

Civic Center Station Area Plan

December 14, 2011

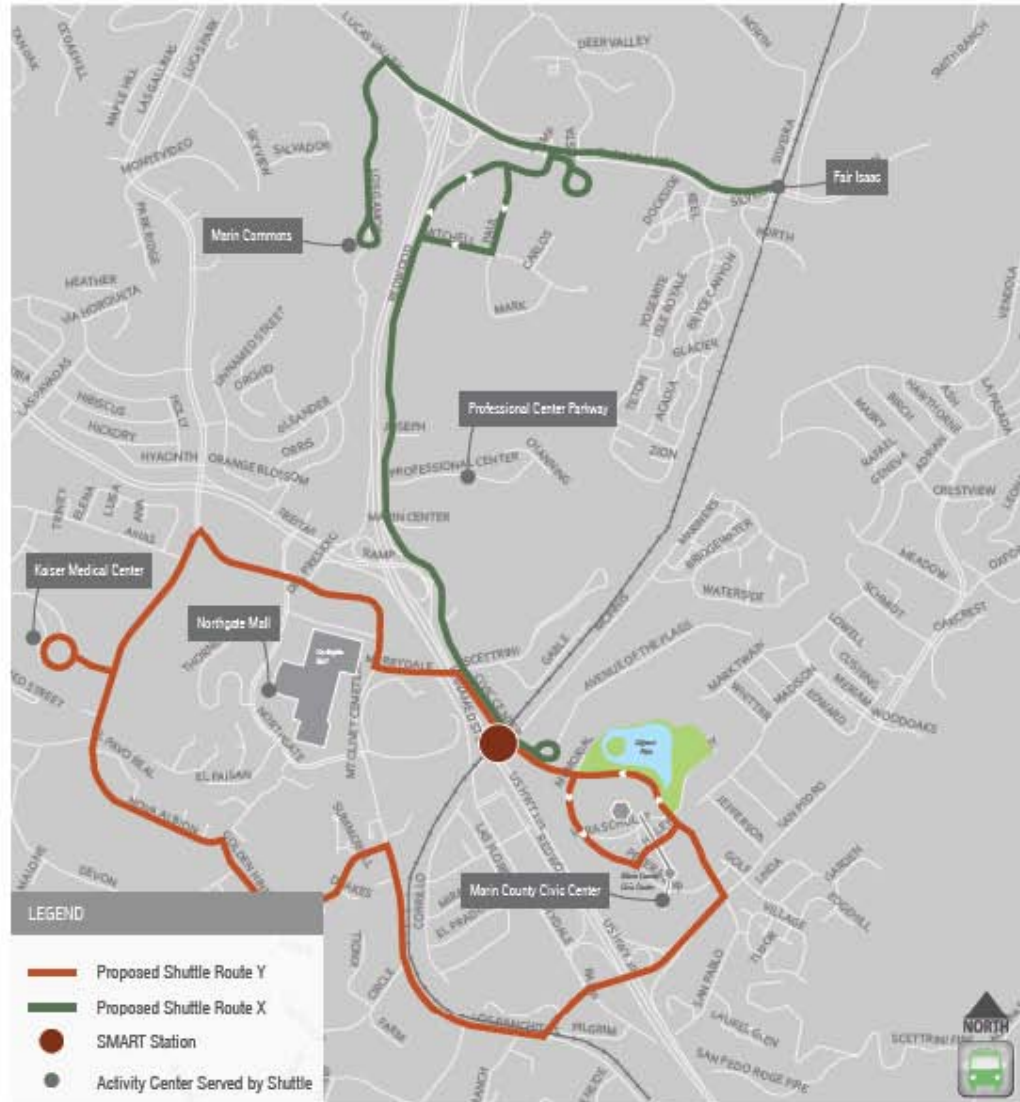
Topics

- November workshop analysis
- Traffic modeling of alternatives analysis
- Process review and update

