

# **Appendix B- Existing Site Context, Uses and Conditions**

## SITE DESCRIPTION

### Location

The project site is located in central Marin County in the City of San Rafael. Third Street links west San Rafael, San Anselmo, Fairfax, West Marin, and Highway 1 with Highway 101 (Figure 1). As an east-west arterial roadway, Third Street commences near San Rafael High School and merges into Second Street at Fourth Street. The section of Third Street under study is a one-mile segment located from Tamalpais Avenue to the intersection of Second and Fourth Streets (Figure 2). Third Street serves not only the daily commute needs of West Marin and Peacock Gap residents traveling to and from Highway 101, but also serves the downtown business corridor.



Figure B1: Vicinity Map



Figure B2: Project limits

### I.A. Surrounding Land Uses

Properties adjacent to the project site range from commercial, single family and multifamily residential, parking facilities, mixed-use, and transit facilities. For discussion purposes, the corridor is separated into different zones from east to west, including Neighborhood Retail, Transit, Downtown Commercial,

and Residential (Figure 3). The Neighborhood Retail zone is located between Grand Avenue and Highway 101 and includes United Market, CVS, Shell gas station, and several restaurants and small businesses. The Transit zone consist of the Transit Center and SMART station located between Highway 101 and Tamalpais Avenue. The Downtown Commercial zone extends west from Tamalpais Avenue to E Street. This area includes several businesses, Kaiser Medical Offices, and parking garages. Residential housing is located primarily on the western portion of the project between E Street and Fourth Street.



Figure B3: Third Street Zones

### Site Characteristics

Third Street is a one direction westerly street between Grand Avenue to where Third Street becomes Second Street as the two one-way streets merge and become Second Street. The roadway varies in elevation, but with the exception of the stretch between D Street and Hayes Street has a slope of less than five percent in most areas within the project area. The road is relatively flat on the east and west ends of the project limits, however the road gradually climbs up from B Street to the top of the hill at E Street, then slopes down until Hayes Street. The project area comprises approximately one linear mile of Third Street and Second Street.

**Water Resources.** Third Street is located within the San Rafael Creek Watershed with its principal tributary, the San Rafael Creek located to the south. Surface flow on Third Street is collected into storm drain catch basins that flow into multiple storm drain systems that all connect to various perpendicular streets and discharge into San Rafael Creek. The San Rafael creek is a series of culverts and concrete-lined channels as it passes through downtown San Rafael. The culverted creek crosses under Third Street near Hayes Street. To the east of San Rafael, the San Rafael Creek becomes tidally influenced, as it gets closer to San Rafael Bay.

Based upon a review of data from the Federal Emergency Management Administration, the section of Third Street within the project limits from Grand Avenue to just west of Lootens Place is subject to 0.2% Annual Chance Flood Hazard.

**Contaminated Properties.** The California State Water Resources Control Board’s GeoTracker application identifies four (4) sites along Third Street that have remediated leaking underground storage tanks. These include:

- 1221 Third Street – Exxon Murray Trust
- 1115 Third Street – Commercial Building
- 1101 Third Street – Mobil
- 701 Third Street – Greyhound Line Inc

**Public Utilities.** In addition to the storm drain owned by the City of San Rafael, the following public utilities possess infrastructure within the public rights-of-way:

- Domestic Water – Marin Municipal Water District
- Electricity and Gas – Pacific Gas and Electric
- Video/Data/Telephone – Comcast
- Video/Data/Telephone – AT&T
- Sanitary Sewer – San Rafael Sanitation District

### Project Elements Considered

#### Parking

Third Street has several parking garages that border the north side of the street and on-street parking on the south side through the downtown zone and on the north side through the pedestrian zone (Figure 4).

