

Civic Center Station Area Plan Documents and Proceedings

	<u>Page No.</u>
City Council Resolution 13618, 9/16/2013	1
Executive Summary (Amended 9/16/2013)	3
Final Report (Amended 9/16/2013)	13
City Council Agenda Report 8/20/2012	102
Background Report	109
Workshop #1 Summary Report	207
Workshop #2 Summary Report	241
Alternative Analysis Report	271
Advisory Committee Minutes 9/22/2010	278
Advisory Committee Minutes 10/13/2010	283
Advisory Committee Minutes 11/10/2010	289
Advisory Committee Minutes 12/8/2010	294
Advisory Committee Minutes 1/12/2011	299
Advisory Committee Minutes 2/9/2011	303
Advisory Committee Minutes 4/13/2011	309
Advisory Committee Minutes 5/11/2011	314
Advisory Committee Minutes 6/8/2011	319
Advisory Committee Minutes 7/13/2011	324
Advisory Committee Minutes 8/10/2011	328
Advisory Committee Minutes 10/12/2011	333
Advisory Committee Minutes 12/14/2011	338
Advisory Committee Minutes 1/11/2012	343
Advisory Committee Minutes 2/8/2012	348
Advisory Committee Minutes 3/14/2012	353
Advisory Committee Minutes 4/11/2012	358
Advisory Committee Minutes 5/9/2012	365
Advisory Committee Minutes 7/11/2012	369
Advisory Committee Minutes 7/25/2012	374
Testimony – Lea Ann Bernick 7/25/2012	380
Testimony – Hariott Manley 7/25/2012	381
Letter – North San Rafael Collaborative 8/10/2011	384
Letter – Marin Environmental Housing Collaborative 8/10/2011	387
Letter – Marin Environmental Housing Collaborative 10/31/2011	390
Letter – North San Rafael Collaborative 12/12/2011	392
Letter – North San Rafael Collaborative 3/9/2012	394
Letter – Las Gallinas Valley Sanitary District 3/31/2012	400
Letter – Shirley Fischer 1/10/2012	405
Letter – San Rafael Meadows Improvement Association 1/11/2012	406
Letter – Sue Mace 1/18/2012	407
Letter – Sustainable San Rafael 2/8/2012	409
Letter – Bay Trail 5/15/2012	411
Meeting notes – Santa Margarita Neighborhood 5/16/2012	414
Meeting notes – Terra Linda HOA 5/17/2012	415

Meeting notes – Marin Environmental Housing Collaborative 5/21/2012	416
Letter – Terra Linda HOA 5/22/2012	417
Meeting notes – North San Rafael Collaborative 5/23/2012	418
Meeting notes – San Rafael Meadows Improvement Association 5/29	419
Letter – San Rafael Meadows Improvement Association 6/5/2012	420
Meeting notes – Design Review Board 6/5/2012	430
Meeting notes – Los Ranchitos Neighborhood Association 6/7/2012	431
Letter – North San Rafael Collaborative 6/11/2012	432
Meeting notes – League of Women Voters 6/12/2012	437
Meeting notes – Board of Supervisors 6/12/2012	438
Meeting notes – Planning Commission 6/12/2012	439
Letter – County of Marin 6/21/2012	441
Letter – Carolyn Lenert 6/28/2012	444
Letter – Sustainable San Rafael 6/28/2012	445
Letter – Marin Environmental Housing Collaborative 6/28/2012	447
Letter – Marin Bicycle Coalition 6/29/2012	449
Letter – Janet and Bob Phinney 6/29/2012	453
Letter – Gallinas Watershed Council 6/29/2012	454
Letter – Transportation Alternatives for Marin 7/5/2012	456
Letter – Sustainable San Rafael 8/9/2012	471
Letter – League of Women Voters 8/16/2012	473
Letter – Chamber of Commerce 8/16/2012	475
Letter – Marin County Bicycle Coalition 8/20/2012	476
Testimony – Dr. Bari Levinson 8/20/2012	477
Testimony – Dan Monte 8/20/2012	479
Testimony – Robert Chilvers 8/20/2012	480
Testimony – Dr. Jonathan Artz 8/20/2012	481
Testimony – Lea Ann Bernick 8/20/2012	483
Testimony – Richard Hall 8/20/2012	485
Petition – San Rafael Meadows Improvement Association	486
Petition – Keep San Rafael Quiet and Safe	511
Petition – Voters for a Quiet and Save Terra Linda	528
Petition – Civic Center SMART Train Station “Quiet Zone”	532
Concerns raised by North San Rafael Residents regarding the Plan	533

RESOLUTION NO. 13618

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN RAFAEL
AMENDING THE CIVIC CENTER STATION AREA PLAN
(P10-002)**

WHEREAS, in 2004, the City Council adopted General Plan 2020, which included a number of policies related to the two, planned SMART rail stations (Downtown and Civic Center). Specifically, General Plan 2020 Policy NH-88 (SMART Station) and Program C-17a (SMART) recognize that if the SMART service is initiated: a) construction of a station should be supported; and b) a plan should be encouraged to support high density housing/transit-oriented development, bus transit connections, parking for the station and pedestrian/bicycle access; and

WHEREAS, in 2009, a grant was awarded to the City to partner with several Marin agencies to prepare the Civic Center Station Area Plan; and

WHEREAS, in 2010, the City Council appointed a 16-member committee (Committee) to oversee the preparation of the Civic Center Station Area Plan. Between 2010 and 2012, the Committee worked to complete the Draft Civic Center Station Area Plan; and

WHEREAS, in July 2012, the Draft Civic Center Station Area Plan was completed and published. The Plan a “vision” for the ½-mile area surrounding the Civic Center SMART station. The Station Area Plan presents a list of recommendations for station access and connectivity, station parking, land use and urban design. While the Station Area Plan recommends studying specific sites for additional housing around the SMART station, the Plan respects the current General Plan 2020 traffic policies, land use capacity and planned transportation improvements; and

WHEREAS, on August 20, 2012, the City Council conducted a public meeting in which the Committee presented the Civic Center Station Area Plan and recommendations to the City Council. Following public comment, the City Council adopted Resolution 13401 accepting the Plan; and

WHEREAS, in 2013, following public concern regarding the designated Civic Center Priority Development Area and the recommendations of the Civic Center Station Area Plan, the City Council PDA Sub-Committee directed City staff to respond to a list of community questions. The community questions address information on the Civic Center PDA and its relationship to the affordable housing, Civic Center Station Area Plan, Plan Bay Area and the San Rafael General Plan 2020; and

WHEREAS, on September 6, 2013, the City Council held a study session to discuss the responses to the community questions on the Civic Center PDA and to discuss the recommendations of the Civic Center Station Area Plan. Following lengthy discussion and public comment, the City Council directed staff to prepare a resolution amending the Civic Center Station Area Plan for presentation at the regular City Council meeting scheduled for September 16, 2013; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of San Rafael hereby amends the Civic Center Station Area Plan by amending the Final Civic Center Station Area Plan Executive Summary presented in Attachment A of this resolution. With this action, City staff is directed to make the appropriate amendments to the Final Report- Civic Center Station Area Plan to reflect the amendments in Attachment A; and

BE IT FURTHER RESOLVED that the City Council of the City of San Rafael supports and adopts the Plan recommendations for Parking (recommendations 1 through 5), and Access and Connectivity (recommendations 1 through 13), which are listed on pages 3 through 9 of the amended Executive Summary (Attachment A).