Workshop

- Transit Connections
- Parking
- Bike/Ped Connections
- Promenade
- Roundabouts
- Land Use

TRANSIT CONNECTIONS



PARKING



2



6



7



8



9



BICYCLE AND PEDESTRIAN CONNECTIONS

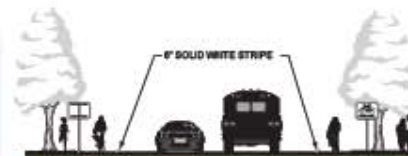
Pedestrian Connections



Bicycle Connections



CLASS I BIKEWAY (Bike Path)
Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow minimized.



CLASS II BIKEWAY (Bike Lane)
Provides a dedicated striped lane for one-way travel on a street or highway.



CLASS III BIKEWAY (Bike Route)
Provides for shared use with or near vehicle traffic.

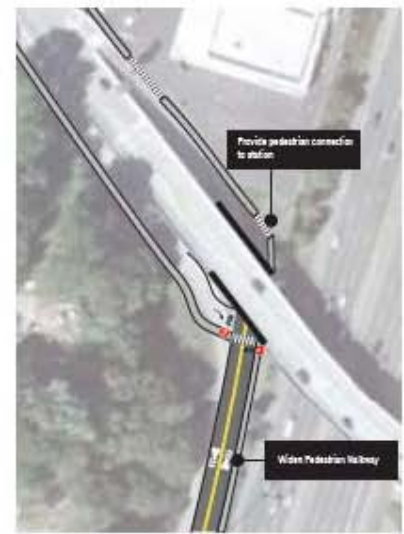
OPTION A



OPTION B



OPTION C



ROUNDBABOUTS

Mini Roundabout Signing (2009 MUTCD)



Single Lane Striping (2009 MUTCD)



Single Lane



Single Lane with dedicated right turn-lane



Pedestrian Considerations:

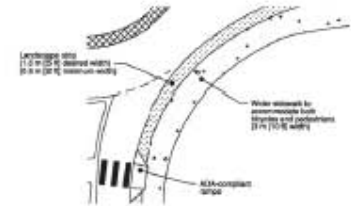
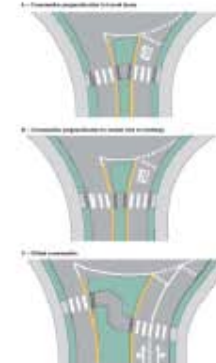


Benefits:

- Easy to determine gaps
- Cars are only coming from one direction
- Fewer lanes to cross
- Splitter island provides a refuge

Trade offs:

- Pedestrians must assess gaps
- A.D.A issues
- No signal protection



Bicycle Considerations:



- Vehicle speeds are lower (17 – 25 mph)
- Bikes can share roadway with vehicles on single lane roundabouts
- Separate bicycle path or shared bicycle-pedestrian path is preferred at multilane roundabouts.





- LEGEND:**
- City of San Rafael
 - Railroad Corridor
 - SMART Station Location
 - Potential Opportunity Areas
 - Parks
 - Open Space



SAN RAFAEL CIVIC CENTER STATION AREA PLAN

Information Gained

1. Generally, workshop attendees favored the higher density alternative. In Area B (Northgate Storage) people were split.
2. There is a desire for affordable housing.
3. There is a desire for mixed-use development (preferably a mix of housing and retail).
4. There is an interest in increased building heights.

Information Gained

5. There is a desire to split areas D and E lengthwise to allow 4 floors along Redwood and 3 floors along Merrydale.
6. There is a desire to see more public space in the Merrydale area, such as an attractive gathering place.
7. More office on the east side is viewed as a favorable use to augment the existing hotel.