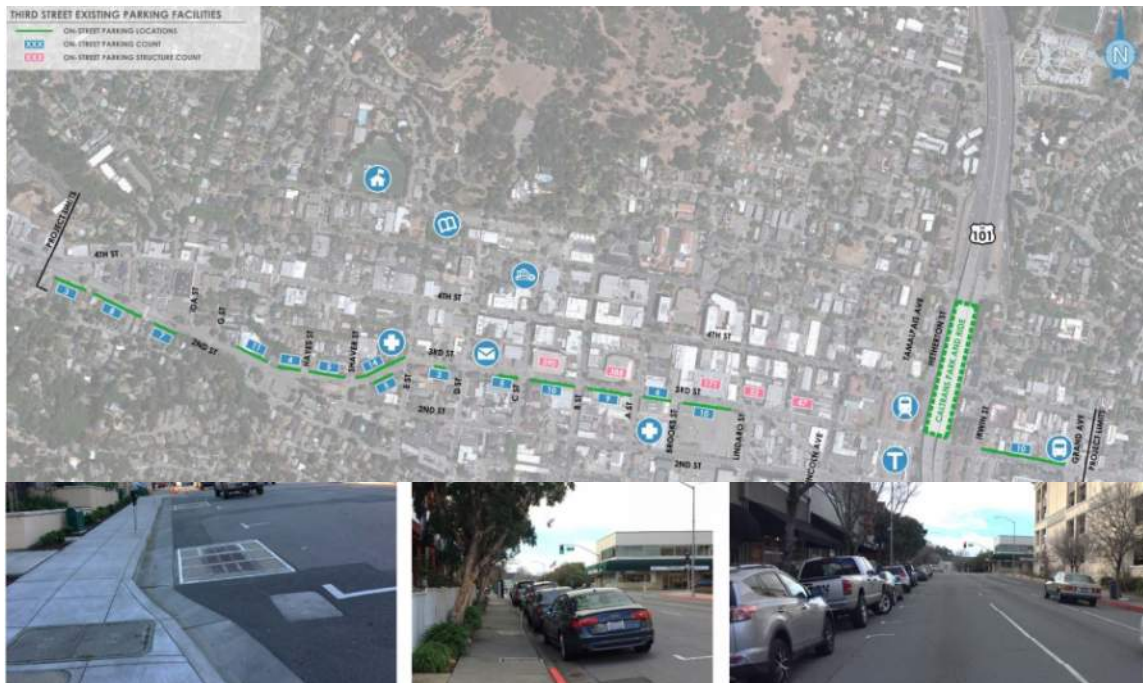


Figure B4: Third Street Parking



## Transit

The SMART train station is located between Third Street and Fourth Street at Tamalpais Avenue. Eventually the SMART train tracks will cross Third Street and connect to the Larkspur Ferry Terminal.

Golden Gate transit and Marin Transit operate bus routes down Third Street with stops at Grand Avenue and the Bettini Center. The local bus route that serves the downtown businesses is located on Fourth Street. Refer to Figure 5 for corridor related bus routes.



Figure B5: Transit Use

### Pedestrian and Bicycles Routes

The main bicycle route through downtown San Rafael is along Fourth Street. However, there is a key safer routes to schools segment between G Street and 1<sup>st</sup> Street on the south side of the road. Pedestrians utilize Third Street primarily between D Street and Grand Avenue as a connection to the transit center. Pedestrian traffic crossing Third Street is also heavy due to the Fourth Street corridor and schools to the south.