I, ESTHER C. BEIRNE, Clerk of the City of San Rafael, hereby certify that the foregoing Resolution was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of San Rafael, held on Monday, the 16th of September 2013, by the following vote, to wit:

AYES: Councilmembers: Colin, Connolly, Heller, McCullough and Mayor Phillips

NOES: Councilmembers: None

ABSENT: Councilmembers: None

Esther C. Beirne

Esther C. Beirne, City Clerk

Attachment: Attachment A- Amendments to Civic Center Station Area Plan Executive Summary

CC SAP.amendment 9 16 13

AMENDED SEPTEMBER 16, 2013 BY RESOLUTION 13618

Final Civic Center Station Area Plan

Executive Summary

This project is funded in part through the Metropolitan Transportation Commission's Station Area Planning Program. The preparation of this report has been financed in part by grants from the U.S. Department of Transportation. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The full report can be found at www.cityofsanrafael.org/stationareaplans.

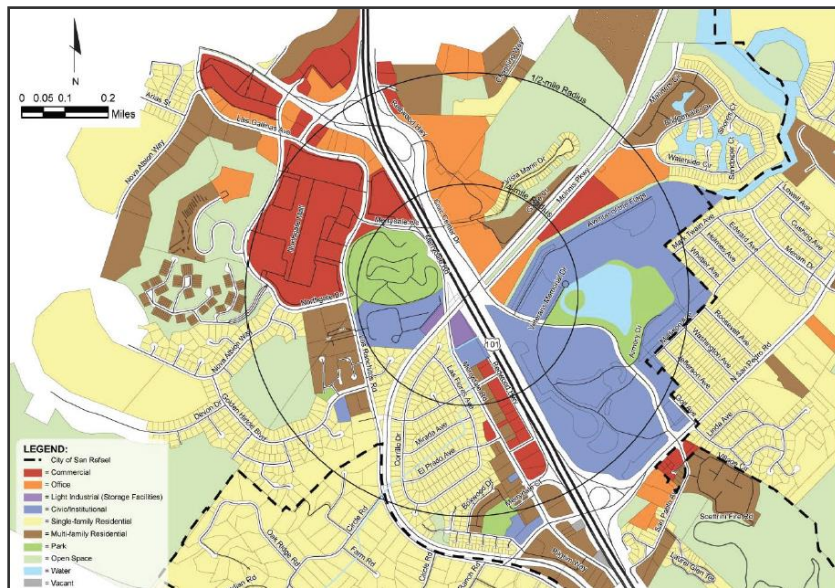
The San Rafael Civic Center Station Area Plan is the culmination of nearly two years of work by the City of San Rafael and a citizens committee to identify a community vision for the area around the future Civic Center SMART station in North San Rafael. The Plan builds on previous planning efforts, and sets out a conceptual framework for development and circulation improvements in the area. No environmental review has been done as part of this conceptual planning effort. Future, detailed plans will be needed to further develop and implement the concepts in the plan and conduct environmental analysis.

SMART

The SMART District is proposing implementation of passenger rail service along a 70-mile rail corridor extending from Cloverdale in Sonoma County to a station located near the Larkspur ferry terminal. Two stations would be constructed in San Rafael, one Downtown and the other in North San Rafael at what is called the Civic Center Station. The first phase of the SMART project will connect the Downtown San Rafael station to the North Santa Rosa station and will include the Civic Center station.

The Study Area and Citizens Advisory Committee

The Civic Center SMART station is located underneath US 101, just north of the Marin County Civic Center and adjacent to Civic Center Drive. The Study Area is the land within a one-half mile radius of the station, with particular emphasis given to that within a quarter mile.



1/2 mile and 1/4 mile radii around SMART station

A 14 member Advisory Committee appointed by the City Council to represent all aspects of the surrounding community developed this Plan through a community-based process over the course of 24 months. The Plan was developed by the Committee, with input from the public at regular monthly meetings as well as two public workshops and numerous public outreach meetings.

Goals of the Plan

The overarching goal of this Plan is to “set the stage for creating a vibrant, mixed-use, livable area supported by a mix of transit opportunities, including passenger rail service.” It focuses on key pedestrian, bicycle and transit connections, and identifies transit-oriented land use opportunities. Other goals include:

- Leverage investments to maximize riders
- Explore the opportunity for a bus hub
- Improve access for pedestrians and bicyclists
- Maximize opportunities for adjacent land uses
- Leverage the rail station for housing and economic development

Key Considerations

Through the course of developing this Plan, key considerations evolved. These considerations and how they were addressed are:

Take Advantage of Previous Extensive Planning Efforts. North San Rafael has been the subject of numerous visioning and planning efforts. Rather than revisit these issues, this Plan incorporates, and builds on those efforts. Specifically, this Plan incorporates elements of the North San Rafael Promenade, bicycle and pedestrian improvements listed in the Bicycle and Pedestrian Master Plan, roadway improvements described in General Plan 2020, affordable housing policies from the Housing Element, environmental resource protection policies in the Conservation Element, and references to the Climate Change Action Plan.

Focus on Station Access and Neighborhood Connectivity for Bicycles and Pedestrians. A common theme that emerged was a focus on improving bicycle and pedestrian connections between the neighborhoods and the station. New and/or improved sidewalks, new bicycle lanes, and adequate bicycle parking at the Station were identified that will make cycling or walking to the train a pleasant experience. Connections between the existing neighborhoods and the Station are improved by Plan provisions for the completion of the North San Rafael promenade, connections to the new multiuse pathway along the SMART right of way, the enhancement of the existing rail crossing and a proposal for a new crossing on the west side of the Civic Center Station.

Ensure that Station Parking Does Not Overwhelm Neighborhoods. Members of the public and the Committee expressed concern that the Station would be a park-and-ride destination, and the resulting parking intrude into existing neighborhoods. In addition, there was concern that the SMART’s leased parking at the County Government Center is on the east of the freeway and users on the west side of the freeway would find it more convenient to park in the residential areas on the west side. The Plan identifies new on-street spaces on Merrydale Road north of the tracks, includes new turnarounds on Merrydale Road both north and south of the tracks to facilitate drop-offs, and identifies programs, such as residential parking permits, that could be implemented to ensure that neighborhood parking is preserved for residents.

New Development Near Station Should Preserve Character of Area. One purpose of this Plan is to identify sites for new residential and commercial development that would encourage use of the train. The Committee endorsed this idea while stressing the importance of preserving the existing character of the area, including preserving views and protecting the creeks and wetlands in the area. The Plan recommends new development close to the station, within the traffic capacities identified in the General Plan, with design guidelines to ensure that the character of existing neighborhoods remains.

Summary of Recommendations

The Plan includes many recommendations and implementation actions. The following is a compilation of the recommendations included in each section of the Plan. More details and illustrations are provided in the plan and should be consulted in all implementation actions.