Traffic Modeling

Context

Plan will describe activities around Station

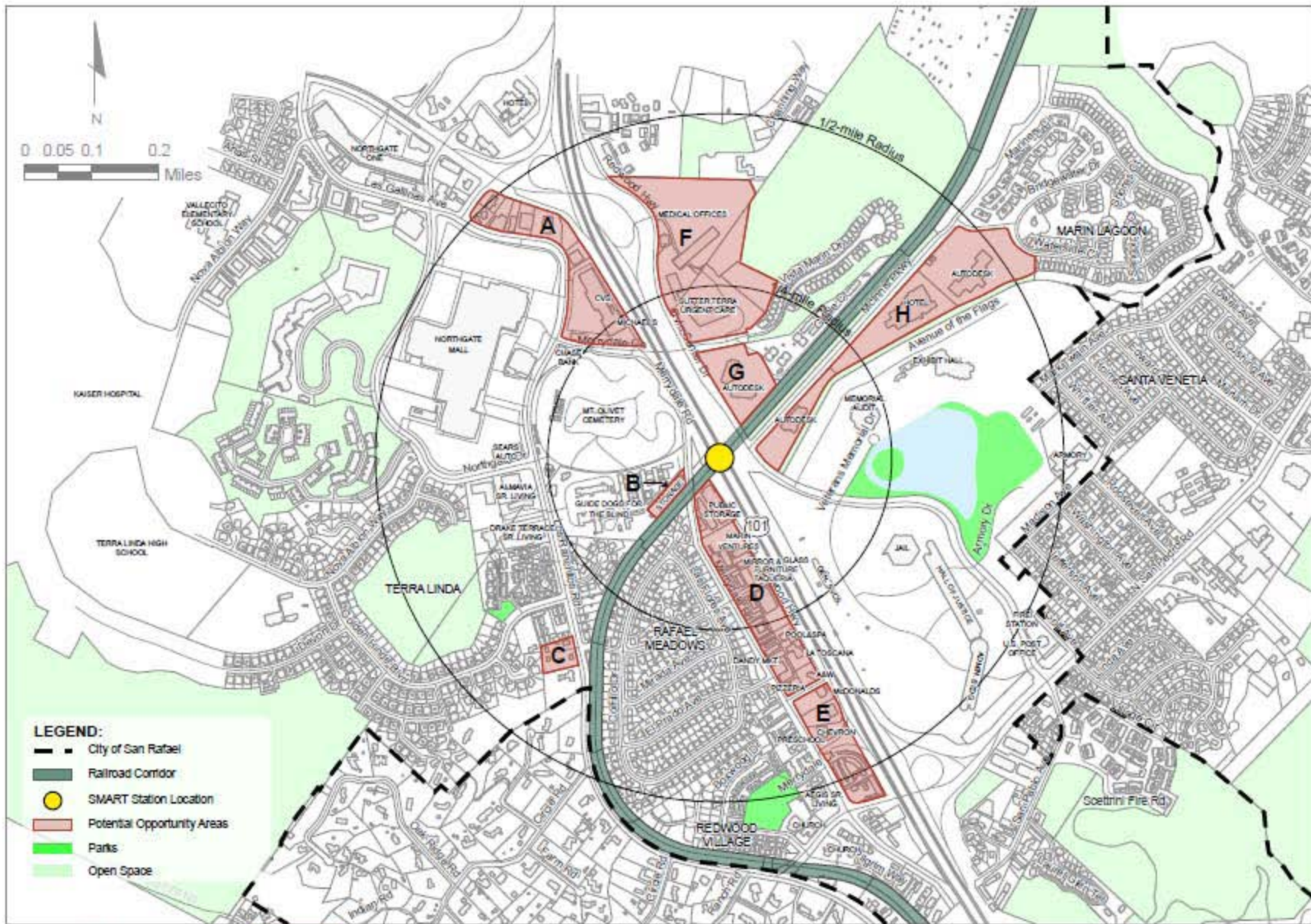
Modeling exercise explored:

- Potential limits of development
- Ability of Areas to change







Modeling exercise generated information on:

- Potential types of development by area
- Potential FAR's and densities

Committee will further refine development



LEGEND:

-  City of San Rafael
-  Railroad Corridor
-  SMART Station Location
-  Potential Opportunity Areas
-  Parks
-  Open Space

Alternatives and Existing Development

	Res.	Office sf	Retail sf
Existing	187	596,860	141,700
Alternative 1	1,603	1,539,410	151,900
Alternative 2	1,049	1,089,431	100,500

Note there is substantial development in Station Area already

Alternatives propose **major** increases

Modeling Results

Traffic system failed due to:

- Overall amount of development
- Amount and location of office development

Cannot estimate improvements needed beyond
General Plan 2020 improvements

BUT there is capacity available - a lot! And the
modeling described and located it.

So what are the limits of development?

Can't get it all, but a lot!

	Development Added		
	Residential	Office sf.	Retail sf.
2020 Capacity	620	200,000	80,000
Alt 1 in 2035	1,414	937,561	12,200
Alt 2 in 2035	865	487,580	-39,200

Additional Development by Area

Areas	Res Units	Office sf	Retail sf
A*	260	0	80,000
B	60	0	0
C	0	0	0
D, E	100	0	0
F, G, H**	200	200,000	0
Total	620	200,000	80,000

* Area A is larger than in the Alternatives - includes the Mall and Northgate 1.

** Area H includes a 200,000 sf office at County Government Center.

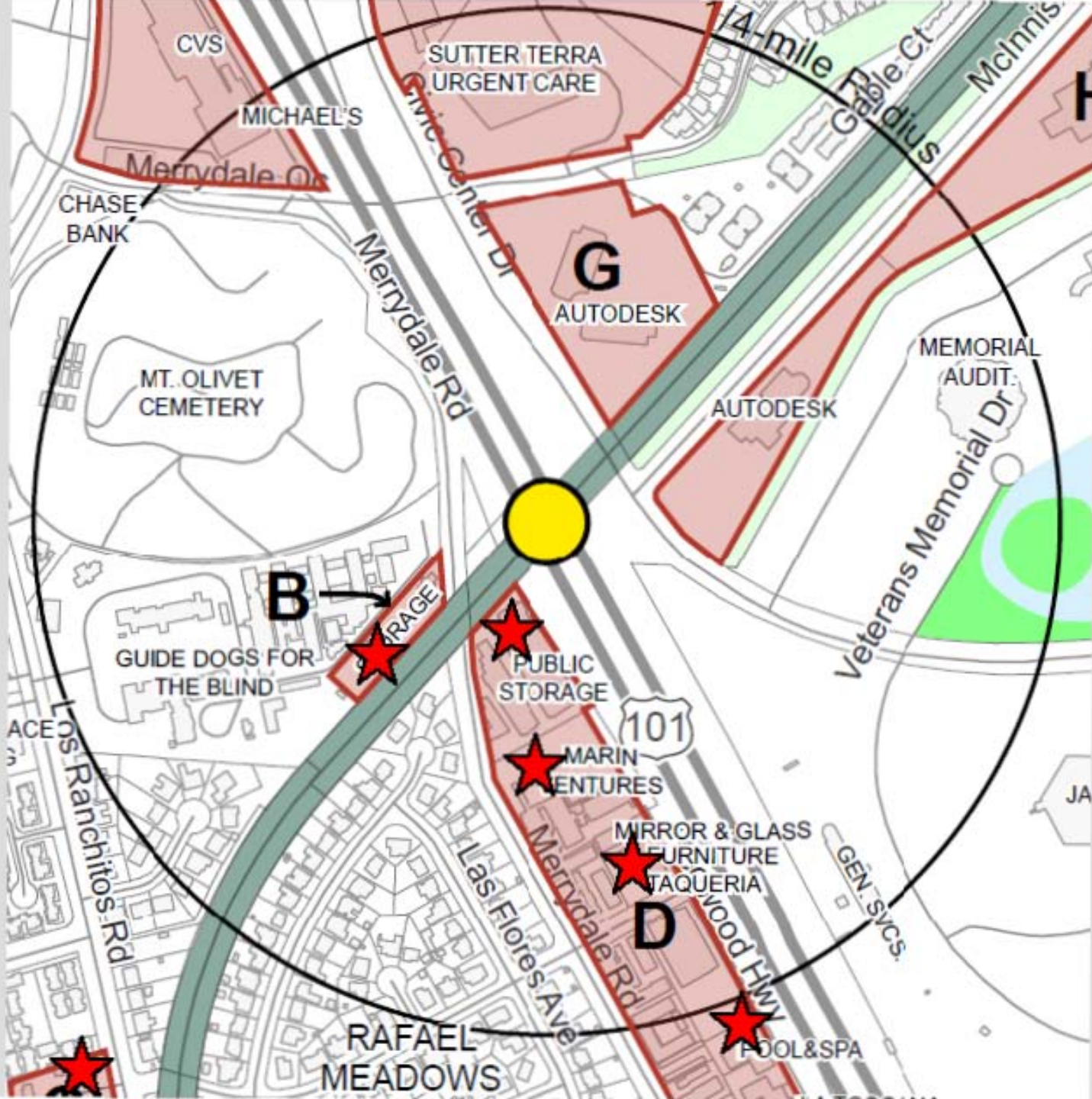
What part of Alternatives could occur by 2020?

