General Principals

1. We support maintaining and improving the Tam Junction area as the commercial center of the Tam Valley community.
2. We encourage and support efforts by commercial property owners to find tenants for vacant property that serve the needs of local residents and contribute to the vitality of the area.
3. Outdoor spaces which offer the opportunity for gatherings and events should be included in the development of any under-developed areas.
4. We support improving the area through encouraging efforts by private property owners, soliciting cooperation and initiative from public agencies, or a combination of the two.
5. Any development should include improvements to pedestrian and bicycle access to the entire site. To that end cooperative arrangements between adjacent property owners should be encouraged.
6. Any development should include beautification and landscaping.

Suggestions (Denotes working groups considering these suggestions)

1. Encourage the owner to find a new tenant for the market space. If a single tenant cannot be found, explore sub-dividing the space into smaller spaces. A ferry terminal like market place has been suggested. (Tenants, Architectural)
2. Types of uses recommended for vacant parcels at Tam Junction: produce, butcher, bakery, florist, coffee/espresso, prepared meals, deli, wine/liquor, postal annex, tea house, restaurant, bank, copy center, office services for telecommuters. (Tenants)
3. Beautify the grounds with extensive landscaping. (Research, Landscape, Traffic)
4. Underground utility lines. (Research, Traffic)
5. Improve circulation for cars, bikes, and pedestrians. (Research, Traffic)
6. Improve existing buildings cosmetically. (Research)
7. Consider portable or temporary structures to add space without development. (Research)
8. Incorporate outdoor community spaces that will offer an opportunity for gatherings and events. eg. a local farmers market. (Architectural, Landscape)
9. Use retail and cafe environments to activate the buildings. (Architectural)
10. Encourage the use of the parking lot for transitory events such as the farmers market or fancy food trucks. (Architectural)
11. If new development were to occur it should be mixed use development that includes retail on the first floor with housing above. Given a choice of two or three story development, most prefer two story. (Architectural)
12. There should be pathways for bicycles and pedestrians throughout the commercial area of a consistent design and clearly marked. Access should be provided in many places in a friendly and inviting way. (Traffic)
13. Auto traffic should be allowed within the commercial area as needed to permit access to parking and shops. Harsh speed bumps should be replaced with attractive traffic calming measures such as paving changes, signage, landscaping, and roundabouts. (Traffic, Landscape)

14. Rear-in parking should be considered where autos and bikes share the same roadway. (Traffic)

15. Any new development should include sidewalks, crosswalks, and bike paths so that all modes of travel are provided for and linked. There should be lighting, bike racks, and improved drainage. (Traffic, Landscape)

16. We should recommend improvements to or limitations on access to the area from Flamingo and Shoreline where existing conditions are hazardous. (Traffic)

17. Cal Trans and the County should be encouraged to improve auto, bike, and pedestrian traffic surrounding the commercial center. (Traffic)

18. Landscaping should be provided throughout the parking areas. (Traffic, Landscape)

19. Provide visual, noise, and wind buffer adjacent to neighboring property on Cardinal. (Landscape)

20. Develop a creekside park along the creek. (Landscape)

21. Provide a "living wall" or mural on the south-facing wall of the market space. (Landscape)

22. Cal Trans and the County should be encouraged to provide a visually unifying landscape development on both sides of Shoreline coming into Tam Junction. (Landscape, Traffic)

**Issues and Questions**

1. **Affordable Housing.** Does any development trigger the possibility of an affordable housing project at the junction? Mixed use is mandated by the 2007 Countywide Plan which means any development must include some housing. A higher percentage is required for a larger development. We have a statement from the Community Development Agency outlining these requirements and the incentives for housing to be affordable as well as specific exceptions for Tam Valley. Our Research working group has explored State and County laws and mandates that they fear may trump these assurances and lead to development beyond our control.

2. **Flooding and Sea Level Rise.** Should anything be built at Tam Junction considering it is in a flood plain and will likely be subject to sea level rise in the future? Many of us feel that we must do something now to improve our commercial area and that mitigating the effects of sea level rise is a broad challenge for County and State officials which must be addressed by a comprehensive planning process. Some, however, feel strongly that since we know our area is subject to flooding we shouldn't build at all in potentially vulnerable areas.

3. **Weekend traffic.** Do any improvements at Tam Junction increase traffic problems at critical peak times? To what extent should we allow these concerns to limit suggestions for proposed development?
Tam Junction Village Square project

September 2011

Is this the “village core” envisioned in the 1992 Tamalpais Area Community Plan?