Access and Connectivity:

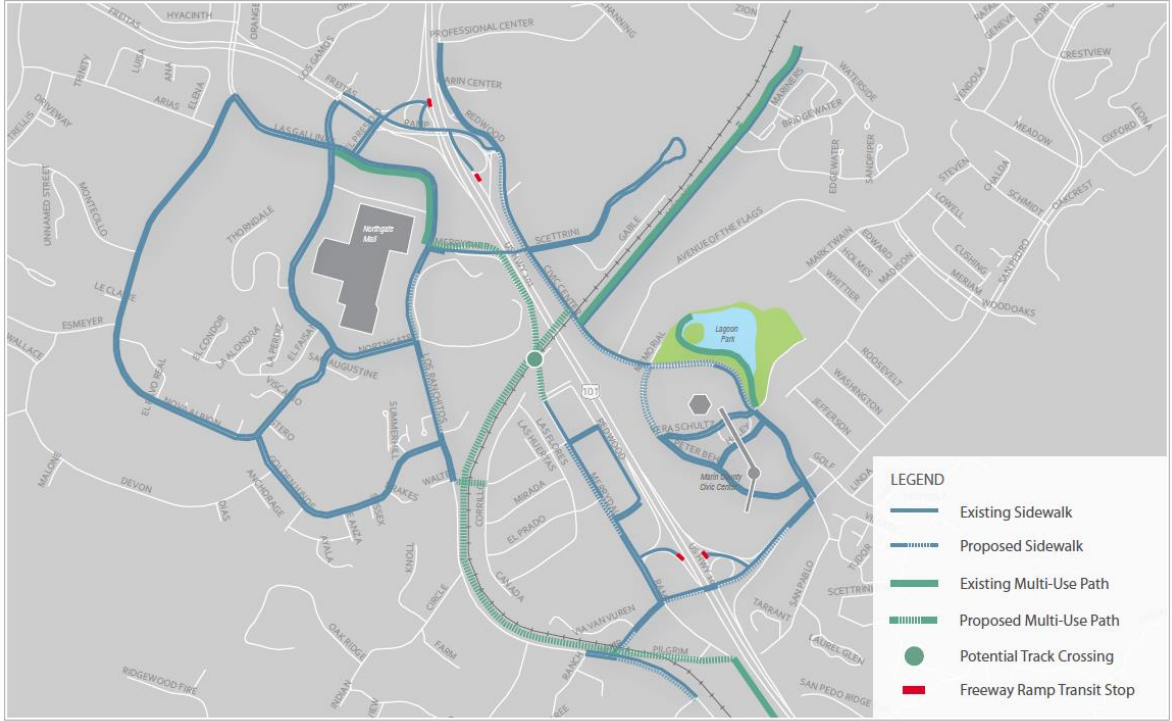
- 1. **Provide “Complete Streets” treatments**, such as wider sidewalks, improved bicycle facilities, calmed traffic, and improved streetscaping on all streets within the Study Area, but specifically on Merrydale Road (both north and south of the railroad tracks), the Merrydale Overcrossing, and McInnis Parkway. These treatments may be challenging to implement due to right-of-way, cost, or engineering constraints. However, the City should pursue improvements on these streets as opportunities become available.

- 2. **Complete the Promenade from Las Gallinas Avenue to North San Pedro Road**, along Merrydale Road, the SMART Multi-use Pathway and Civic Center Drive. As a longer-term recommendation, consider extension of the Promenade north from Merrydale Road, through the Northgate III parcel to the Las Gallinas Road/Northgate Drive intersection if the Northgate III parcel were to redevelop. As another longer-term recommendation, consider construction of a Class I shared bicycle/pedestrian path along Civic Center Drive instead of the Class II bicycle lanes proposed as part of the North San Rafael Vision.



Long-Range Vision Concept for Promenade

- 3. **Complete the sidewalk network**, including portions of Civic Center Drive, North San Pedro Road, and Los Ranchitos Road, such that all streets have adequate facilities on both sides of the street.



Note: If feasible, multi-use pathways are desired along Civic Center Drive from McInnis Parkway to North San Pedro Road and along North San Pedro Road from Civic Center Drive to Los Ranchitos Road.

AREAWIDE PEDESTRIAN IMPROVEMENTS

4. **Maintain and improve the Walter Place Crossing.** This important connection facilitates access between the residential neighborhood south and east of the railroad tracks and west of US 101 with the Northgate Shopping Center. In the future, when the SMART Multi-use Pathway is constructed, this at-grade connection will facilitate access to the regional pathway from neighborhoods on both sides of the tracks. Prior to initiating rail service, SMART proposes to upgrade this crossing to meet current safety and design standards. The crossing could be upgraded to meet minimum requirements for a Class I shared, two-way bicycle and pedestrian facility. Access to the crossing could be improved across Los Ranchitos Road. One option would be to install a new crosswalk across Los Ranchitos Road and ADA-compliant ramps at either end. However, this requires further study and potentially special crossing treatments to address safety concerns.
5. **Construct a new pedestrian crossing at the west end of the Civic Center Station (connecting Merrydale Road).** Providing a new pedestrian crossing at the west end of the Civic Center Station would facilitate easier access to the station from neighborhoods south of the railroad tracks and is strongly endorsed by the Plan.. It would also facilitate easier access between neighborhoods in the Study Area that are currently bisected by the railroad tracks. Implementing this improvement may be challenging due to the CPUC approval process, which typically does not favor new rail crossings, and due to the costs associated with safety amenities, such as gates and lights, that may be required.
6. **Complete the Citywide Bicycle Network, as identified in the San Rafael Bicycle and Pedestrian Master Plan.** A number of local improvements identified in the City's

Bicycle and Pedestrian Master Plan would not only facilitate improved local circulation and connectivity by bicycle, they would also provide much needed connections to major regional bicycle facilities proposed in Marin and Sonoma Counties, including the Bay Trail, the North/South Greenway (SMART Multi-use Pathway) and the North/South Bikeway. When feasible and in alignment with the Bicycle and Pedestrian Master Plan, upgrades to bicycle facilities are desirable. Specifically, construct the following improvements:

Class I/II Bikeways:

- North San Pedro Road, from Los Ranchitos Road to Civic Center Drive (Class I/II) (If feasible, Class I facilities are desired on North San Pedro Road between Los Ranchitos Road and Civic Center Drive)
- Civic Center Drive, from North San Pedro Road to Merrydale Overcrossing (Class I/II) (If feasible, Class I facilities are desired on Civic Center Drive, from North San Pedro Road to McInnis Parkway)
- Merrydale Road, north of SMART tracks to Merrydale Road, south of SMART tracks, including new at-grade crossing on west side of SMART station (Class I)
- SMART Multi-use Pathway, from Northern City Limits to the Puerto Suello Hill Path at Los Ranchitos Road (Class I)
- Walter Place Pathway, from Las Gallinas Avenue to Los Ranchitos Road (Class I – although this pathway already exists, the Plan calls for upgrades to meet design standards for Class I facility.)

Class II/III Bikeways

- Los Ranchitos Road, from Northgate Drive to North San Pedro Road (Class II/III)
- Merrydale Road, from Las Gallinas Avenue to Puerto Suello Hill Path (Class II/III)
- North San Pedro Road, from Civic Center Drive to Golf Avenue (Class II) (If feasible, Class II facilities are proposed between Civic Center Drive and Golf Avenue and desired between Golf Avenue and Woodoaks Drive)

Class III Bikeways

- Las Gallinas Avenue, from the Walter Place crossing at the SMART MUP to Merrydale Avenue
- Merrydale Road, from the Merrydale Overcrossing to the SMART MUP (This improvement could be done as an interim step prior to completing this section of the Promenade, as recommended above.)
- Merrydale Road, from the Merrydale Bridge, just south of the SMART MUP to Las Gallinas Avenue.