Reduced FAR to 0.3 from 1 and 2

Selected Areas and sites that might happen by 2020 or have capacity

- Areas B, C, and 4 sites in D (are close to station)
- Area A (includes the Mall and has capacity)
- Area H (Government Center expansion and has capacity)

Kept the uses set by Committee in the Alternatives



Comparison of Estimate to Capacity

	Alternative 1			Alternative 2		
Areas	Res Units	Office (sf)	Retail (sf)	Res Units	Office (sf)	Retail (sf)
A	331 260		-6,125 <i>80,000</i>	243 260		-6,125 <i>80,000</i>
B	39 60			0 60		
C	28 0			28 0		
D,E	346 100		2,563 0	245 100		63 0
F,G,H	132 200	95,000 <i>200,000</i>	5,000 0	108 200	95,000 <i>200,000</i>	5,000 <i>80,000</i>
Total	876 620	95,000 200,000	1,438 80,000	624 620	95,000 200,000	-1,062 80,000

Italics = 2020 capacity

Shaded = Estimated exceeds capacity

FAR of 0.3 can be accommodated

60 units/ acre is too high in A and D,E

D,E has limitations on what can be accommodated

Information Gained

1. 60 units/acre is not possible; maybe in area FGH. Case by case increases may be possible.
2. Adding housing to the general area of the Northgate Mall, Northgate I and III, and the office area on Las Gallinas, is possible.
3. Some added housing in Area B is possible.
4. Some added housing in Area D,E is possible.

Information Gained

5. Increases in FAR over 0.3 are not possible
6. Office development at 0.3 FAR at the County Government Center, a major employment and activity node, is possible.
7. Retail development can be accommodated in the general area of the Northgate Mall, Northgate I and III, and the office area on Las Gallinas.
8. Additional retail in area FGH was not in the capacity numbers, but might be possible in limited amounts if office development is altered.

Next Steps

- Use information gained from Background Report, Workshops and modeling to refine Areas
- Identify barriers to getting desired development.
- Develop strategies to overcome barriers.
- Need a Subcommittee!

