultant cost plus 25%
53	SB 9 Development Project-Title 10, Chapter 4- GOVERNMENT CODE SECTION 65852.21	$1,200.00	$1,200.00	Per hour	Deposit	
54	ODDS- Ministerial Review Per Title 10, Chapter 20	$5,000.00	$5,000.00	Per hour	Deposit	
55	Plan Storage	$2.00	$2.00	Per Page	Fee	
56	Mural-Private	$210.00	$216.30	Flat fee	Fee	
57	CEQA- Notice of Exemption	$520.00	$535.60	Flat fee	Fee	

ENVIRONMENTAL REVIEWS: Fees charged by outside agencies for review/process of environmental documents will be charged to the applicant in addition to the fees herein.

ALL PLANNING APPLICATIONS: Town Attorney costs will be passed on directly to applicant as incurred and the Town may request a deposit to cover the cost of anticipated town attorney time.

DEPOSITS will be charged at the fully burdened hourly rate calculation for each staff position.

Recreation

#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
	Administrative Rates					
1	Administrative Registration Fee	$10.00	$10.00	Per class	Fee	
2	Older Adult Fee	$1.00	$1.00	Per Transaction	Fee	$1/transaction to subsidize older adult
3	Cancelation Fee	$25.00	$25.00	Per class	Fee	
4	Event Application Fee	$95.00	$95.00	Per application	Fee	Fee for speical event applications to cover staff time
5	Security Deposit - Picnic Rentals	$100.00	$100.00	Per occurrence	Deposit	
6	Security deposit - Facility Rentals	$350.00	$350.00	Per occurrence	Deposit	
	Tennis Key Fees:					
7	Resident (R): Full Year	$0.00	$0.00	Per year	Fee	
8	Resident (R): Jul-Dec	$0.00	$0.00	Every six months	Fee	
9	Non-Resident (NR): Full Year	$101.00	$104.00	Per year	Fee	
10	Non-Resident (NR): Jul-Dec	$66.00	$68.00	Every six months	Fee	
	Sign Fees					
11	Hub Sign	$126.00	$130.00	Per week	Fee	
12	Sir Francis Drake Street Banner	$390.00	$400.00	Per week	Fee	
	Facility Rental Fees - Picnic & Park Areas 3 Hour Minimum Rental					
13	Memorial Park - Small Picnic Area - R	$40.00	$40.00	Per hour	Fee	
14	Memorial Park - Small Picnic Area -NR	$44.00	$44.00	Per hour	Fee	
15	Memorial Park - Large Picnic Area - R	$51.00	$51.00	Per hour	Fee	
16	Memorial Park - Large Picnic Area - NR	$58.00	$58.00	Per hour	Fee	
17	Memorial Park - Large Picnic Area - Inflatable Jumper Fee	$70.00	$72.00	Per hour	Fee	
18	Robson Park - Upper Picnic Area - R	$35.00	$35.00	Per hour	Fee	
19	Robson Park - Upper Picnic Area - NR	$43.00	$43.00	Per hour	Fee	
20	Robson Park - Lower Picnic Area - R	$41.00	$41.00	Per hour	Fee	
21	Robson Park - Lower Picnic Area - NR	$54.00	$54.00	Per hour	Fee	

Recreation

#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
	Athletic Field Rental Fees - 2 Hour Minimum Rental					
	Memorial Park - Single Baseball Field					
22	Group A	$55.00	$55.00	Per hour	Fee	Non-Profit organizations, school related groups, community organizations that charge a nominal fee to cover their expenses (Scouts, Homeowners Assoc., Youth Sports Groups, religious organizations, etc.)
23	Group B	$78.00	$78.00	Per hour	Fee	Private individuals, non-profit fundraising activities
24	Group C	$97.00	$100.00	Per hour	Fee	Commercial, for profit groups
	Indoor Facilities					
25	ICC Kitchen, Lower Classrooms (2 hr min.) Resident	$34.00	$35.00	Per hour	Fee	
26	ICC Kitchen, Lower Classrooms (2 hr min.) Non-Resident	$46.00	$47.00	Per hour	Fee	
27	ICC Vista Room, (2 hr min.) Resident	$39.00	$40.00	Per hour	Fee	
28	ICC Vista Room, (2 hr min.) Non- Resident	$57.00	$59.00	Per hour	Fee	
	Robson Harrington Weekend Rental - First Floor (4 hr min.)					
29	Group A	$91.00	$94.00	Per hour	Fee	Non-Profit organizations, school related groups, community organizations (Scouts, Homeowners Assoc., Youth Sports Groups, religious organizations, etc.)
30	Group B	$96.00	$99.00	Per hour	Fee	Private individuals, non-profit fundraising activities
31	Group C	$113.00	$116.00	Per hour	Fee	Commercial, for profit groups
	Community Gardens					
32	Dues	$154.00	$154.00	Per plot	Fee	
33	Street Closure Fee	$325.00	$325.00	Per Event	Fee	

Police

#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
1	Merchant Parking Permits	$25.00	$25.00	Per year	Fee	
2	Overnight Parking Permits	$50.00	$50.00	Per year	Fee	
3	Daytime Parking Permits		$25.00	Per year	Fee	
4	Vehicle Impound Release	$100.00	$100.00	Per incident	Fee	
5	Clearance/Citizen Letter	$20.00	$20.00	Per request	Fee	
6	Report Copy fee	$10.00	$10.00	Per report	Fee	
7	Fingerprinting "rolling" fee	$20.00	$20.00	Per event	Fee	
	Violations:					
8	Sign Retrieval	$26.00	$26.00	Per violation	Penalty	
9	Parked without permit	$47.00	$47.00	Per violation	Penalty	
10	Parked contrary to signs & markings	$47.00	$47.00	Per violation	Penalty	
11	Improperly parked in marked space	$47.00	$47.00	Per violation	Penalty	
12	No Parking/Stopping Red Zone	$67.00	$67.00	Per violation	Penalty	
13	No Parking Yellow/Green/White	$54.00	$54.00	Per violation	Penalty	
14	Failure to Curb Wheels on 3% Grade	$47.00	$47.00	Per violation	Penalty	
15	Parked in Excess of 72 Hours	$167.00	$167.00	Per violation	Penalty	
16	Parked in Excess of 2 Hours	$47.00	$47.00	Per violation	Penalty	
17	Restricted Parking Only	$47.00	$47.00	Per violation	Penalty	
18	Night Parking - 30 minute Limit 2AM-6AM	$26.00	$26.00	Per violation	Penalty	
19	Posted No Parking	$47.00	$47.00	Per violation	Penalty	
20	Parked without 12' clearance	$59.00	$59.00	Per violation	Penalty	
21	No Parking on Private Property without consent	$47.00	$47.00	Per violation	Penalty	
22	Expired Meter	$47.00	$47.00	Per violation	Penalty	
23	No Parking on Crosswalk	$47.00	$47.00	Per violation	Penalty	
24	No Parking Blocking Driveway	$47.00	$47.00	Per violation	Penalty	
25	No Parking on Sidewalk	$47.00	$47.00	Per violation	Penalty	
26	No Parking Wheelchair Ramp Access	$312.00	$312.00	Per violation	Penalty	
27	No Parking/Stopping in Fire Lane/Road	$47.00	$47.00	Per violation	Penalty	
28	Parked in excess of 18" from curb	$47.00	$47.00	Per violation	Penalty	
29	Blue Zone - Handicapped Only	$312.00	$312.00	Per violation	Penalty	
30	No Parking within 15' of Fire Hydrant	$47.00	$47.00	Per violation	Penalty	
31	Parked on school grounds for sale	$35.00	$35.00	Per violation	Penalty	
32	Parked in intersection, crosswalk, sidewalk, in front of a driveway, more than 18" from the curb or facing the wrong way	$47.00	$47.00	Per violation	Penalty	
33	Double parked	$47.00	$47.00	Per violation	Penalty	
34	Overtime parking, illegally parked on school grounds, vehicle parked for sale on street, illegally parked, posted vehicle for sale and loading zone	$47.00	$47.00	Per violation	Penalty	

Police

#	Description	Current FY 25-26 Fee/Charge	Proposed FY26-27 Fee/Charge	Unit	Type	Notes
35	Tow Away Zone	$52.00	$52.00	Per violation	Penalty	
36	Expired tabs	$93.00	$93.00	Per violation	Penalty	
37	Vehicle for sale on street	$120.00	$120.00	Per violation	Penalty	
38	Parked on parkway	$120.00	$120.00	Per violation	Penalty	
39	Abandoned vehicle	$299.00	$299.00	Per violation	Penalty	
40	Parked in area for handicapped	$312.00	$312.00	Per violation	Penalty	
41	Blocking handicapped access ramp	$312.00	$312.00	Per violation	Penalty	
42	Handicapped parking	$312.00	$312.00	Per violation	Penalty	
43	Disabled crosshatch markings	$312.00	$312.00	Per violation	Penalty	
44	Parked in restricted EV charging spaces and Town's on- and off-street parking facilites	$47.00	$47.00	Per violation	Penalty	
45	Daylighting Parking	$47.00	$47.00	Per violation	Penalty	
	OVERSIZED VEHICLE FEES:					
46	Single trip permit	$16.00	$16.00	Per trip	Regulated	
47	Repetitive trip permit	$16.00	$16.00	Per trip	Regulated	max $90 for 6 mo period
48	Annual trip permit	$16.00	$16.00	Per trip	Regulated	max of $90 for 1 yr period
49	Oversized Vehicle Escort Fee	$22.00	$22.00	Per trip	Fee	