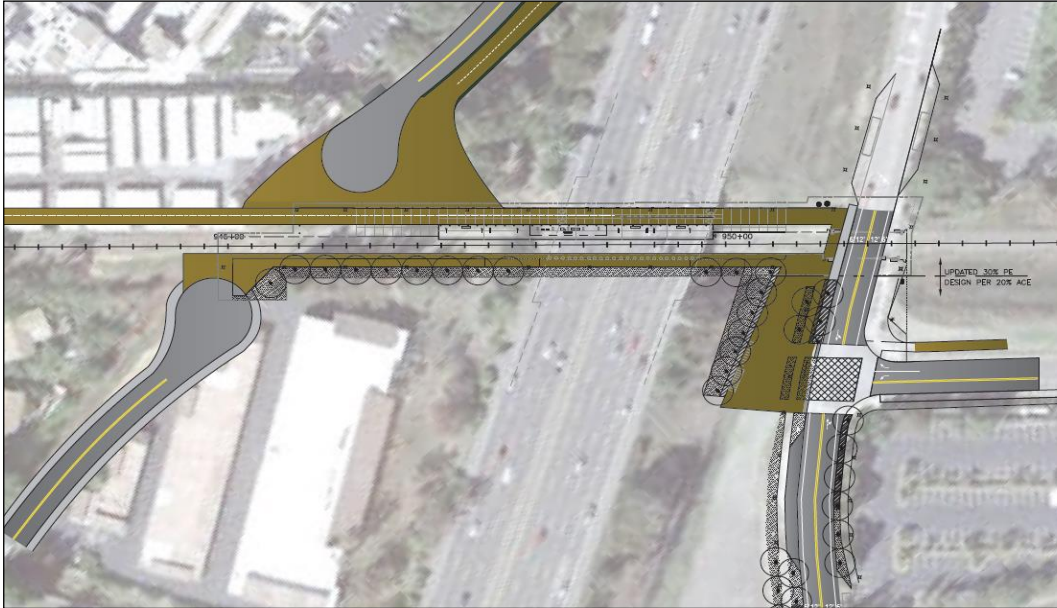


Note: If feasible, multi-use pathways are desired along Civic Center Drive from McInnis Parkway to North San Pedro Road and along North San Pedro Road from Civic Center Drive to Los Ranchitos Road.

PROPOSED BICYCLE CONNECTIONS

7. **Implement planned SMART-proposed shuttle service to major activity centers in the Study Area.** SMART has proposed two separate shuttle routes serving the Civic Center Station. One route would travel along Redwood Highway, north of the Study Area, serving Professional Center Parkway, the Regency Center, and the Marin Commons office complex. The other route would travel south and west of the station, and would connect to the Civic Center, Kaiser Medical Center, and the Northgate Mall. Service is dependent on funding availability, and final route details would be developed in consultation with the service provider. Employers should be encouraged to coordinate shuttle service to and from the station, and shuttles and transit service should complement each other.
8. **Construct a transfer point for bus and shuttle service connecting to the SMART station.** A transfer point should provide users with information on connecting transit service as well as weather protection and seating. These amenities should be constructed as part of the SMART station on the west side of Civic Center Drive, near the bus pull out/turnaround area as shown on Figure 2. In addition, the use of real-time bus arrival technology is encouraged for all transit vehicles at the mini-hub. A procedure for regular updates of information by all transit agencies should be established. Local transit service schedules should be coordinated with SMART train schedules to ensure convenient transfers.

9. **Construct vehicular turnaround areas at the ends of Merrydale Road north and south of the railroad tracks.** These improvements would allow residents on the west side of the tracks to drop off and pick up passengers without having to cross US 101. The turnaround at the end of Merrydale north of the railroad tracks could be constructed within existing right-of-way; the turnaround at the end of Merrydale south of the tracks would require some space from the existing mini-storage site, and would thus only be possible as part of potential redevelopment of that site.

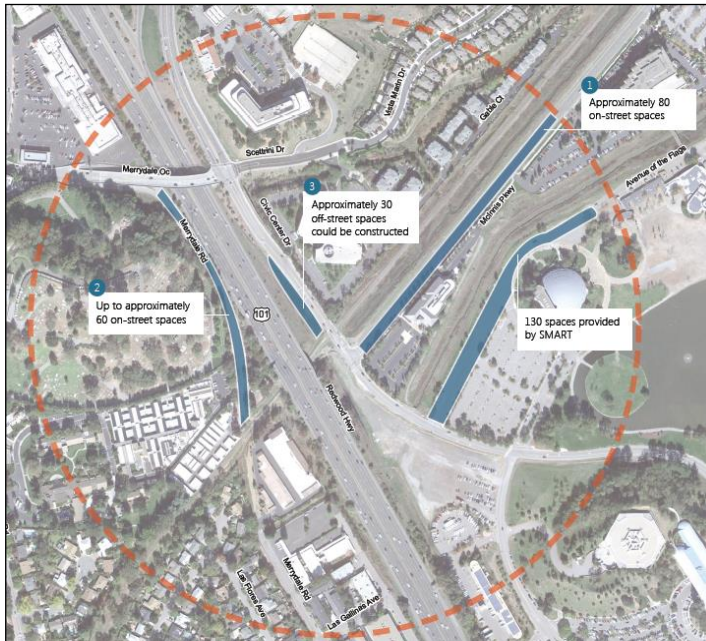


Vehicular turn-around and bus pull-out at station

10. **Construct improvements at Las Gallinas Avenue, from Merrydale Road to Del Presidio Boulevard:** Remove parking and widen the street to provide four travel lanes (one southbound, two northbound, and one two-way left turn).
11. **Construct Improvements at US 101 / Freitas Parkway Interchange as specified in the General Plan 2020 :**
- Freitas Parkway and Del Presidio Boulevard:** Explore the feasibility of providing double turn lanes for northbound right turns from Del Presidio Boulevard to eastbound Freitas Parkway, as well as widening the on-ramp to southbound US 101 from eastbound Freitas Parkway. This improvement should be considered carefully, since double right-turn lanes can be difficult for pedestrians and cyclists.
 - Freitas Parkway / Northbound US 101 Ramps / Civic Center Drive / Redwood Highway:** Widen ramps and signalize. (Note that this improvement requires acquisition of right-of-way.)
 - Freitas Parkway / Northbound US 101 Ramps / Civic Center Drive / Redwood Highway:** Construct new flyover ramp from Civic Center Drive to Freitas Parkway.
12. **Signalize US 101 Southbound Ramps / Merrydale Road Intersection**
13. **Install directional signage for all modes directing people to and from key destinations in the area.** This information should be accessible to pedestrians, bicyclists and drivers, with a particular focus on pedestrians and cyclists.

Parking:

1. **Explore residential parking permits and time limits.** Residential parking permits coupled with 2 or 4-hour time limits can protect neighborhoods from long-term commuter parking spillover. Permit programs would be at the request of the impacted neighborhood in response to a documented problem.



Parking opportunities for SMART commuters

2. **Provide more commuter parking opportunities throughout the area.** Three additional parking opportunities have been identified for SMART commuter parking. This will be public parking and therefore they will be open to non-SMART users as well. They are:
 - a. **Innnis Parkway**, approximately 80 on-street parking spaces
 - b. **Merrysdale North**, approximately 65 on-street spaces (depending on how the roadway is configured without compromising the planned promenade extension)
 - c. **Vacant parcel northeast of station**, approximately 32 spaces (can include some ADA parking for SMART and possibly more bike parking for station)
 - d. **If more parking is needed**, the City and County should pursue the use of public lots for SMART parking.
 - e. **Consider using new technology** as it develops to communicate real-time availability of parking to station users.
3. **Coordinate parking controls.** A successful parking strategy will require extensive on-going coordination and planning for increased parking demand between the County of Marin, SMART and the City of San Rafael. The City should survey the SMART related parking situation annually to identify problems and seek solutions. Coordination among the jurisdictions is essential to insure that SMART parking does not intrude into the residential neighborhoods such as Rafael Meadows. Every effort should be taken to prevent this from happening.