2011 Year End Review

- Compiled 9 Fact Sheets
- Held Community Visioning Workshop
- Toured other Station Areas
- Developed a Vision Statement
- Developed Alternatives for traffic modeling
- Held a Community Workshop
- Got the results of the traffic modeling

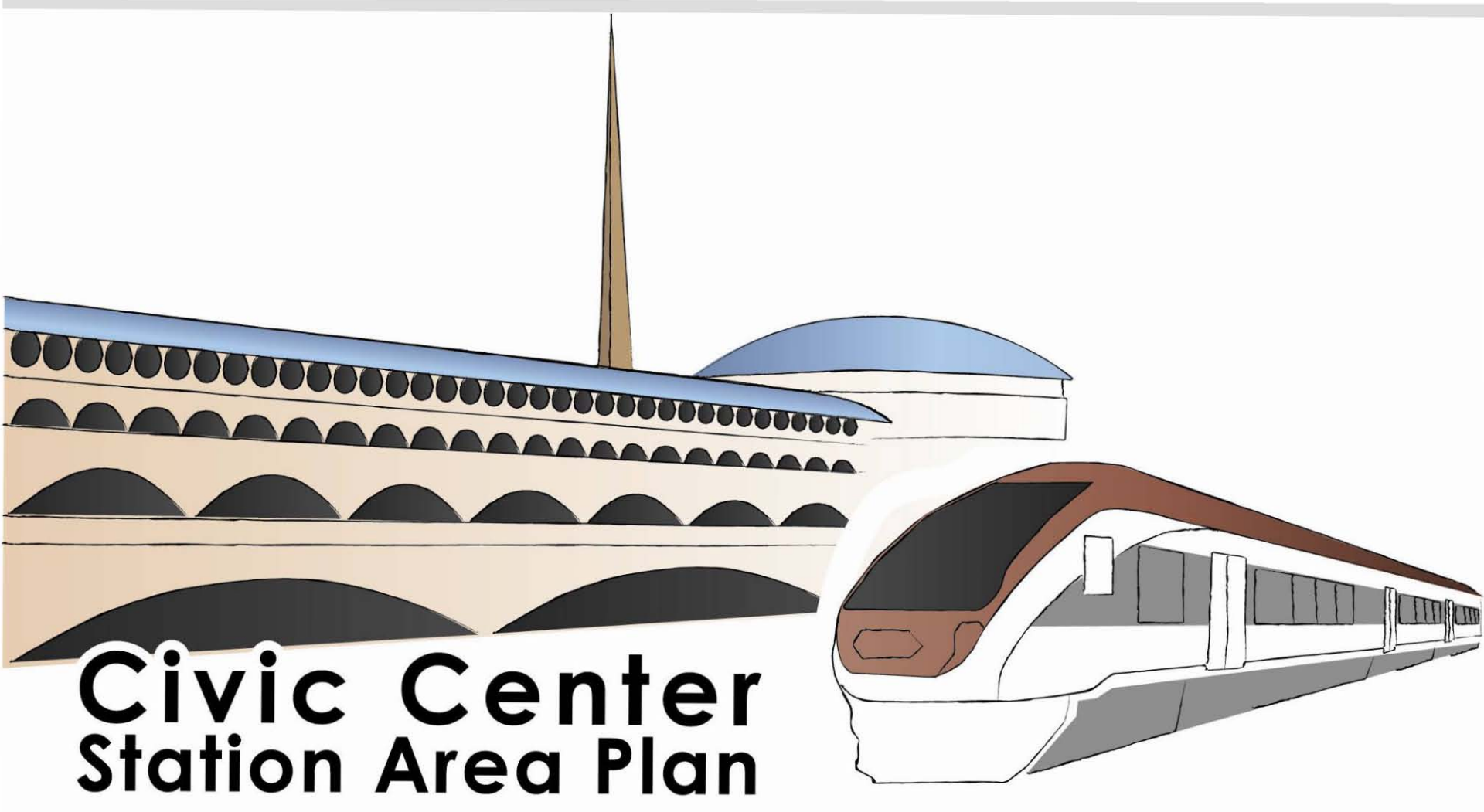
2012 Preview

- Draft plan
- Public Review Process
- Final Plan!!

Public Comment



Meeting Evaluation



Civic Center Station Area Plan

Thank you