Town of San Anselmo, CA - User Fee Study

Fully Burdened Hourly Rate Calculation

Position	S&B Hourly Rate
Position Rates	
Administrative Serv Asst II	$103.12
Admin/Permit Serv Technician - Building & PW	$185.58
Admin/Permit Serv Technician - Planning	$109.63
Administrative Serv Asst	$88.51
Assistant Civil Engineer	$224.97
Assistant Planner	$124.05
Assistant Public Works Director	$330.01
Associate Planner	$136.48
Building Inspector	$240.33
Building Official	$330.01
Child Care Instructor	$71.85
Code Enforcement Officer	$193.25
Community Development Director	$222.75
Community Engagement Coordinator	$112.17
Community Services Director	$208.68
Deputy Town Clerk/Municipal Info Officer	$133.18
Fin & Admin Services Director	$197.04
Lead Library Assistant	$116.65
Librarian I	$139.43
Librarian II	$156.07
Library Assistant	$108.45
Library Technician	$123.65
Maintenance Supervisor	$214.95
Maintenance Worker I	$150.82
Maintenance Worker II	$165.98
Management Analyst	$92.51
Planning Technician	$112.55
Principal Planner	$150.15
Project Coordinator	$209.97
Public Works Director	$426.03
Public Works Manager	$285.33
Recreation Coordinator I	$94.73
Recreation Coordinator II	$103.12
Recreation Coordinator III	$113.50
Recreation Manager	$123.85

Recreation Program Leader	$79.02
Recreation Senior Supervisor	$136.23
Recreation Supervisor	$123.85
Senior Accountant/Financial Supervisor	$126.83
Senior Building Inspector	$251.85
Senior Civil Engineer	$285.33
Senior Maintenance Worker	$179.16
Senior Planner	$133.18
Town Librarian	$254.85
Town Manager	$247.70

Contract -Turbin

Turbin - Principal Engineer	$255.00
Turbin - Senior Project Engineer	$185.00
Turbin - Project Engineer	$175.00
Turbin - Production Manager	$160.00
Turbin - Structural Designer	$135.00
Turbin - Revit 3D-Modeling Technician	$120.00
Turbin - Junior Structural Designer	$120.00
Turbin - Clerical / Project Support Staff	$95.00
Interim CBO - Phillip	$220.00
Willdan - Structural Plan Review Engineer	$150.00
Willdan - Non Structural Plans Examiner	$135.00
Willdan - Certified Access Specialist	$145.00
Willdan - Building Official	$165.00
Willdan - Building Inspector	$115.00
Willdan - Code Enforcement Office	$95.00
Willdan - Permit Technician	$70.00
CSG - Building Plan Reviewer	$125.00
Via Atelier - Site Inspection Reporting/Engineering Plan Review	$230.00

STAFF REPORT

TOWN OF SAN ANSELMO Item #: 2.4

MEETING DATE: April 28, 2026

AGENDA TITLE: Approve the 2026 Street Resurfacing Project; Authorize Staff to Advertise for Construction Bids; and Find the Project Exempt from the California Environmental Quality Act (14 Cal. Code Regs. § 15301).

FROM: Scott Schneider, Department of Public Works

RECOMMENDATION: That the Town Council 1) approve the 2026 Street Resurfacing Project, 2) authorize staff to advertise for construction bids, and 3) find the project exempt from the California Environmental Quality Act (CEQA) under 14 Cal. Code Regs. § 15301.

SUMMARY

The 2026 Street Resurfacing Project includes paving the following street segments with current Pavement Condition Index (PCI) noted:

Base Bid:
Valley Road – Suffield Avenue to West Court (33 and 54 PCI)
Suffield Avenue – Valley Road to Butterfield Road (36 and 46 PCI)
Rutherford Avenue – Camino de Herrera to Butterfield Road (40 PCI)
Camino De Herrera – Valley Road to Oakwood Court (14 and 48 PCI)
Skyline Road – Traxler Road to End (14 PCI)
Bennit Avenue – Suffield Avenue to Camino de Herrera (60 and 66 PCI)
Oakwood Court – Camino de Herrera to End (41 PCI)
Sunnyside Avenue – Austin Avenue to Ross Avenue (3 PCI)
Spring Grove Avenue – Greenfield Avenue to Town Limit (1 and 53 PCI)
Longwood Drive – Town Limits to end (43 PCI)

Hillcrest Avenue – Olive Avenue to Laurel Avenue (45 PCI) was originally included, but has been postponed due to an upcoming MMWD water pipeline replacement project on the street. It will be included in a future paving project once the water project has been completed.

DISCUSSION/ANALYSIS

The 2026 Street Resurfacing project includes grinding and paving of the asphalt roadways and replacement of striping. Installing curb ramps is included in the project, but any ramps required will be constructed separately.

The project will be advertised for 30 days, and staff will return to Council for approval of the contract for the lowest responsible and responsive bidder.

FISCAL IMPACT

The estimated construction costs are as follows:

Engineer's Estimate for Construction (Base Bid)	$1,250,000
Construction Management (San Anselmo staff and consultant)	$ 20,000
Construction Contingency (10% of construction)	$ 125,000
Total Project Cost	$1,395,000

Funding will be included in the Town's 2026/2027 Budget and Work Plan, using funding from the Road Maintenance Fund ($736,272), TAM Measure AA funds ($300,000), and SB1 funds ($358,728).

CEQA AND CLIMATE ACTION PLAN CONSISTENCY

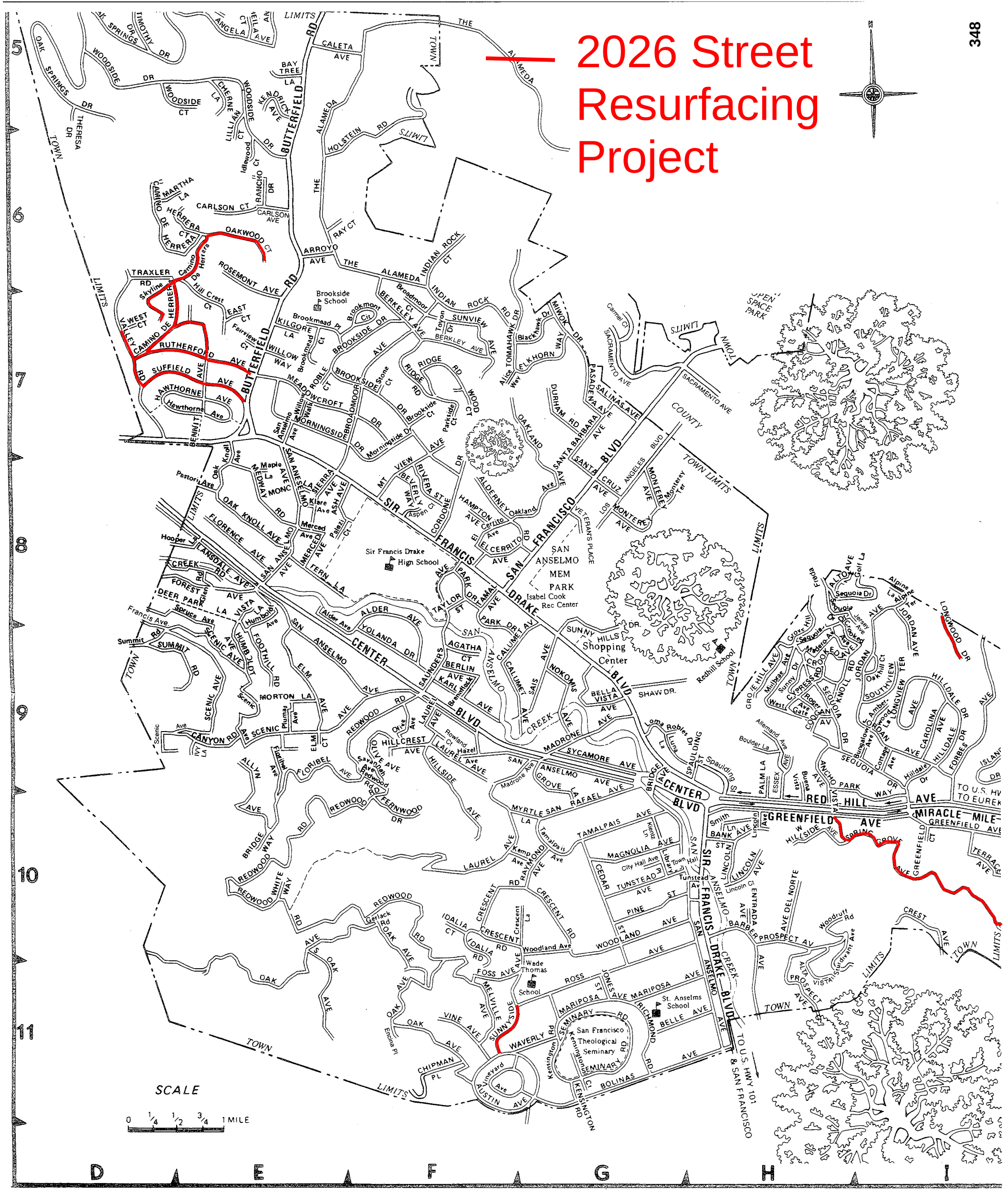
The Town finds this project to be categorically exempt from the requirement for the preparation of environmental documents under the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301 Class 1, because it involves maintenance of existing streets, will not create additional automobile lanes and involves negligible or no expansion of use. (14 Cal. Code Regs. § 15301). None of the exceptions to this Class 1 categorical exemption apply in this instance (14 Cal. Code Regs. § 15300.2). Specifically, successive projects of the same type in the same location will not cause significant cumulative impacts, as there are no successive projects planned at this time. There are no unusual circumstances presented by this project and the project will not result in damage to scenic resources within a designated state scenic highway. Finally, the project will not cause a substantial adverse change in the significance of a historical resource, as no historical resources will be impacted.

As with any paving project, the Town follows our Complete Streets Policy and ensures consistency with the Bicycle and Pedestrian Master Plan, which aims to improve the street not just for vehicular traffic, but for pedestrians and bicyclists as well as transit. New and modified curb ramps and enhanced crosswalks improve pedestrian safety, and improved pavement condition makes conditions safer for bicyclists. (Climate Action Plan 2030 Transportation Measures T-2 Bicycling and T-3 Walking).