4. **Reduce parking requirements.** If coupled with other strategies that can demonstrably show a reduced demand for parking, such as transit incentive programs, carsharing, shuttles, unbundling parking, and shared parking, new development may need less parking than the current ordinance requires. Developments seeking to provide less parking may be subject to periodic review for efficiency.
5. **Provide bike parking.** Provide adequate bike parking at the station and in new development. The demand for bike parking at the station should be monitored over time and additional space provided if needed.

Land Use and Urban Design:

1. **Protect existing residential neighborhoods.** No changes are proposed for the existing single-family residential neighborhoods. These neighborhoods should be protected from adverse impacts of new development. New development should be both in scale with the existing neighborhoods and complementary in community character.
2. **Encourage residential uses within walking distance (generally a ¼-mile) of the station.** To the extent additional multi-family residential development occurs, affordable units will be included throughout the Station Area through conformance with existing and future City housing policies.
3. **Allow limited retail in proximity to the station.** Current market demand does not appear to be strong enough to support significant additional retail in the area. However, some additional station-serving and neighborhood-serving retail should be allowed, though not required, in areas appropriate for mixed-use development.
4. **Develop design guidelines to ensure compatibility with the existing neighborhoods.** Design guidelines should reflect the unique character of each of the three planning areas, based on the guidelines in this plan.
 - East of US 101 Area Design Guidelines need to:
 - Preservation of views from the hillside residences
 - Establishment of view corridors along Avenue of the Flags to the hills, Mt. Tam and the Frank Lloyd Wright designed Civic Center
 - Height step-backs and buffers from single-family neighborhoods
 - Continue the City's creek and wetlands policies.
 - Redwood Highway Area Design Guidelines need to address building height transitions, building façade articulation and massing, and setbacks to ensure compatibility with the adjacent residential neighborhoods and prevent the appearance of a solid wall to the adjacent single-family neighborhood.
 - Northgate Area Design Guidelines need to buffer existing neighborhoods from the height increases of new development.
5. **Restore and enhance the natural resources in the station area.** The station area has an abundance of natural open space, hillsides, creeks, and wetlands. These resources should be restored and enhanced per the General Plan and zoning designations. They should also be celebrated by new development.
 - New development should celebrate natural resources.
 - Restore and enhance the natural environment by improving and protecting creeks, wetlands and hillsides as provided in the General Plan and zoning provisions.

- The Intergovernmental Panel on Climate Change estimates that mean sea level rise will rise between one and three feet by the end of this century. A three-foot rise would inundate much of eastern and central San Rafael, potentially impacting the study area. In accordance with the San Rafael Climate Change Action Plan, the City will monitor sea level rise and plan for shoreline defense; develop a program of levee analysis; participate in Marin County's regional vulnerability assessment, and prepare a local vulnerability assessment for San Rafael; and continue to provide emergency planning and community awareness.

6. Study changes on select parcels to allow for additional uses. Any increases in density are contingent upon the identified limits of traffic capacity in the area.

East of US 101 Area

- In the current office and commercial areas, investigate and implement increases in office FAR above 0.30 within the identified limits of traffic capacity.
- Include requirements for facilitating pedestrian access to the Station from the sites at higher elevations on the hillside.

Redwood Highway Area

- Study changes to allow a mix of residential and retail on the Public Storage site, matching the current height and density limitations along Merrydale Road and Redwood Highway, maintaining a maximum 36' height.

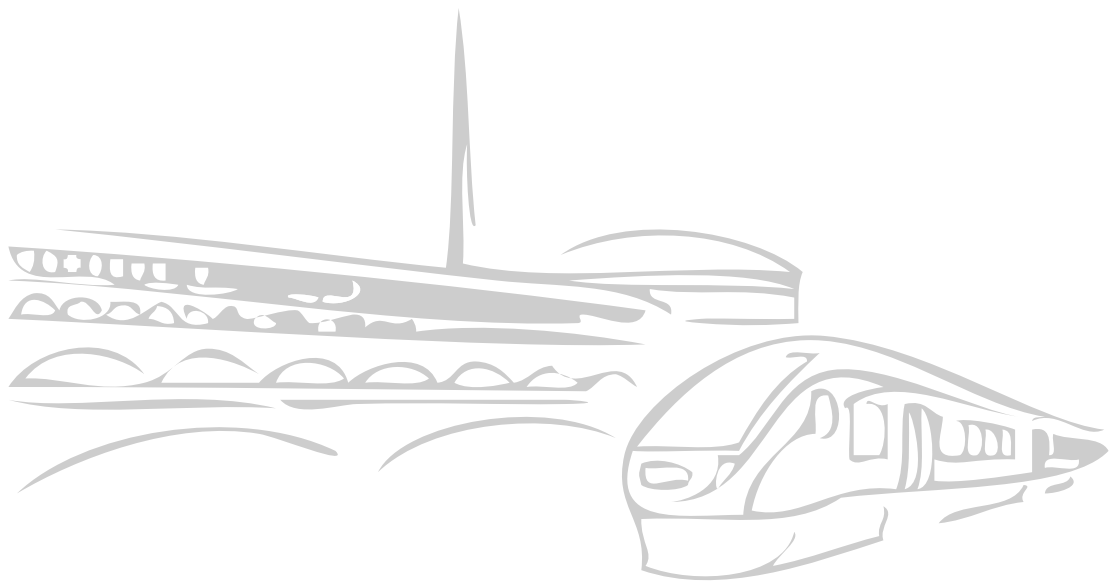
Northgate Area

- On the Northgate III property, study increases in currently allowed retail, office and residential densities and height within the identified limits of traffic capacity.
- Study changes to allow for residential and retail to be built on the Northgate Storage site, matching the height and density limitations of the properties in the Redwood Highway Area, including a 36' height limit.
- Consider the extension of the Promenade through Northgate III in any major reconstruction of the site.
- Study changes to allow height increases for residential development at Northgate Mall.