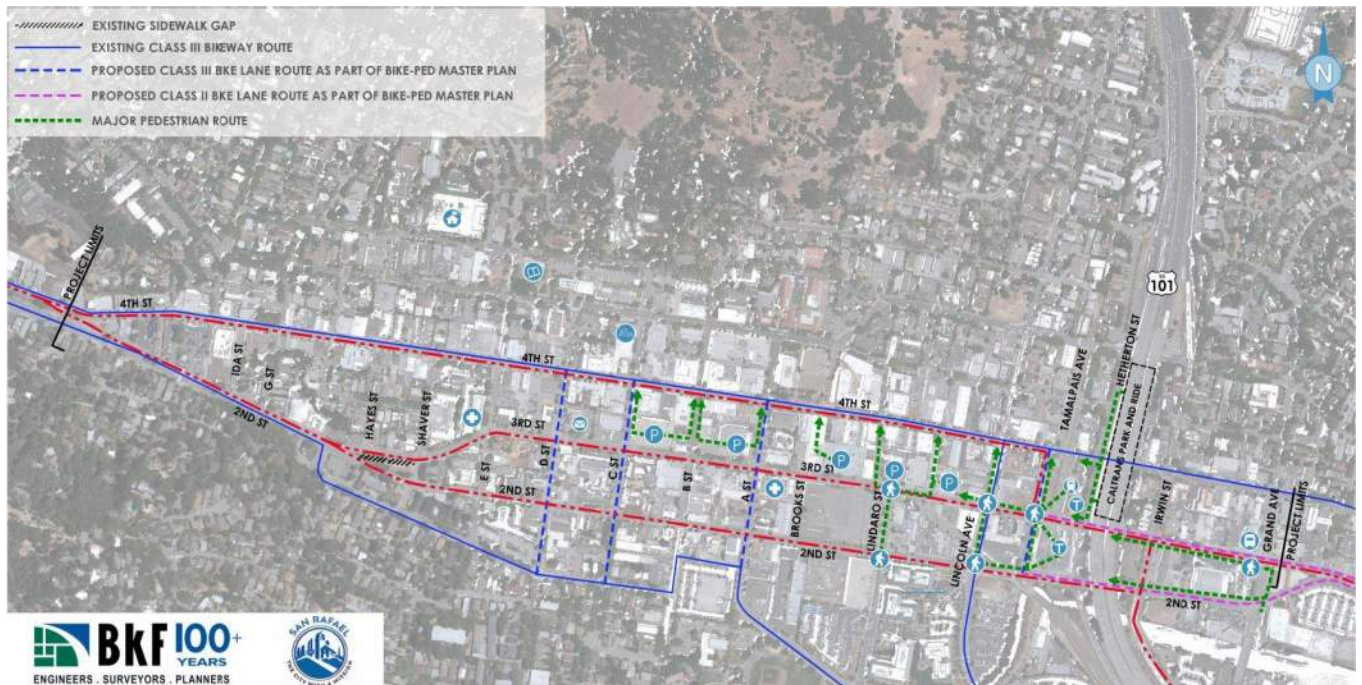


Figure B6: Pedestrian and Bicycle Routes

### Previously Prepared Reports and Studies

Many studies have been performed in San Rafael to assess existing conditions. These include parking studies, traffic studies, pedestrian and bicycle transportation, and neighboring city transportation. The studies we reviewed and considered when determining the recommended improvements are:

- City of San Rafael Bicycle/Pedestrian Master Plan 2018 Update By Alta Planning and Design
  - Updated July 16, 2018
- Fairfax-San Rafael Corridor Transit Feasibility Study
  - Published December 2015
- Fairfax to San Rafael Cross Marin Bikeway Feasibility Study
  - Published March 2010
- The City of San Rafael General Plan 2020
  - Amended and Reprinted January 18, 2013
- Draft- Deliverable 2A Existing Conditions Report by DKS
  - December 2016
- Downtown Parking and Wayfinding Study
  - Published July 2017

### EXISTING ROADWAY CONDITIONS

Third Street is a regionally significant arterial for Marin County and a critical component of San Rafael’s transportation network. It serves tens of thousands of people each day as they travel to work, school, recreation, and retail destinations. Third Street also connects the County’s busiest transit node, the Bettini Transit Center, that brings nearly 9,000 people daily to and through Third Street as they use Golden Gate and Marin Transit services. As SMART continues to grow its system, it could bring

thousands more transit users to the corridor. Third Street is also a critical connection for pedestrians accessing downtown destinations, surrounding employment centers, and transit.

The following sections describe the existing conditions along the project corridor, including the roadway configuration, pavement condition, traffic conditions, and safety.

### **Existing Roadway Configuration**

Third Street between Grand Avenue and E St includes three travel lanes in the westbound direction with left and right turn lanes at critical intersections. Lanes typically vary between 11 feet and 15 feet wide, with on-street parking or bus stops adjacent to the curb on selected segments. On-street parking varies on the north and south sides throughout this section. Between E St and Miramar Avenue, Third Street includes two travel lanes in the westbound direction. Lanes are typically 12 feet with on-street parking adjacent to the curb on selected segments. The side of the street on-street parking is provided on alternates.

Between Miramar Avenue and Fourth Street, Third Street combines with Second Street and continues to the west as Second Street, with two-travel lanes in each direction and left turn pockets at selected intersections. Lanes are generally 11 to 12 feet wide, with on-street parking adjacent to the curb on selected segments. At the intersection of Fourth Street, Second Street combines with Fourth Street to the north and West End Avenue on the south, and continues to the west as Fourth Street.

Third Street is a Marin County Congestion Management Plan (CMP) roadway, between Hetherington Street and Fourth Street. The Marin County CMP network was established in 1991 and includes all state highways and principle arterials in the County. In total, the 123-miles network contains 91 miles of state highways and 32 miles of principle arterials.

Third Street does not have designated bicycle facilities within the study area. Fourth Street, which is one block to the north, is a designated Class III bikeway.

Sidewalks are provided along both sides of Third Street. The sidewalk condition and width vary significantly throughout the project study area. The sidewalks are wider in the downtown core ranging from 8 to 16 feet, and tend to narrow near the residential zone at 4 to 6 feet. The condition and accessibility of the sidewalk were assessed by Precision Concrete Cutting (refer to Appendix D for existing sidewalk evaluation by Precision Concrete).

### **Existing Roadway Pavement Condition**

Over the years the road has been overlaid repeatedly and the asphalt concrete pavement varies in thickness from 6 to 18 inches. This is one potential cause of the steep existing crown of the roadway between E Street and Lincoln Avenue, which is between 5 and 12% (refer to Appendix A for plans and sections).

The condition of the pavement varies throughout the span of the corridor. In some areas it is experiencing stress cracking, while in other areas the pavement is in bad enough condition that complete removal and replacement may be necessary to rehabilitate the corridor.