ATTACHMENTS

Attachment 1- Map of 2026 Street Resurfacing Project

2026 Street Resurfacing Project



The Town of San Anselmo

STREET GUIDE

Agatha Ct **F-9**
Alder Ave. E,F-8
Alderney Rd F-8
Alice Way F-7
Allemand Ave H-9
Allyn Ave E-9
Alpine La I-8
Alpine Ter I-8
Alta Vista H-11
Alto Ave H-8
Amberwood La I-9
Ancho Vista Ave H-9
Angela Ave E-5
Arroyo Ave E-6
Ash Ave E-8
Aspen Ct F-8
Austin Ave F-11
Avenue Del Norte H-10

Bank St **H-10**
Barber Ave H-10
Bay Tree La E-5
Bella Vista Ave G-9
Belle Ave G-11
Bennit Ave E-7
Berkley Ave F-7
Berlin Ave F-9
Beverly Way F-8
Blackhawk Dr G-7
Bolinas Ave G-11
Boulder La H-9
Bridge Ave G-9
Bridge Way E-10
Broadmoor Ave F-7
Broadmoor Ct F-7
Brookmead Ct E-7
Brookmead Pl E-7
Brookmont Cir F-7
Brookside Ct F-7
Brookside Dr E-7
Buena Vista H-9
Bungalow Ave I-9
Butterfield Rd E-6

Caleta Ave **E-5**
Calumet Ave F-9
Camino De Herrera D-6
Canyon Rd E-9
Carmel Ct G-7
Carlson Ave E-9
Carlson Ct E-6
Carolina Ave I-9
Cedar St G-10
Center Blvd F,G-9
Cherne La E-5
Chipman Pl F-11
City Hall Ave G-10
Coogan Ave H-9
Cordone Dr F-8
Cottage Ave I-9
Creek Rd E-8
Crescent La F-10
Crescent Rd F,G-10
Crest Ave I-10
Crooked Ave H-9

Deer Park La **D-8**
Durham Rd G-7

East Ct **E-7**
East La H-8
El Cerrito Ave F-8
Elkhorn Way G-7
Elm Ave E-9
Elm Ct E-9
Encina Pl F-11
Entrada Ave H-10
Essex Ave H-9

Fairview Ct **E-7**
Fern La E-8
Fernwood Dr F-10
Florence Ave E-8
Floribel Ave E-9
Floribel Ave E-9
Foothill Rd E-9
Forbes Ave I-9
Forest Ave E-8
Foss Ave F-11
Francis Ave D-8
Freda H-8

Garlack Rd **F-10**
Glen Rd E-8
Golf La I-8
Greenfield Ave H,G-10
Greenfield Ct I-10
Grove La G-9
Grove Hill Ave H-9

Hampton Ave **F-8**
Hawthorne Ave D-7
Hazel Ave F-9
Herrera Ct D-6
Hillcrest Ave F-9
Hillcrest Ct E-6
Hilldale Dr I-9
Hillside Ave F-9
Hoag Ave E-9
Holstein Rd E-6
Hooper La D-8
Humboldt Ave E-9

Idalia Ct **F-10**
Idalia Rd F-10
Idlewood Ct E-6
Indian Rock Ct F-6
Indian Rock Rd F-7
Island Dr I-9
Ivy La E-9

Jersey Ave **I-8**
Jones St G-11
Jordan Ave I-8

Karl Ave **F-9**
Kemp Ave F-10
Kendrick Ave E-5
Kensington Ct G-11
Kensington Rd G-11
Kientz La G-10
Kilgore La E-7
Klare Ave E-8

Lansdale Ave **E-8**
Laurel Ave F-9
Library Pl G-10
Lillian Ct E-6
Lincoln Ave H-10
Lincoln Ct H-10
Loma Robles Dr G-9
Longview Ave I-9
Longwood Dr I-8
Los Angeles Blvd G-8
Luna La G-9

Madero Ave **H-9**
Madrone Ave F-9
Magnolia Ave G-10
Maple La E-8
Mariposa Ave G-11
Martha La D-6
Meadowcroft Dr E-7
Medway Rd E-8
Melville Ave F-11
Merced Ave E-8
Milbrae Ave H-9
Miracle Mile I-10
Miwok Dr G-7
Mono La E-8
Monterey Ave G-8
Monterey Ter G-8
Morningside Dr E-7
Morton La E-9
Mountain View Ave F-8
Myrtle La F-10

STAFF REPORT

TOWN OF SAN ANSELMO Item #: 2.5

MEETING DATE: April 28, 2026

AGENDA TITLE: Approve the 2026 Slurry Seal Project; Authorize Staff to Advertise for Construction Bids; Find the Project Exempt from the California Environmental Quality Act under 14 Cal. Code Regs. § 15301; and Approve Shared Services Agreements with the Towns of Fairfax and Ross for the Project

FROM: Scott Schneider, Department of Public Works

RECOMMENDATION: That the Town Council approve the 2026 Slurry Seal Project (see map at Attachment 1); authorize staff to advertise the Project for construction bids; find the Project exempt from the California Environmental Quality Act (CEQA) under 14 Cal. Code Regs. § 15301; and approve shared services agreements with the Towns of Fairfax and Ross for the Project (Attachments 2 & 3).

SUMMARY

The 2026 Slurry Seal Project (Attachment 1), includes the following streets in San Anselmo, Ross and Fairfax:

Streets in San Anselmo:
Santa Cruz Avenue from San Francisco Blvd to Los Angeles Blvd
Veteran's Place from San Francisco Blvd to Memorial Park parking lot
Alderney Road from El Cerrito Avenue to Memorial Park
Park Drive from Saunders Avenue to Tamal Avenue
Tamal Avenue from Park Drive to Sir Francis Drake Blvd
Woodland Avenue from Cedar Street to San Anselmo Avenue
Mariposa Avenue from Richmond Road to San Anselmo Avenue
Richmond Road from Bolinas Avenue to Mariposa Avenue
Austin Avenue from Oak Avenue to Kensington Road
Vine Avenue from Melville Avenue to end
Plumas Avenue from Scenic Avenue to Morton Lane
Morton Lane from Plumas Avenue to Elm Avenue
San Anselmo Avenue from Sir Francis Drake Boulevard to Oak Knoll Avenue

Merced Avenue from Fern Lane to San Anselmo Avenue
Sierra Avenue from Merced Avenue to Sir Francis Drake Boulevard
Klare Avenue from San Anselmo Avenue to Sierra Avenue

Sir Francis Drake Boulevard from Oak Knoll Ave to Fairfax Town Limit
Suffield Avenue from Sir Francis Drake Boulevard to Valley Road
Valley Road from West Court to Traxler Road
West Court from Valley Road to end
Traxler Road from Valley Road to Camino de Herrera
Hillcrest Court from Camino de Herrera to end
East Court from Hillcrest Court to end

Town Corporation Yard Parking Lot
Isabel Cook Community Center Parking Lot

Streets in Ross:
Redwood Drive from Poplar Avenue to Town Limit

Streets in Fairfax:
Arroyo Road rom Lower Scenic Road to Spruce Road
Azalea Avenue from Broadway to Sequoia Road
Belle Avenue from Pastori Avenue to Town Limit
Canyon Road from Cascade Drive to End
Cascade Drive from Laurel Drive to End
Coolidge Avenue from Belmont Avenue to Belle Avenue
Shemran Court from Sir Francis Drake Boulevard to End
Bothin Road from Marin Avenue to End
Crescent Circle from Oak Tree Lane to End
Frustuck Avenue from Park Road to Wrenden Ave
Glen Drive from Sir Francis Drake Boulevard to End
Manor Road from Lower Scenic Road to Tamalpais Road
Manor Road from Marin Avenue to Manor Road
Muriel Place from Lower Scenic Road to End
Oak Tree Lane from Sir Francis Drake Boulevard to End
Pine Drive from Laurel Drive to End
Sir Francis Drake Boulevard from Pastori Avenue to Town Limit
Scenic Road from Azalea Avenue to Acacia Road
Sequoia Road from Lower Scenic Road to Spruce Road
Westbrae Drive from Olema Road to Olema Road
Wrenden Avenue from Park Road to Frustuck Avenue

BACKGROUND

In August 2024, the Town Council approved the 5-Year Capital Improvement Program (CIP) that included a preventative maintenance component. Preventative maintenance includes crack sealing and slurry sealing that is performed on a street or road that is in

good condition to extend the life of the pavement. The Pavement Condition Index (PCI) is a rating from 1 to 100 that is based on an inspection of a road for several pavement distresses. Slurry seal is typically applied to streets with a PCI between 70 and 90.

Slurry seal typically costs about 1/10 of the cost to repave a street. Ideally, a newly paved street will be slurry sealed every 5 to 7 years (up to three times), then allowed to deteriorate to a PCI of 55 or 65, followed by a thin pavement overlay. Without a sufficient budget, most agencies don't have the luxury of repaving a street with a 65 PCI when portions of the network are in much worse condition. One of the best ways to increase the 'bang for the buck' of a pavement network is to inexpensively slurry seal the streets in good condition to increase their life, while simultaneously focusing on fixing the more expensive streets with pavement overlays or reconstruction.

DISCUSSION/ANALYSIS

PCIs of this year's project range generally from the mid-60s to the high-80s.

Where possible, existing standard crosswalks will be replaced with Continental style crosswalks to improve pedestrian safety.

The work on Sir Francis Drake Boulevard, San Anselmo Avenue, Suffield Avenue, Richmond Road and the parking lots are proposed to be done at night to minimize traffic delays. Residents will be notified of the project schedule at least two weeks in advance of the work.

The Town is partnering with the Towns of Fairfax and Ross to jointly bid the slurry seal projects to reduce mobilization costs and realize economies of scale that may result in more competitive bids. Attached for the Town Council's consideration and approval are proposed shared services agreements requiring Fairfax and Ross to reimburse San Anselmo for work in their jurisdictions, including construction management costs (Attachments 2 & 3). Both Fairfax and Ross have approved the shared services agreements.

At an upcoming meeting, Town staff will return to the Council with a proposed memorandum of understanding with Fairfax, whereby Fairfax would reimburse San Anselmo for work carried out by San Anselmo Public Works staff for projects in Fairfax, including the Slurry Seal Project.