Final Report

San Rafael

Civic Center Station Area Plan



Prepared by:

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This project is funded in part through the Metropolitan Transportation Commission's Station Area Planning Program. The preparation of this report has been financed in part by grants from the U.S. Department of Transportation. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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District

AUGUST 2012 / AMENDED SEPTEMBER 2013

View online at:
<http://www.cityofsanrafael.org/stationareaplans>

TABLE OF CONTENTS

CHAPTER 1. Introduction	1
1.1 SMART	1
1.1.1 SMART System	1
1.1.2 Civic Center Station	2
1.2 Purpose of the Station Area Plan	2
1.3 The Civic Center Area	5
1.3.1 Circulation and Station Access	5
1.3.2 Land Uses	6
1.3.3 Population and Jobs	8
1.4 Relationship to Other Plans	8
1.4.1 San Rafael General Plan 2020	9
1.4.2 Vision North San Rafael	9
1.4.3 North San Rafael Vision Promenade Conceptual Plan	9
1.4.4 Marin County Civic Center Master Design Guidelines	10
1.4.5 Marin Center Master Plan	10
1.4.6 City of San Rafael Bicycle and Pedestrian Master Plan	12
1.4.7 Summary	12
1.5 Plan Development Process	13
1.5.1 Public Involvement	13
CHAPTER 2. Vision for the Station Area	14
CHAPTER 3. Station Access and Connectivity	16
3.1 Complete Streets	16
3.1.1 Complete Street Prototype	16
3.1.2 Complete Streets Applications to the Civic Center Station Area	16
3.2 The Promenade	19
3.2.1 Near Term Recommendations	19
3.2.2 Long-Term Recommendations	24
3.3 Other Pedestrian Improvements	24
3.3.1 Complete Sidewalk Network	26
3.3.2 Neighborhood Connectivity	26
3.4 Bicycle Improvements	29
3.4.1 Implementation of Planned Improvements	29
3.4.2 Connectivity with Regional Facilities	31
3.4.3 Bicycle Parking	32
3.5 Transit Access	34
3.5.1 Marin Transit/Golden Gate Transit	34
3.5.2 New Shuttle Service	36
3.5.3 Station Bus Facilities	38
3.6 Vehicular Access and Circulation	38
3.6.1 Station Access	38
3.6.2 Improvements to Accommodate Development	40
3.7 Summary of Recommended Changes	41

CHAPTER 4. Parking	45
4.1 Existing Parking Conditions	45
4.2 Parking Requirements for new Land Uses	45
4.3 Parking Issues	47
4.3.1 <i>How Much SMART Parking is Needed</i>	47
4.3.2 <i>Potential Additional Parking for SMART Patrons</i>	47
4.3.3 <i>Coordination Among Jurisdictions</i>	49
4.3.4 <i>Parking Requirements for New Development</i>	49
4.3.5 <i>Bike Parking for Station and in New Development</i>	51
4.3.6 <i>Residential Permit Parking</i>	51
4.4 Recommendations	52
CHAPTER 5. Land Use and Urban Design	53
5.1 Transit- Oriented Development.....	53
5.2 A Balanced Approach	53
5.3 Affordable Housing	54
5.4 Traffic Capacity	54
5.5 Regulatory Considerations	55
5.6 Land Use Concepts	57
5.7 East of US 101 Area	59
5.7.1 <i>Existing Conditions</i>	59
5.7.2 <i>General Plan and Zoning</i>	60
5.7.3 <i>Opportunities</i>	60
5.7.4 <i>Recommendation</i>	60
5.8 Redwood Highway Area	61
5.8.1 <i>Existing Conditions</i>	61
5.8.2 <i>General Plan and Zoning</i>	62
5.8.3 <i>Opportunities</i>	62
5.8.4 <i>Recommendation</i>	63
5.9 Northgate Area	64
5.9.1 <i>Existing Conditions</i>	64
5.9.2 <i>General Plan and Zoning</i>	65
5.9.3 <i>Opportunities</i>	65
5.9.4 <i>Recommendation</i>	65
5.10 Natural Environment	65
5.10.1 <i>Natural Environment Actions</i>	66
5.11 Design Guidelines.....	66
5.11.1 <i>General Transit-oriented Design Guidelines</i>	66
5.11.2 <i>Specific Building Design Guidelines</i>	67
5.11.3 <i>Public Environment Design</i>	69
5.12 Summary of Recommendations	72
CHAPTER 6. Implementation	74
6.1 Key Implementation Considerations.....	74
6.1.1 <i>Take Advantage of Previous Extensive Planning Efforts</i>	74
6.1.2 <i>Station Access and Neighborhood Connectivity for Bicycles and Pedestrians</i>	74
6.1.3 <i>Ensure that Station Parking Does Not Overwhelm Neighborhoods</i>	75
6.1.4 <i>Limited New Development Near Station Should Preserve Character of Area</i>	75
6.2 Implementation Actions	75

LIST OF FIGURES

Figure 1 – Civic Center Area.....	3
Figure 2 – Civic Center Station	4
Figure 3 – Existing Land Use	7
Figure 4 – North San Rafael Promenade Plan	11
Figure 5 – Promenade – North Section	21
Figure 6 – Promenade – Civic Center Station Section	23
Figure 7 – Potential Long-Term Promenade Improvements.....	25
Figure 8 – Areawide Pedestrian Improvements.....	27
Figure 9 – Bicycle Classifications	30
Figure 10 – Proposed Bicycle Connections	33
Figure 11 – Existing Transit Service	35
Figure 12 – Proposed SMART Shuttle Routes	37
Figure 13 – Station Vehicular Access	39
Figure 14 – Potential Additional Parking Supply.....	48
Figure 15 – Potential New Parking Site	50
Figure 16 – Zoning Map	56
Figure 17 – Planning Areas.....	58

LIST OF TABLES

Table 1 Demographic Information for the Civic Center Priority Development Area 8

Table 2 Current San Rafael Parking Requirements (Selected Uses)..... 46

Table 3 General Plan 2020 Assumed Land Use Capacity 54

Table 4 Allowable Densities per San Rafael Zoning Code 55

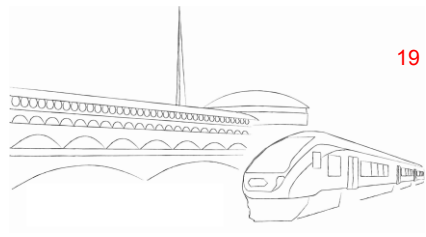
Table 5 Implementation Plan 76

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The Joint Project Team (JPT) consists of staff from multiple agencies that have come together to facilitate a discussion of facts related to the issues surrounding the future SMART station at the Civic Center. The recommendations in this report are from the Advisory Committee and JPT agency review is not yet complete.



CHAPTER 1. INTRODUCTION

The San Rafael Civic Center Station Area Plan is the culmination of nearly two years of work to identify a community vision for the area around the future Civic Center SMART station in North San Rafael. The Plan builds on previous planning efforts, and sets out a conceptual framework for development and circulation improvements in the area. No environmental review has been done as part of this conceptual planning effort. Future, detailed plans will be needed to further develop and implement the concepts in the plan and conduct environmental analysis. The Plan's ultimate goal is supporting ridership on the Sonoma Marin Area Rail Transit (SMART) system, as well as encouraging travel within the Study Area by foot, bicycle, and transit. This chapter elaborates on the purpose of this Station Area Plan, describes the Civic Center area, summarizes the process by which the Plan was developed, and explains how this Plan relates to other adopted plans in the Study Area.

1.1 SMART

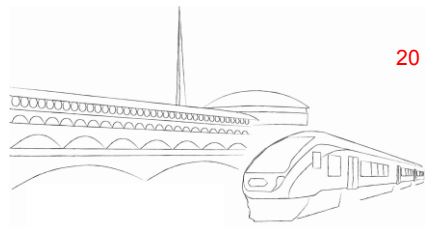
This section includes a description of proposed rail service through the area, as well as a detailed description of the planned station at the Civic Center.

1.1.1 SMART System

The SMART District is proposing implementation of passenger rail service along a 70-mile rail corridor extending from Cloverdale in Sonoma County to a station located near the Golden Gate Bridge Highway and Transit District Larkspur ferry terminal. SMART would utilize an existing rail corridor, commonly known as the Northwestern Pacific Railroad (NWP). The NWP corridor generally parallels US 101 through Sonoma and Marin Counties.

The first phase of the SMART project will connect the Downtown San Rafael station to the North Santa Rosa Station, at Jennings Avenue, and will include the Civic Center station. The latest details regarding SMART's operating and service plans are published in *Sonoma-Marin Area Rail Transit District, Passenger Rail & Pathway Project Description (Project Description; SMART, May 2010)*. At this time, the hours have not been set, but are generally anticipated to be between 6 AM and 8 PM weekdays during the morning and evening peak periods, with one midday service. Four trains are expected to run on weekends. SMART will plan and operate the train and construct an adjacent multi-use path. Public improvements, such as sidewalks, in the surrounding area are under City or County jurisdiction. Major components of the proposed system include:

- Operating two-way "single-track" passenger rail service, with strategically placed sidings (double-tracked segments).
- Rehabilitation of existing tracks and at-grade crossings (there are approximately 73 public at-grade crossings and numerous private crossings)
- Construction of 14 rail stations (9 in Sonoma and 5 in Marin)
- Provision of park and ride lots at some station locations, including the Civic Center station
- Operation of shuttle service at selected stations, including the Civic Center station



- Provision of a Multi-use Pathway (MUP) for bicycles and pedestrians generally located within or adjacent to the rail corridor and connecting the rail stations, including 54 miles of a separate multi-use pathway and 16 miles of Class II pathway (striped bike lanes)
- Use of heavy diesel multiple unit (DMU) trains

SMART plans to operate two to three car DMU train sets depending on passenger demand.

1.1.2 Civic Center Station

The proposed Civic Center SMART station is located underneath US 101, just north of the Marin County Civic Center and fairgrounds along Civic Center Drive. SMART's currently-proposed weekday service includes 15 southbound and 15 northbound trains (30 total stops per weekday), while weekend service includes 4 southbound and 4 northbound trains (8 total stops per weekday). During peak commute periods, SMART will operate two trains per hour in each direction.

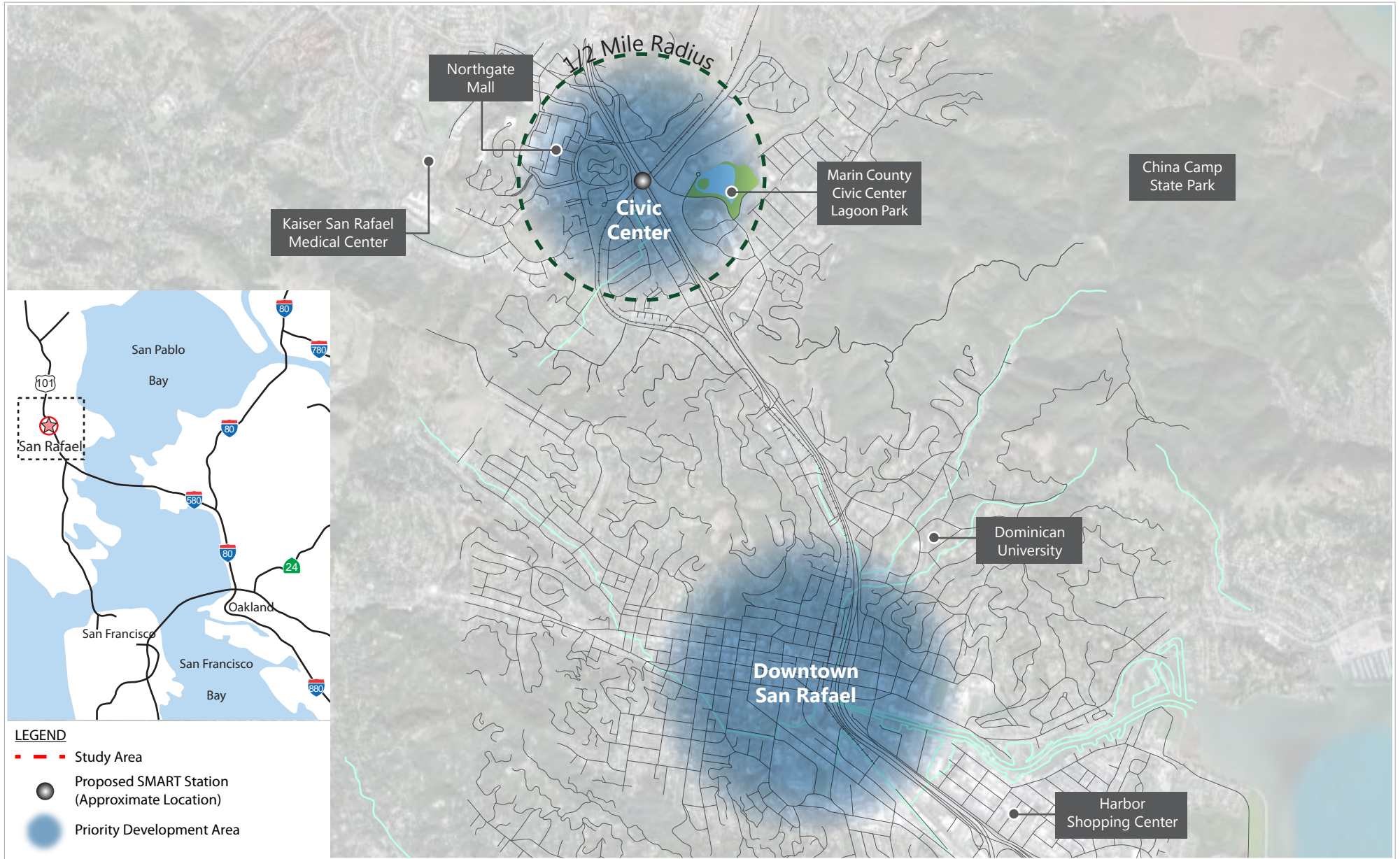
The project's EIR reported 2025 ridership forecasts for the Civic Center SMART station. These forecasts predict nearly 400 total daily boardings at the station, with approximately 100 boardings occurring during the morning peak hour. The peak parking demand for the Civic Center SMART station was predicted to be 60 parking stalls. Updated 2011 SMART ridership forecasts, estimate 468 boardings at Civic Center in 2015 for SMART's current initial segment from Santa Rosa to San Rafael.