The Slurry Seal Project will be advertised for 30 days, and staff will return to the Council for approval of the contract for the lowest responsible and responsive bidder.

FISCAL IMPACT

Engineer's Estimate (San Anslemo portion)	$450,000
Contingency (10% of Construction)	$15,000
Construction Management	$15,000
Total Project Cost	$480,000

Funding will be included in San Anselmo's 2026/2027 Budget and Work Plan, using funding from the Road Maintenance Fund and Measure J funds.

CEQA AND CLIMATE ACTION PLAN CONSISTENCY

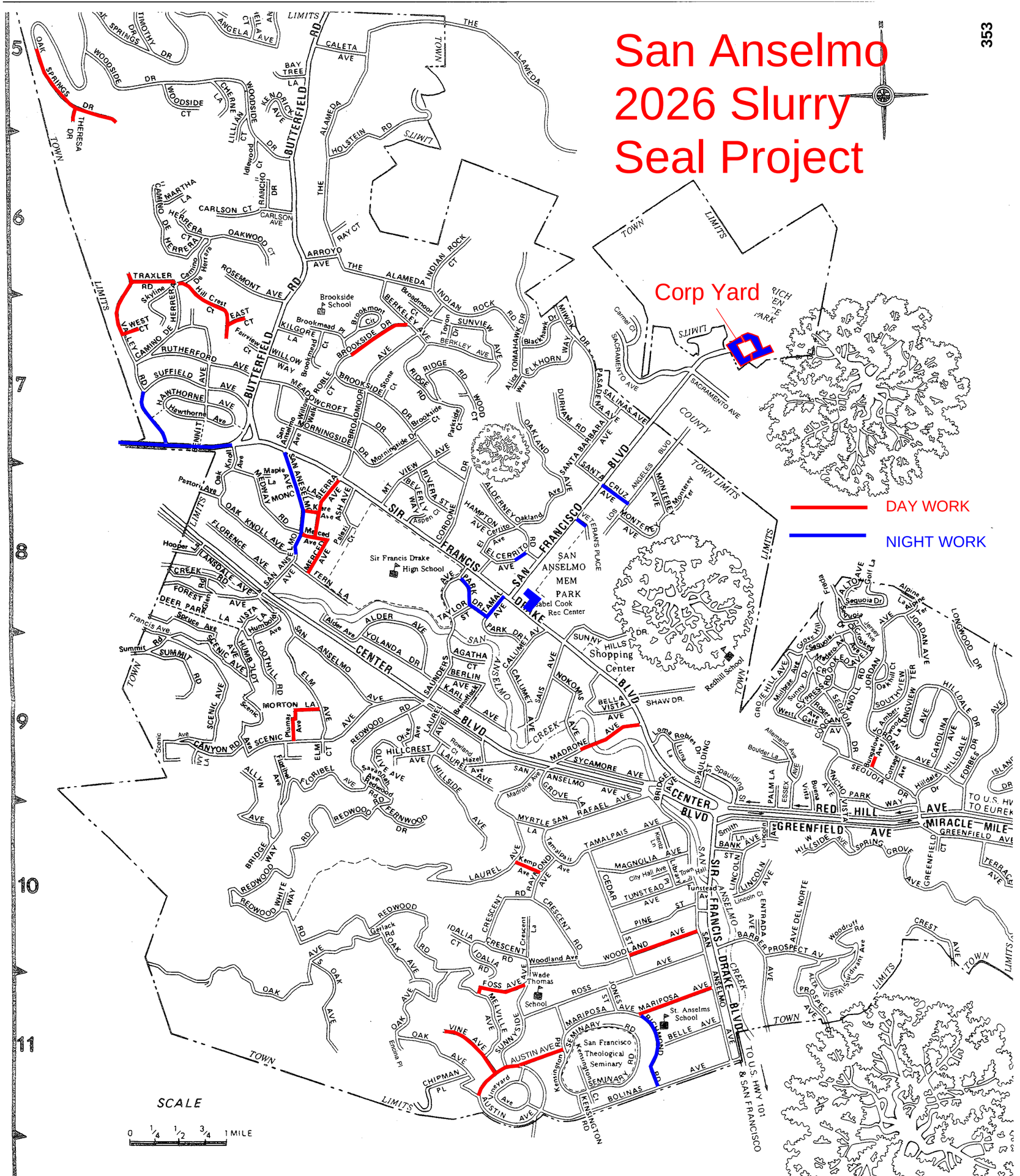
The Town finds this project to be categorically exempt from the requirement for the preparation of environmental documents under the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301 Class 1, because it involves maintenance of existing streets, will not create additional automobile lanes and involves negligible or no expansion of use. (14 Cal. Code Regs. § 15301). None of the exceptions to this Class 1 categorical exemption apply in this instance (14 Cal. Code Regs. § 15300.2). Specifically, successive projects of the same type in the same location will not cause significant cumulative impacts, as there are no successive projects planned at this time. There are no unusual circumstances presented by this project and the project will not result in damage to scenic resources within a designated state scenic highway. Finally, the project will not cause a substantial adverse change in the significance of a historical resource, as no historical resources will be impacted.

As with any paving project, the Town follows our Complete Streets Policy and ensures consistency with the Bicycle and Pedestrian Master Plan, which aims to improve the street not just for vehicular traffic, but for pedestrians and bicyclists as well as transit. The improved roadway surface will maintain rideability for bicyclists, and refreshed striping will improve safety for all users. Enhanced crosswalks will improve pedestrian safety. (Climate Action Plan 2030 Transportation Measures T-2 Bicycling and T-3 Walking).

ATTACHMENTS

Attachment 1- Map of Slurry Seal streets (San Anselmo)
Attachment 2 – [proposed] Shared Services Agreement with Fairfax
Attachment 3 – [proposed] Shared Services Agreement with Ross

San Anselmo 2026 Slurry Seal Project



The Town of San Anselmo

STREET GUIDE

Agatha Ct F-9
Alder Ave. E,F-8
Alderney Rd F-8
Alice Way F-7
Allemand Ave H-9
Allyn Ave E-9
Alpine La I-8
Alpine Ter I-8
Alta Vista H-11
Alto Ave H-8
Amberwood La I-9
Ancho Vista Ave H-9
Angela Ave E-5
Arroyo Ave E-6
Ash Ave E-8
Aspen Ct F-8
Austin Ave F-11
Avenue Del Norte H-10

Bank St H-10
Barber Ave H-10
Bay Tree La E-5
Bella Vista Ave G-9
Belle Ave G-11
Bennit Ave E-7
Berkley Ave F-7
Berlin Ave F-9
Beverly Way F-8
Blackhawk Dr G-7
Bolinas Ave G-11
Boulder La H-9
Bridge Ave G-9
Bridge Way E-10
Broadmoor Ave F-7
Broadmoor Ct F-7
Brookmead Ct E-7
Brookmead Pl E-7
Brookmont Cir F-7
Brookside Ct F-7
Brookside Dr E-7
Buena Vista H-9
Bungalow Ave I-9
Butterfield Rd E-6

Caleta Ave E-5
Calumet Ave F-9
Camino De Herrera D-6
Canyon Rd E-9
Carmel Ct G-7
Carlson Ave E-9
Carlson Ct E-6
Carolina Ave I-9
Cedar St G-10
Center Blvd F,G-9
Cherne La E-5
Chipman Pl F-11
City Hall Ave G-10
Coogan Ave H-9
Cordone Dr F-8
Cottage Ave I-9
Creek Rd E-8
Crescent La F-10
Crescent Rd F,G-10
Crest Ave I-10
Crooked Ave H-9

Deer Park La D-8
Durham Rd G-7

East Ct E-7
East La H-8
El Cerrito Ave F-8
Elkhorn Way G-7
Elm Ave E-9
Elm Ct E-9
Encina Pl F-11
Entrada Ave H-10
Essex Ave H-9

Fairview Ct E-7
Fern La E-8
Fernwood Dr F-10
Florence Ave E-8
Floribel Ave E-9
Floribel Ave E-9
Foothill Rd E-9
Forbes Ave I-9
Forest Ave E-8
Foss Ave F-11
Francis Ave D-8
Freda H-8

Garlack Rd F-10
Glen Rd E-8
Golf La I-8
Greenfield Ave H,G-10
Greenfield Ct I-10
Grove La G-9
Grove Hill Ave H-9

Hampton Ave F-8
Hawthorne Ave D-7
Hazel Ave F-9
Herrera Ct D-6
Hillcrest Ave F-9
Hillcrest Ct E-6
Hilldale Dr I-9
Hillside Ave F-9
Hoag Ave E-9
Holstein Rd E-6
Hooper La D-8
Humboldt Ave E-9

Idalia Ct F-10
Idalia Rd F-10
Idlewood Ct E-6
Indian Rock Ct F-6
Indian Rock Rd F-7
Island Dr I-9
Ivy La E-9

Jersey Ave I-8
Jones St G-11
Jordan Ave I-8

Karl Ave F-9
Kemp Ave F-10
Kendrick Ave E-5
Kensington Ct G-11
Kensington Rd G-11
Kientz La G-10
Kilgore La E-7
Klare Ave E-8

Lansdale Ave E-8
Laurel Ave F-9
Library Pl G-10
Lillian Ct E-6
Lincoln Ave H-10
Lincoln Ct H-10
Loma Robles Dr G-9
Longview Ave I-9
Longwood Dr I-8
Los Angeles Blvd G-8
Luna La G-9

Madero Ave H-9
Madrone Ave F-9
Magnolia Ave G-10
Maple La E-8
Mariposa Ave G-11
Martha La D-6
Meadowcroft Dr E-7
Medway Rd E-8
Melville Ave F-11
Merced Ave E-8
Milbrae Ave H-9
Miracle Mile I-10
Miwok Dr G-7
Mono La E-8
Monterey Ave G-8
Monterey Ter G-8
Morningside Dr E-7
Morton La E-9
Mountain View Ave F-8
Myrtle La F-10

FUNDING AGREEMENT BY AND BETWEEN TOWN OF SAN ANSELMO AND TOWN OF FAIRFAX TO SHARE CONSTRUCTION COSTS FOR THE SLURRY SEAL PROJECT

This Agreement is by and between Town of San Anselmo (hereinafter "TSA") and the Town of Fairfax (hereinafter "TOF"), collectively referred to as the "Parties." The 2026 Slurry Seal Project (TSA Project #2026SS) shall also be referred to as the "Project" and/or "Slurry Seal Project." This Agreement becomes effective on the date the Parties fully execute it.

The Parties hereby agree as follows:

1. **PARTY REPRESENTATIVES**

   A. TSA. The Town Manager is the TSA representative authorized to enter into this the Agreement. TSA designated its Public Works Director as the PROJECT MANAGER for TSA. The TSA PROJECT MANAGER supervises all progress, including the subsequent completion of the Slurry Seal Project described in this Agreement.
   B. TOF. The Town Manager is the TOF representative authorized to enter into this Agreement. TOF designated its Public Works Director as the PROJECT MANAGER for TOF. The TOF PROJECT MANAGER supervises all aspects and progress described in this Agreement.

2. **SERVICES AND COMPENSATION**

   A. TSA and TOF will both be impacted by the SLURRY SEAL PROJECT, which will include installation of slurry seal on streets and within both towns, mobilization, traffic control, roadway striping and other required work elements included in the project scope of work.

   B. TSA and TOF agree to share the construction costs for the SLURRY SEAL PROJECT ("Construction Project") pursuant to the bid items and quantities listed in the bid package for the project, described in Exhibit A, attached hereto, and referred herein as: "Scope of Services."

   C. TSA will perform the serices described in Exhibit A, attached hereto, and referred herein as: "Scope of Services."

   D. TSA will pay all Construction Project related invoices, and then invoice TOF as described in Exhibit A, attached hereto, and referred herein as: "Scope of Services".

   TOF agrees to budget sufficient funds to reimburse TSA for Construction Project invoices for work performed as described in Exhibit A.

3. TERMINATION

A. Termination Without Cause. Prior to award of bid as described in Exhibit A, either Party may terminate this Agreement without cause by providing the other party with either mailed or personally delivered notice.

B. Termination for Cause. Either Party may terminate this Agreement for cause upon fifteen (15) days' written notice either mailed or personally delivered to the other Party. If the other Party does not cure or correct the proposed termination's cause to the reasonable satisfaction of the noticing Party within fifteen (15) days of receipt of the notice, the Agreement terminates.

C. Effect of Termination. Upon receipt of notice of termination, neither Party shall incur additional obligations under any provision of this Agreement without the prior written consent of the other Party except as provided in Section D herein.

4. OWNERSHIP OF DOCUMENTS

The documents and materials either Party prepares regarding the Agreement's performance shall be the joint property of both Parties. Each Party has use of said property for any purpose, including projects this Agreement does not contemplate.

5. INSPECTION AND AUDIT

After either Party gives reasonable notice for inspection and audit to the other Party, the Party receiving the inquiry shall make available all documents and materials related to the performance of his/her duties under this Agreement. Both Parties shall fully cooperate with each other or his/her agent in any such audit or inspection.

6. ASSIGNABILITY

Each Party agrees not to assign or transfer any interest in, or any required performance obligations of, this Agreement without the prior written consent of the other Party.

7. INSURANCE

Both Parties shall not commence work under this Agreement until each Party has obtained all insurance required hereunder from insurance providers acceptable to both Parties. Each Party shall maintain, prior to the beginning of, and for the duration of this Agreement, insurance coverage as specified in Exhibit B attached hereto and incorporated herein as though set forth in full.

8. INDEMNIFICATION

A. TSA agrees to indemnify, defend, protect, hold harmless, and release TOF, their elected bodies, agents, officers and employees from and against any and all claims, losses, proceedings, damages, causes of action, liability, costs, or expense (including attorneys' fees and witness costs) arising from or in connection with, or caused solely by any negligent act or omission or willful misconduct of the TSA. This indemnification obligation shall not be limited in any way by any limitation on the amount or type of damages or compensation payable to or for the indemnifying party under workers' compensation acts, disability benefit acts, or other employee benefit acts.

B. In preparing and executing the Project Construction contracts, TSA shall require their contractors to indemnify the Parties and their respective elected bodies, agents, officers and employees from and against any and all liability, loss, damage, expense, costs (including, without limitation, attorney's fees and costs of litigation) of any nature arising out of or in connection with their agreement with TSA.

C. TOF agrees to indemnify, defend, protect, hold harmless, and release the TSA, their elected bodies, agents, officers and employees from and against any and all claims, losses, proceedings, damages, causes of action, liability, costs, or expense (including attorneys' fees and witness costs) arising from or in connection with, or caused solely by any negligent act or omission or willful misconduct of TOF. This indemnification obligation shall not be limited in any way by any limitation on the amount or type of damages or compensation payable to or for the indemnifying party under workers' compensation acts, disability benefit acts, or other employee benefit acts.

D. The obligations of this Section 8 shall survive termination of this Agreement.

9. NONDISCRIMINATION

Neither Parties shall discriminate in any way against any person on the basis of age, sex, race, color, religion, ancestry, national origin, or disability in connection with or related to this Agreement's performance.

10. COMPLIANCE WITH ALL LAWS

Both Parties shall observe and comply with all applicable federal, state, and local laws, ordinances, codes, and regulations, in the performance of their duties and obligations under this Agreement**.** Both Parties shall perform all services in the Agreement pursuant to the laws as listed above. Both Parties shall release, defend, indemnify, and hold harmless each other, their officers, agents, and employees from any and all damages, liabilities, penalties, fines, and/or all other consequences that result from noncompliance or violation of any of the above laws.

11. NO THIRD PARTY BENEFICARIES

TSA and TOF do not intend, by any provision of this Agreement, to create in any third party, any benefit or right owed by one party, under the terms and conditions of this Agreement, to the other party.

12. NOTICES

All notices and other communications required or permitted to be given under this Agreement, including any notice of change of address, shall be in writing and delivered personally or deposited with the United States Postal Service, postage prepaid, addressed to the Parties intended to be notified. Notice is given as of the personal delivery date or, if mailed, the date of deposit with the United States Postal Service. Notice shall be given as follows:

To TSA: Town of San Anselmo
Attn: Sean Condry, Director of Public Works
525 San Anselmo Avenue
San Anselmo, CA 94960

To TOF: Town of Fairfax
Attn: Kristin Arnold, Director of Public Works
142 Bolinas Road
Fairfax, CA 94930

13. INDEPENDENT CONTRACTOR

For this Agreement's purpose and duration, and to the express intention and agreement of the Parties, each of their officers, agents, and employees, shall act as Independent Contractors and not as the employees of the other Party.

14. ENTIRE AGREEMENT – AMENDMENTS

A. This Agreement's terms and conditions, its attached exhibits, and all documents expressly incorporated by reference, represent the Parties' entire Agreement regarding the Agreement's subject matter.

B. This Agreement shall supersede any and all prior agreements, oral or written, regarding the subject matter between TSA and TOF.

C. No other agreement, promise, or statement, written or oral, relating to this Agreement's subject matter, shall be valid or binding, except by way of a written amendment to this Agreement.

D. The terms and conditions of this Agreement shall not be altered or modified except by a written amendment to this Agreement signed by TSA and TOF.

E. If any conflict arises between the Agreement's terms and conditions and 1) the Attached Exhibits' terms and conditions; or, 2) the documents expressly incorporated by reference, the Agreement's terms and conditions control.

15. WAIVERS

The waiver by either Party of any breach or violation of any term, covenant, or condition of this Agreement, or of any ordinance, law, or regulation, shall not be deemed to be a waiver of any other term, covenant, condition, ordinance, law, or regulation, or of any subsequent breach or violation of the same or other term, covenant, condition, ordinance, law, or regulation. The subsequent acceptance by either Party of any fee, performance, or other consideration which may become due or owing under this Agreement, shall not be deemed to be a waiver of any preceding breach or violation by the other Party of any term, condition, or covenant of this Agreement, or any applicable law, ordinance, or regulation.

16. APPLICABLE LAW

The laws of the State of California shall govern this Agreement.

17. PERFORMANCE

Each Party shall, at all times, faithfully, competently, and to the best of its ability, experience, and talent, perform and meet all of its obligations under this Agreement. Each Party shall employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing similar services.

18. UNDUE INFLUENCE

Both Parties declare and warrant that no undue influence or pressure is used against, or in concert with, any officer or employee of the other Party in connection with this Agreement's award, terms, or implementation, including any method of coercion, confidential financial arrangement, or financial inducement. No officer or employee of either Party will receive compensation, directly or indirectly, from the other Party, or from any officer, employee or agent of either Party, in connection with the award of this Agreement or any work to be conducted as a result of this Agreement. Violation of this Section shall be a material breach of this Agreement entitling both Parties to any and all remedies at law or in equity.

19. NO BENEFIT FOR LOCAL EMPLOYEES

No member, officer, or employee of either Party, nor their designees or agents, nor any public official who exercises authority over, or has responsibility for, this Agreement shall have any interest, direct or indirect, in any agreement or sub-agreement, or the proceeds thereof, for work to be performed in connection with this Agreement during his/her tenure or for one year thereafter.

20. RELEASE OF INFORMATION/CONFLICTS OF INTEREST

A. Subject to applicable law, including but not limited to the Public Records Act, all information either Party gains in this Agreement's performance shall be considered confidential; the information shall not be released without both Parties' prior written authorization. The Parties, their officers, employees, agents, or sub-consultants, shall not, without written authorization from both the Town Managers or unless requested by either of the Town Attorneys, voluntarily provide declarations, letters of support, deposition testimony, response to interrogatories, or other information concerning this Agreement's performance or relating to any project or property located within either town. Response to a subpoena or court order shall not be considered "voluntary" unless either Party gives the other notice of same.

B. Should either Party, or its officers, employees, agents, or sub-consultants, be served with any of the following, the Party will notify the other Party immediately: summons, complaint, subpoena, deposition notice, request for documents, interrogatories, request for admissions, or other discovery request, court order, or subpoena from any person or Party regarding this Agreement's terms or with respect to any project or property located within either town. Both Parties retain the right, but neither has the obligation, to represent the other Party and/or be present at any deposition, hearing, or similar proceeding. Both Parties agree to cooperate fully with each other and to provide review opportunities to any discovery request responses provided by either Party. However, the Parties' rights to review any such response does not imply or include the right to control, direct, or rewrite said response.

21. LICENSES

At all times during this Agreement's term and while performing its services, both Parties shall have the required legal licenses in full force and effect.

22. AUTHORITY TO EXECUTE THIS AGREEMENT

In executing this Agreement, each Party warrants and represents that s/he has the authority to do so on the Party's behalf and has the authority to bind the Party to the Agreement's performance terms. The Parties entering into this Agreement warrant and represent they are in full compliance with local, state and/or federal law. Town Council approval is required before either Party can execute this Agreement.

23. DISPUTE RESOLUTION

In the event of any claim, dispute, or matter in controversy arising from, or in any way related to, this Agreement between the Parties shall first attempt to resolve the issue through informal telephonic or written communication. If the informal approach does not resolve the matter, both Parties agree to submit any dispute to mediation before pursuing other legal remedies.

24. ATTORNEY'S FEES

In any action arising out of, or connected with, this Agreement, including any arbitration proceeding, the prevailing party, in addition to any damages, injunctions, or other relief, shall be awarded its costs and expenses, including but not limited to taxable costs and reasonable attorney's fees.

25. INTERPRETATION, SEVERABILITY

(a) Section Headings. The headings used in this Agreement shall be solely for convenience of reference and shall not affect the meaning, construction, interpretation or effect hereof. Whenever the context requires, the masculine includes the feminine and the neuter, and the singular include the plural and conversely.

(b) Severability. If any one or more of the provisions contained herein shall for any reason be held to be invalid, illegal or unenforceable in any respect, then such provision or provisions shall be deemed severable from the remaining provisions hereof, and such invalidity, illegality or unenforceability shall not affect any other provision hereof, and this Agreement shall be construed as if such invalid, illegal or unenforceable provision had not been contained herein.

IN WITNESS WHEREOF, the Parties hereby agree to the terms set forth above.

Town of San Anselmo

By: _____
Town Manager
Date: _____

ATTEST:

By: _____
Town Clerk

APPROVED AS TO FORM:

By:_____
Town Attorney

Town of **Fairfax**

By: _____
Town Manager
Date: _____

ATTEST:

By: _____
Town Clerk

APPROVED AS TO FORM:

By:_____
Town Attorney

Exhibit A

SCOPE OF SERVICES

The Town of San Anselmo (hereinafter "TSA") and the Town of Fairfax (hereinafter "TOF") agree that combining their slurry seal construction projects may result in cost savings due to economy of scale. TSA will act as the lead agency in combining the project scopes into one bid package, solicit bids, accept bids, and award the project to the lowest responsible and responsive bidder in accordance with PCC 10126. The bid items within the boundaries of the Town of Fairfax will be included as separate bid items in the project. TOF will inspect work within the boundaries of the Town of Fairfax, and will be responsible for public outreach and notification, as well as inspecting the quality and quantity of the work within the boundaries of the Town of Fairfax. TOF shall pay each "progress" invoice as soon as reasonably possible but not to exceed a maximum of thirty (30) calendar days.

FURTHERMORE:
TSA will act as lead agency preparing and processing contractor invoices, which will include the work within the Town of Fairfax. Following the payment of each contractor invoice, TSA will prepare an invoice to TOF that will include all work within the Town of Fairfax. The invoice will exclude TSA staff and personnel costs, which will be invoiced to TOF separately pursuant to another shared services agreement. The invoice to TOF will include bid items listed on the TOF portion of bid sheet, at the quantities approved by TOF based upon their inspection and measurement, along with any additional change orders agreed to by TOF and the Contractor.

The Parties agree that TSA'S Town Council will approve the Project design plans prior to bidding, and that upon the agreement of TOF Project Manager, the TSA Council will approve the lowest responsive and responsible bid prior to TSA's award of the construction contract.

EXHIBIT B

INSURANCE REQUIREMENTS

TSA and TOF (hereinafter "Parties") agree to provide insurance in accordance with the requirements set forth herein. If either Party uses existing coverage to comply with these requirements and that coverage does not meet the requirements set forth herein, that Party agrees to amend, supplement or endorse the existing coverage to do so. The following coverage will be provided by both Parties and maintained on behalf of both parties and in accordance with the requirements set forth herein.

Commercial General Liability

Commercial General Liability. Primary insurance shall be at least as broad the Insurance Services Office ("ISO") "Commercial General Liability" policy form CG 00 01. Total limits shall be no less than $1,000,000.00 per occurrence.

Additional Insured. TSA, TOF, their employees and agents shall, by written endorsement, become Additional Insureds on each Town's policy form CG 00 01 or an approved equivalent at least as broad as ISO form CG 20 10. Coverage applies on a primary, non-contribution basis in relation to any other insurance or self-insurance, primary or excess, available to both Parties or any employee or agent of either Party. Coverage shall not be limited to the vicarious liability or supervisory role of any additional insured.

Products/Completed Operations Coverage. Products/Completed Operations Coverage is required only for construction contracts. Such coverage provides for losses occurring after project completion and Town dedication. The Products/Completed Operations coverage will be maintained for a minimum of five years after project completion.

Commercial Business Auto

Commercial Business Auto. Primary coverage shall be written on a basis at least as broad as ISO Business Auto Coverage form CA 00 01 symbol 1 (Any Auto). Limits shall be no less than $1,000,000.00 per accident. Both Parties and their respective employees and agents will be added by written endorsement as Additional Covered Parties. Starting and ending dates of primary policy (and of the umbrella policy, if applicable) shall be concurrent.

Workers' Compensation/Employer's Liability Insurance

Workers' Compensation/Employer's Liability Insurance**.** Coverage shall be written on a policy form providing workers' compensation statutory benefits as required by law. Employer's liability limits shall be no less than $1,000,000 per accident or disease. Unless otherwise agreed, this policy shall be endorsed to waive any right of subrogation as respects the both Parties, their employees, or agents.

TSA and TOF further agree as follows:

1. Nothing contained in this Section shall be construed to affect or alter the legal status of the Agreement's Parties. This Section's insurance requirements are intended to be separate and distinct from any other Agreement provision and shall be interpreted as such. The Agreement's required coverage limits and conditions do not limit coverage, and the required amounts are minimums.

2. All insurance coverage and limits pursuant to this Agreement shall apply to the full extent of the policies involved, available, or applicable. This Agreement, or any other agreement relating to either Party or its operations, does not limit insurance-coverage application.

3. Requirements of specific coverage features or limits contained in this Section do not constrain coverage, limits, or other requirements, or waive any coverage normally provided by any insurance. Specific reference to a given coverage feature is for clarification purposes only; it is not intended by either Party to be all-inclusive, nor does it exclude other coverage or a waiver of any type.

4. For purposes of insurance coverage only, this Agreement is deemed to have been executed immediately upon either Party taking any step toward, or in furtherance of, the performance of this Agreement.

5. All general or auto liability insurance coverage provided pursuant to this Agreement, or any other agreements pertaining to the performance of this Agreement, shall not prohibit either Party or its employees and agents, from waiving the subrogation right prior to a loss. Both Parties hereby waive all rights of subrogation against each other.

6. Unless otherwise approved by both Parties, insurers authorized to do business in the State of California with a minimum " AM Best's" Insurance Guide rating of "A-:VII," shall write each Party's insurance. Self-insurance does not comply with the insurance specifications.

7. In the event any insurance policy required under this Agreement fails to comply with the requirements or is canceled and not replaced, each Party has the right, but not the duty, to obtain the insurance it deems necessary. Any premium paid by either Party will be promptly reimbursed by the other Party.

8. Both Parties will provide the required insurance-coverage evidence to each Party's satisfaction. This evidence includes: certificate(s) of insurance evidencing all coverage required and additional-insured endorsements to each Party's general liability and umbrella liability policies using ISO form CG 20 10. Certificate(s) are to show that the insurer will provide 30-day notice of any coverage cancellation(s). Both Parties will require that their insurers modify the certificates to: delete any exculpatory wording stating that the insurer's failure to mail written notice of cancellation imposes no obligation; and, to delete the word "endeavor" with regard to any notice provisions. Both Parties agree to provide complete policy copies to one other upon

request.

9. Both Parties agree to disclose and approve any liability deductibles or self-insured retentions greater than $50,000.00 prior to commencing any of this Agreement's Services.

10. Both Parties shall provide proof that the required insurance policies expiring during the Agreement's terms have been renewed or replaced with other policies that provide minimally the same coverage. The relevant Party will provide proof within 30 days before its coverage expires.

11. Either Party's or Additional Insured's actual or alleged failure to obtain the required insurance under this Agreement in no way waives either Party's or Additional Insured's right or remedy in this or any other regard.

12. Any subcontractors or other parties hired for this project will purchase and maintain the type of insurance specified above. The third-party policies will name this Agreement's Parties as additional insureds. Both Parties will obtain certificates evidencing such coverage and will make reasonable efforts to ensure the coverage is provided. Any subcontractor contract, or any contract made by either Party on behalf of the other, will not reserve right to charge back to the other Party any required insurance costs outlined in this Agreement. All agreements with subcontractors, or others with whom each Party contracts with on behalf of the other Party, and all insurance certificates in compliance with this paragraph will be submitted to the other Party for review. Failure of either Party to request certificate copies will not impose any liability on the other Party or its employees.

13. Both Parties agree to provide immediate notice to the other of any claims or losses against them that include the other Party as a defendant. Both Parties assume no obligation or liability by such notice, but both have the right but not the duty to monitor the handling of any such claim(s) likely to involve the other Party.

FUNDING AGREEMENT BY AND BETWEEN TOWN OF SAN ANSELMO AND TOWN OF ROSS TO SHARE CONSTRUCTION COSTS FOR THE SLURRY SEAL PROJECT

This Agreement is by and between Town of San Anselmo (hereinafter "TSA") and the Town of Ross (hereinafter "TOR"), collectively referred to as the "Parties." The 2026 Slurry Seal Project (TSA Project #2026SS) shall also be referred to as the "Project" and/or "Slurry Seal Project." This Agreement becomes effective on the date the Parties fully execute it.

The Parties hereby agree as follows:

1. **PARTY REPRESENTATIVES**

   A. TSA. The Town Manager is the TSA representative authorized to enter into this the Agreement. TSA designated its Public Works Director as the PROJECT MANAGER for TSA. The TSA PROJECT MANAGER supervises all progress, including the subsequent completion of the Slurry Seal Project described in this Agreement.
   B. TOR. The Town Manager is the TOR representative authorized to enter into this Agreement. TOR designated its Public Works Director as the PROJECT MANAGER for TOR. The TOR PROJECT MANAGER supervises all aspects and progress described in this Agreement.

2. **SERVICES AND COMPENSATION**

   A. TSA and TOR will both be impacted by the SLURRY SEAL PROJECT, which will include installation of slurry seal on streets and within both towns, mobilization, traffic control, roadway striping and other required work elements included in the project scope of work.

   B. TSA and TOR agree to share the construction costs for the SLURRY SEAL PROJECT ("Construction Project") pursuant to the bid items and quantities listed in the bid package for the project, described in Exhibit A, attached hereto, and referred herein as: "Scope of Services."

   C. TSA will perform the serices described in Exhibit A, attached hereto, and referred herein as: "Scope of Services."

   D. TSA will pay all Construction Project related invoices, and then invoice TOR as described in Exhibit A, attached hereto, and referred herein as: "Scope of Services".

   TOR agrees to budget sufficient funds to reimburse TSA for Construction Project invoices for work performed as described in Exhibit A.

3. TERMINATION

A. Termination Without Cause. Prior to award of bid as described in Exhibit A, either Party may terminate this Agreement without cause by providing the other party with either mailed or personally delivered notice.

B. Termination for Cause. Either Party may terminate this Agreement for cause upon fifteen (15) days' written notice either mailed or personally delivered to the other Party. If the other Party does not cure or correct the proposed termination's cause to the reasonable satisfaction of the noticing Party within fifteen (15) days of receipt of the notice, the Agreement terminates.

C. Effect of Termination. Upon receipt of notice of termination, neither Party shall incur additional obligations under any provision of this Agreement without the prior written consent of the other Party except as provided in Section D herein.

4. OWNERSHIP OF DOCUMENTS

The documents and materials either Party prepares regarding the Agreement's performance shall be the joint property of both Parties. Each Party has use of said property for any purpose, including projects this Agreement does not contemplate.

5. INSPECTION AND AUDIT

After either Party gives reasonable notice for inspection and audit to the other Party, the Party receiving the inquiry shall make available all documents and materials related to the performance of his/her duties under this Agreement. Both Parties shall fully cooperate with each other or his/her agent in any such audit or inspection.

6. ASSIGNABILITY

Each Party agrees not to assign or transfer any interest in, or any required performance obligations of, this Agreement without the prior written consent of the other Party.

7. INSURANCE

Both Parties shall not commence work under this Agreement until each Party has obtained all insurance required hereunder from insurance providers acceptable to both Parties. Each Party shall maintain, prior to the beginning of, and for the duration of this Agreement, insurance coverage as specified in Exhibit B attached hereto and incorporated herein as though set forth in full.

8. INDEMNIFICATION

A. TSA agrees to indemnify, defend, protect, hold harmless, and release TOR, their elected bodies, agents, officers and employees from and against any and all claims, losses, proceedings, damages, causes of action, liability, costs, or expense (including attorneys' fees and witness costs) arising from or in connection with, or caused solely by any negligent act or omission or willful misconduct of the TSA. This indemnification obligation shall not be limited in any way by any limitation on the amount or type of damages or compensation payable to or for the indemnifying party under workers' compensation acts, disability benefit acts, or other employee benefit acts.

B. In preparing and executing the Project Construction contracts, TSA shall require their contractors to indemnify the Parties and their respective elected bodies, agents, officers and employees from and against any and all liability, loss, damage, expense, costs (including, without limitation, attorney's fees and costs of litigation) of any nature arising out of or in connection with their agreement with TSA.

C. TOR agrees to indemnify, defend, protect, hold harmless, and release the TSA, their elected bodies, agents, officers and employees from and against any and all claims, losses, proceedings, damages, causes of action, liability, costs, or expense (including attorneys' fees and witness costs) arising from or in connection with, or caused solely by any negligent act or omission or willful misconduct of TOR. This indemnification obligation shall not be limited in any way by any limitation on the amount or type of damages or compensation payable to or for the indemnifying party under workers' compensation acts, disability benefit acts, or other employee benefit acts.

D. The obligations of this Section 8 shall survive termination of this Agreement.

9. NONDISCRIMINATION

Neither Parties shall discriminate in any way against any person on the basis of age, sex, race, color, religion, ancestry, national origin, or disability in connection with or related to this Agreement's performance.

10. COMPLIANCE WITH ALL LAWS

Both Parties shall observe and comply with all applicable federal, state, and local laws, ordinances, codes, and regulations, in the performance of their duties and obligations under this Agreement**.** Both Parties shall perform all services in the Agreement pursuant to the laws as listed above. Both Parties shall release, defend, indemnify, and hold harmless each other, their officers, agents, and employees from any and all damages, liabilities, penalties, fines, and/or all other consequences that result from noncompliance or violation of any of the above laws.

11. NO THIRD PARTY BENEFICARIES

TSA and TOR do not intend, by any provision of this Agreement, to create in any third party, any benefit or right owed by one party, under the terms and conditions of this Agreement, to the other party.

12. NOTICES

All notices and other communications required or permitted to be given under this Agreement, including any notice of change of address, shall be in writing and delivered personally or deposited with the United States Postal Service, postage prepaid, addressed to the Parties intended to be notified. Notice is given as of the personal delivery date or, if mailed, the date of deposit with the United States Postal Service. Notice shall be given as follows:

To TSA: Town of San Anselmo
Attn: Sean Condry, Director of Public Works
525 San Anselmo Avenue
San Anselmo, CA 94960

To TOR: Town of Ross
Attn: Richard Simonitch, Director of Public Works
31 Sir Francis Drake Boulevard
Ross, CA 94957

13. INDEPENDENT CONTRACTOR

For this Agreement's purpose and duration, and to the express intention and agreement of the Parties, each of their officers, agents, and employees, shall act as Independent Contractors and not as the employees of the other Party.

14. ENTIRE AGREEMENT – AMENDMENTS

A. This Agreement's terms and conditions, its attached exhibits, and all documents expressly incorporated by reference, represent the Parties' entire Agreement regarding the Agreement's subject matter.

B. This Agreement shall supersede any and all prior agreements, oral or written, regarding the subject matter between TSA and TOR.

C. No other agreement, promise, or statement, written or oral, relating to this Agreement's subject matter, shall be valid or binding, except by way of a written amendment to this Agreement.

D. The terms and conditions of this Agreement shall not be altered or modified except by a written amendment to this Agreement signed by TSA and TOR.

E. If any conflict arises between the Agreement's terms and conditions and 1) the Attached Exhibits' terms and conditions; or, 2) the documents expressly incorporated by reference, the Agreement's terms and conditions control.

15. WAIVERS

The waiver by either Party of any breach or violation of any term, covenant, or condition of this Agreement, or of any ordinance, law, or regulation, shall not be deemed to be a waiver of any other term, covenant, condition, ordinance, law, or regulation, or of any subsequent breach or violation of the same or other term, covenant, condition, ordinance, law, or regulation. The subsequent acceptance by either Party of any fee, performance, or other consideration which may become due or owing under this Agreement, shall not be deemed to be a waiver of any preceding breach or violation by the other Party of any term, condition, or covenant of this Agreement, or any applicable law, ordinance, or regulation.

16. APPLICABLE LAW

The laws of the State of California shall govern this Agreement.

17. PERFORMANCE

Each Party shall, at all times, faithfully, competently, and to the best of its ability, experience, and talent, perform and meet all of its obligations under this Agreement. Each Party shall employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing similar services.

18. UNDUE INFLUENCE

Both Parties declare and warrant that no undue influence or pressure is used against, or in concert with, any officer or employee of the other Party in connection with this Agreement's award, terms, or implementation, including any method of coercion, confidential financial arrangement, or financial inducement. No officer or employee of either Party will receive compensation, directly or indirectly, from the other Party, or from any officer, employee or agent of either Party, in connection with the award of this Agreement or any work to be conducted as a result of this Agreement. Violation of this Section shall be a material breach of this Agreement entitling both Parties to any and all remedies at law or in equity.

19. NO BENEFIT FOR LOCAL EMPLOYEES

No member, officer, or employee of either Party, nor their designees or agents, nor any public official who exercises authority over, or has responsibility for, this Agreement shall have any interest, direct or indirect, in any agreement or sub-agreement, or the proceeds thereof, for work to be performed in connection with this Agreement during his/her tenure or for one year thereafter.

20. RELEASE OF INFORMATION/CONFLICTS OF INTEREST

A. Subject to applicable law, including but not limited to the Public Records Act, all information either Party gains in this Agreement's performance shall be considered confidential; the information shall not be released without both Parties' prior written authorization. The Parties, their officers, employees, agents, or sub-consultants, shall not, without written authorization from both the Town Managers or unless requested by either of the Town Attorneys, voluntarily provide declarations, letters of support, deposition testimony, response to interrogatories, or other information concerning this Agreement's performance or relating to any project or property located within either town. Response to a subpoena or court order shall not be considered "voluntary" unless either Party gives the other notice of same.

B. Should either Party, or its officers, employees, agents, or sub-consultants, be served with any of the following, the Party will notify the other Party immediately: summons, complaint, subpoena, deposition notice, request for documents, interrogatories, request for admissions, or other discovery request, court order, or subpoena from any person or Party regarding this Agreement's terms or with respect to any project or property located within either town. Both Parties retain the right, but neither has the obligation, to represent the other Party and/or be present at any deposition, hearing, or similar proceeding. Both Parties agree to cooperate fully with each other and to provide review opportunities to any discovery request responses provided by either Party. However, the Parties' rights to review any such response does not imply or include the right to control, direct, or rewrite said response.

21. LICENSES

At all times during this Agreement's term and while performing its services, both Parties shall have the required legal licenses in full force and effect.

22. AUTHORITY TO EXECUTE THIS AGREEMENT

In executing this Agreement, each Party warrants and represents that s/he has the authority to do so on the Party's behalf and has the authority to bind the Party to the Agreement's performance terms. The Parties entering into this Agreement warrant and represent they are in full compliance with local, state and/or federal law. Town Council approval is required before either Party can execute this Agreement.

23. DISPUTE RESOLUTION

In the event of any claim, dispute, or matter in controversy arising from, or in any way related to, this Agreement between the Parties shall first attempt to resolve the issue through informal telephonic or written communication. If the informal approach does not resolve the matter, both Parties agree to submit any dispute to mediation before pursuing other legal remedies.

24. ATTORNEY'S FEES

In any action arising out of, or connected with, this Agreement, including any arbitration proceeding, the prevailing party, in addition to any damages, injunctions, or other relief, shall be awarded its costs and expenses, including but not limited to taxable costs and reasonable attorney's fees.

25. INTERPRETATION, SEVERABILITY

(a) Section Headings. The headings used in this Agreement shall be solely for convenience of reference and shall not affect the meaning, construction, interpretation or effect hereof. Whenever the context requires, the masculine includes the feminine and the neuter, and the singular include the plural and conversely.

(b) Severability. If any one or more of the provisions contained herein shall for any reason be held to be invalid, illegal or unenforceable in any respect, then such provision or provisions shall be deemed severable from the remaining provisions hereof, and such invalidity, illegality or unenforceability shall not affect any other provision hereof, and this Agreement shall be construed as if such invalid, illegal or unenforceable provision had not been contained herein.

IN WITNESS WHEREOF, the Parties hereby agree to the terms set forth above.

Town of San Anselmo

By: _____
Town Manager
Date: _____

ATTEST:

By: _____
Town Clerk

APPROVED AS TO FORM:

By:_____
Town Attorney

Town of **Ross**

By: _____
Town Manager
Date: _____

ATTEST:

By: _____
Town Clerk

APPROVED AS TO FORM:

By:_____
Town Attorney

Exhibit A

SCOPE OF SERVICES

The Town of San Anselmo (hereinafter "TSA") and the Town of Ross (hereinafter "TOR") agree that combining their slurry seal construction projects may result in cost savings due to economy of scale. TSA will act as the lead agency in combining the project scopes into one bid package, solicit bids, accept bids, and award the project to the lowest responsible and responsive bidder in accordance with PCC 10126. The bid items within the boundaries of the Town of Ross will be included as separate bid items in the project. TOR will inspect work within the boundaries of the Town of Ross, and will be responsible for public outreach and notification, as well as inspecting the quality and quantity of the work within the boundaries of the Town of Ross. TOR shall pay each "progress" invoice as soon as reasonably possible but not to exceed a maximum of thirty (30) calendar days.

FURTHERMORE:
TSA will act as lead agency preparing and processing contractor invoices, which will include the work within the Town of Ross. Following the payment of each contractor invoice, TSA will prepare an invoice to TOR that will include all work within the Town of Ross. The invoice to TOR will include bid items listed on the TOR portion of bid sheet, at the quantities approved by TOR based upon their inspection and measurement, along with any additional change orders agreed to by TOR and the Contractor.

The Parties agree that TSA'S Town Council will approve the Project design plans prior to bidding, and that upon the agreement of TOR Project Manager, the TSA Council will approve the lowest responsive and responsible bid prior to TSA's award of the construction contract.

EXHIBIT B

INSURANCE REQUIREMENTS

TSA and TOR (hereinafter "Parties") agree to provide insurance in accordance with the requirements set forth herein. If either Party uses existing coverage to comply with these requirements and that coverage does not meet the requirements set forth herein, that Party agrees to amend, supplement or endorse the existing coverage to do so. The following coverage will be provided by both Parties and maintained on behalf of both parties and in accordance with the requirements set forth herein.

Commercial General Liability

Commercial General Liability. Primary insurance shall be at least as broad the Insurance Services Office ("ISO") "Commercial General Liability" policy form CG 00 01. Total limits shall be no less than $1,000,000.00 per occurrence.

Additional Insured. TSA, TOF, their employees and agents shall, by written endorsement, become Additional Insureds on each Town's policy form CG 00 01 or an approved equivalent at least as broad as ISO form CG 20 10. Coverage applies on a primary, non-contribution basis in relation to any other insurance or self-insurance, primary or excess, available to both Parties or any employee or agent of either Party. Coverage shall not be limited to the vicarious liability or supervisory role of any additional insured.

Products/Completed Operations Coverage. Products/Completed Operations Coverage is required only for construction contracts. Such coverage provides for losses occurring after project completion and Town dedication. The Products/Completed Operations coverage will be maintained for a minimum of five years after project completion.

Commercial Business Auto

Commercial Business Auto. Primary coverage shall be written on a basis at least as broad as ISO Business Auto Coverage form CA 00 01 symbol 1 (Any Auto). Limits shall be no less than $1,000,000.00 per accident. Both Parties and their respective employees and agents will be added by written endorsement as Additional Covered Parties. Starting and ending dates of primary policy (and of the umbrella policy, if applicable) shall be concurrent.

Workers' Compensation/Employer's Liability Insurance

Workers' Compensation/Employer's Liability Insurance**.** Coverage shall be written on a policy form providing workers' compensation statutory benefits as required by law. Employer's liability limits shall be no less than $1,000,000 per accident or disease. Unless otherwise agreed, this policy shall be endorsed to waive any right of subrogation as respects the both Parties, their employees, or agents.

TSA and TOR further agree as follows:

1. Nothing contained in this Section shall be construed to affect or alter the legal status of the Agreement's Parties. This Section's insurance requirements are intended to be separate and distinct from any other Agreement provision and shall be interpreted as such. The Agreement's required coverage limits and conditions do not limit coverage, and the required amounts are minimums.

2. All insurance coverage and limits pursuant to this Agreement shall apply to the full extent of the policies involved, available, or applicable. This Agreement, or any other agreement relating to either Party or its operations, does not limit insurance-coverage application.

3. Requirements of specific coverage features or limits contained in this Section do not constrain coverage, limits, or other requirements, or waive any coverage normally provided by any insurance. Specific reference to a given coverage feature is for clarification purposes only; it is not intended by either Party to be all-inclusive, nor does it exclude other coverage or a waiver of any type.

4. For purposes of insurance coverage only, this Agreement is deemed to have been executed immediately upon either Party taking any step toward, or in furtherance of, the performance of this Agreement.

5. All general or auto liability insurance coverage provided pursuant to this Agreement, or any other agreements pertaining to the performance of this Agreement, shall not prohibit either Party or its employees and agents, from waiving the subrogation right prior to a loss. Both Parties hereby waive all rights of subrogation against each other.

6. Unless otherwise approved by both Parties, insurers authorized to do business in the State of California with a minimum " AM Best's" Insurance Guide rating of "A-:VII," shall write each Party's insurance. Self-insurance does not comply with the insurance specifications.

7. In the event any insurance policy required under this Agreement fails to comply with the requirements or is canceled and not replaced, each Party has the right, but not the duty, to obtain the insurance it deems necessary. Any premium paid by either Party will be promptly reimbursed by the other Party.

8. Both Parties will provide the required insurance-coverage evidence to each Party's satisfaction. This evidence includes: certificate(s) of insurance evidencing all coverage required and additional-insured endorsements to each Party's general liability and umbrella liability policies using ISO form CG 20 10. Certificate(s) are to show that the insurer will provide 30-day notice of any coverage cancellation(s). Both Parties will require that their insurers modify the certificates to: delete any exculpatory wording stating that the insurer's failure to mail written notice of cancellation imposes no obligation; and, to delete the word "endeavor" with regard to any notice provisions. Both Parties agree to provide complete policy copies to one other upon

request.

9. Both Parties agree to disclose and approve any liability deductibles or self-insured retentions greater than $50,000.00 prior to commencing any of this Agreement's Services.

10. Both Parties shall provide proof that the required insurance policies expiring during the Agreement's terms have been renewed or replaced with other policies that provide minimally the same coverage. The relevant Party will provide proof within 30 days before its coverage expires.

11. Either Party's or Additional Insured's actual or alleged failure to obtain the required insurance under this Agreement in no way waives either Party's or Additional Insured's right or remedy in this or any other regard.

12. Any subcontractors or other parties hired for this project will purchase and maintain the type of insurance specified above. The third-party policies will name this Agreement's Parties as additional insureds. Both Parties will obtain certificates evidencing such coverage and will make reasonable efforts to ensure the coverage is provided. Any subcontractor contract, or any contract made by either Party on behalf of the other, will not reserve right to charge back to the other Party any required insurance costs outlined in this Agreement. All agreements with subcontractors, or others with whom each Party contracts with on behalf of the other Party, and all insurance certificates in compliance with this paragraph will be submitted to the other Party for review. Failure of either Party to request certificate copies will not impose any liability on the other Party or its employees.

13. Both Parties agree to provide immediate notice to the other of any claims or losses against them that include the other Party as a defendant. Both Parties assume no obligation or liability by such notice, but both have the right but not the duty to monitor the handling of any such claim(s) likely to involve the other Party.