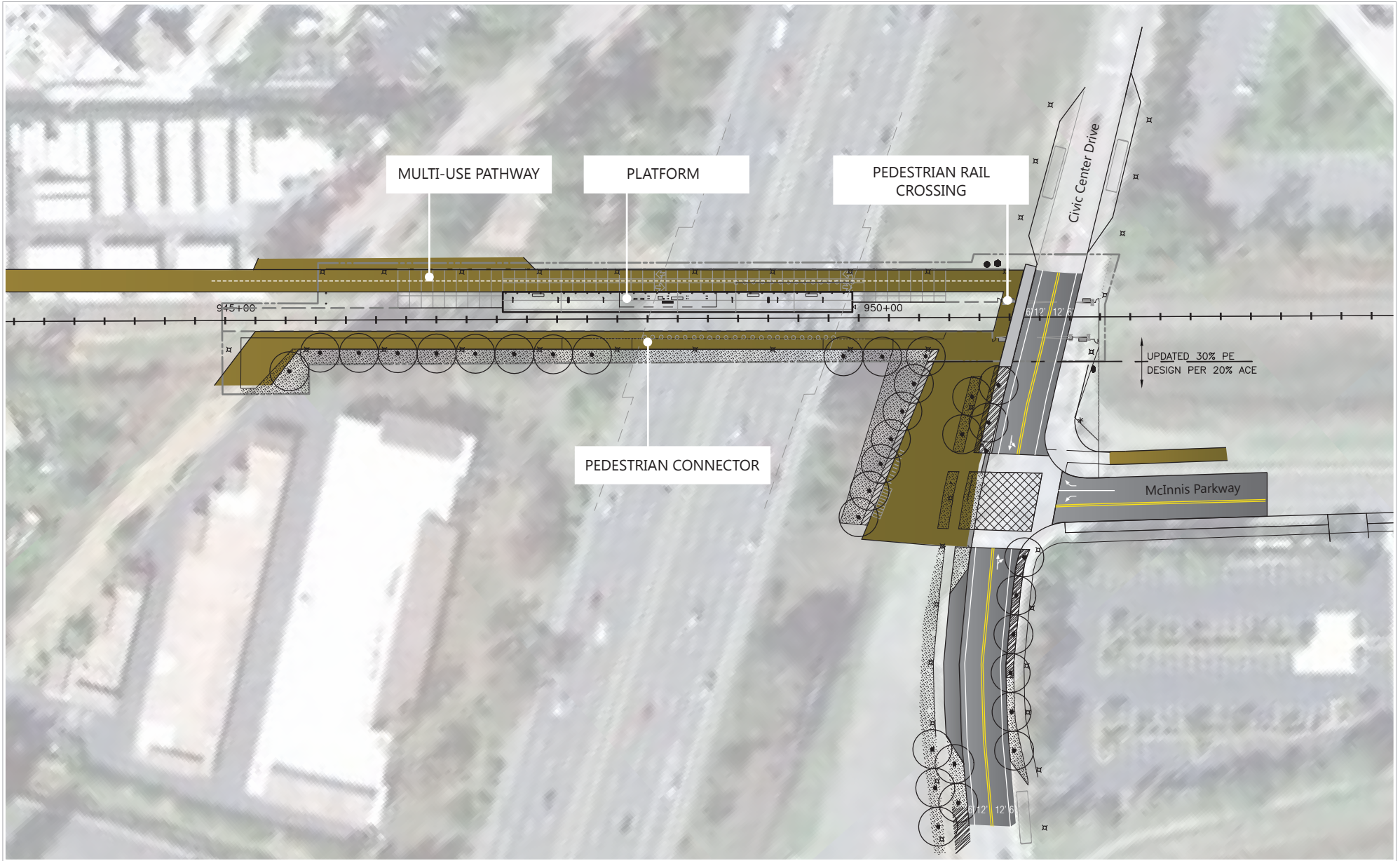
Figure 1 identifies the Study Area location, and Figure 2 illustrates a conceptual layout of the planned Civic Center station, as provided by SMART. The station will be located under an existing US 101 overpass, with connections to Civic Center Drive, to the east. The platform area is currently planned for the north side of the tracks. The MUP will generally travel along the north side of the tracks, interfacing with the rail platform; however, a trail connection will be provided on the south side of the rail to accommodate connections from the Civic Center Drive to Merrydale Road, south of the rails.

1.2 PURPOSE OF THE STATION AREA PLAN

The SMART project is the culmination of an extensive multi-jurisdictional effort to implement passenger/commuter rail service in the North Bay. This particular planning effort at the Civic Center Station Area was largely funded by a grant from the Metropolitan Transportation Commission (MTC), the Bay Area's regional transportation planning, coordinating, and funding agency. An Advisory Committee appointed by the City Council to represent all aspects of the Station Area community developed the recommendations in this Plan representing community desires. It focuses on key pedestrian and bicycle connections and critical transit connections. Additionally, the Plan identifies transit-oriented land use opportunities to leverage rail ridership.

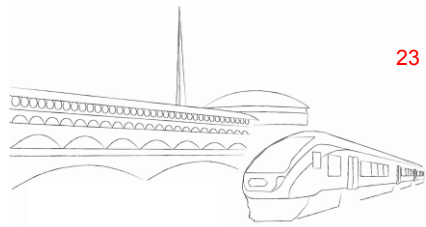
This conceptual plan sets a vision for the area around the future SMART station. It will be used to inform future planning decisions and obtain grant funding for these projects. More detailed planning efforts will be necessary to further refine the ideas in this plan.





Not to Scale

CIVIC CENTER STATION



1.3 THE CIVIC CENTER AREA

This section describes the circulation, land use, and demographic context of the Study Area.

1.3.1 Circulation and Station Access

The Study Area was developed in a suburban pattern, with the resulting orientation toward automobile travel and lack of pedestrian connectivity. There are many relatively wide roadways in the area, several of which lack complete sidewalks. Those that do provide bicycle and pedestrian facilities tend to offer minimal accommodations. One exception to this is the North San Rafael Promenade, a dedicated bicycle and pedestrian pathway planned between the Terra Linda Recreational Center, the Northgate Mall, the Civic Center Station, and the Marin County Civic Center. A portion of this facility adjacent to the Northgate Mall has already been constructed, providing a higher quality of bicycle and pedestrian facility than typically characterizes this area, and future portions of this facility will offer connections to major destinations throughout the area, including the planned SMART Station.

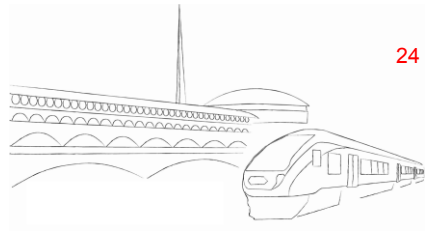


The Study Area is bisected by US 101, a major regional freeway

Overall, connectivity in the area is difficult due to 1) the major infrastructure that divides the Study Area, especially the US 101 right-of-way and the rail corridor, and 2) several large land uses that present barriers to pedestrian movement, particularly the Mt. Olivet Cemetery and Guide Dogs for the Blind sites, but also the large office complexes and the Northgate Mall.

Despite the automobile-orientation of the area, there are many office and residential areas within a reasonable walk of the station. The Marin County Civic Center offers the largest ridership opportunity, while 3900 Civic Center Drive, Sutter Terra Linda Urgent Care, Northgate Mall, Kaiser Hospital, and other nearby offices, banks, retail, and residences are also potential sources of transit riders. Access between the Station and these uses will be critical to maximizing the potential ridership.

Station access is good for some uses, such as 3900 Civic Center Drive, given its proximity to the station, but improvements to the pedestrian circulation system (including sidewalk and walkway improvements and connectivity) may be required to support ridership from other area employers. Similarly, there is a range of residential densities, especially on the west side of US 101; however, pedestrian connections to the station are not complete, are poorly lit, and/or lack sidewalks, crosswalks and other amenities. In addition, direct access to the station from the Northgate Mall is limited by large sites occupied by Mt. Olivet Cemetery and Guide Dogs for the Blind.



1.3.2 Land Uses

The proposed SMART Civic Center station is located in north San Rafael adjoining McInnis Parkway and Civic Center Drive, just east of US 101. The area within ½-mile of the station has been designated as one of approximately 60 Priority Development Areas (PDAs) throughout the Bay Area by the Association of Bay Area Governments (ABAG) and the MTC. PDAs are generally areas of at least 100 acres where there is local commitment to developing housing with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit. To be eligible to become a PDA, an area has to be within an existing community, near existing or planned fixed transit or served by comparable bus service, and planned for more housing. PDAs are eligible for increased funding from regional transportation planning agencies for purposes of supporting infrastructure for transit-oriented development.

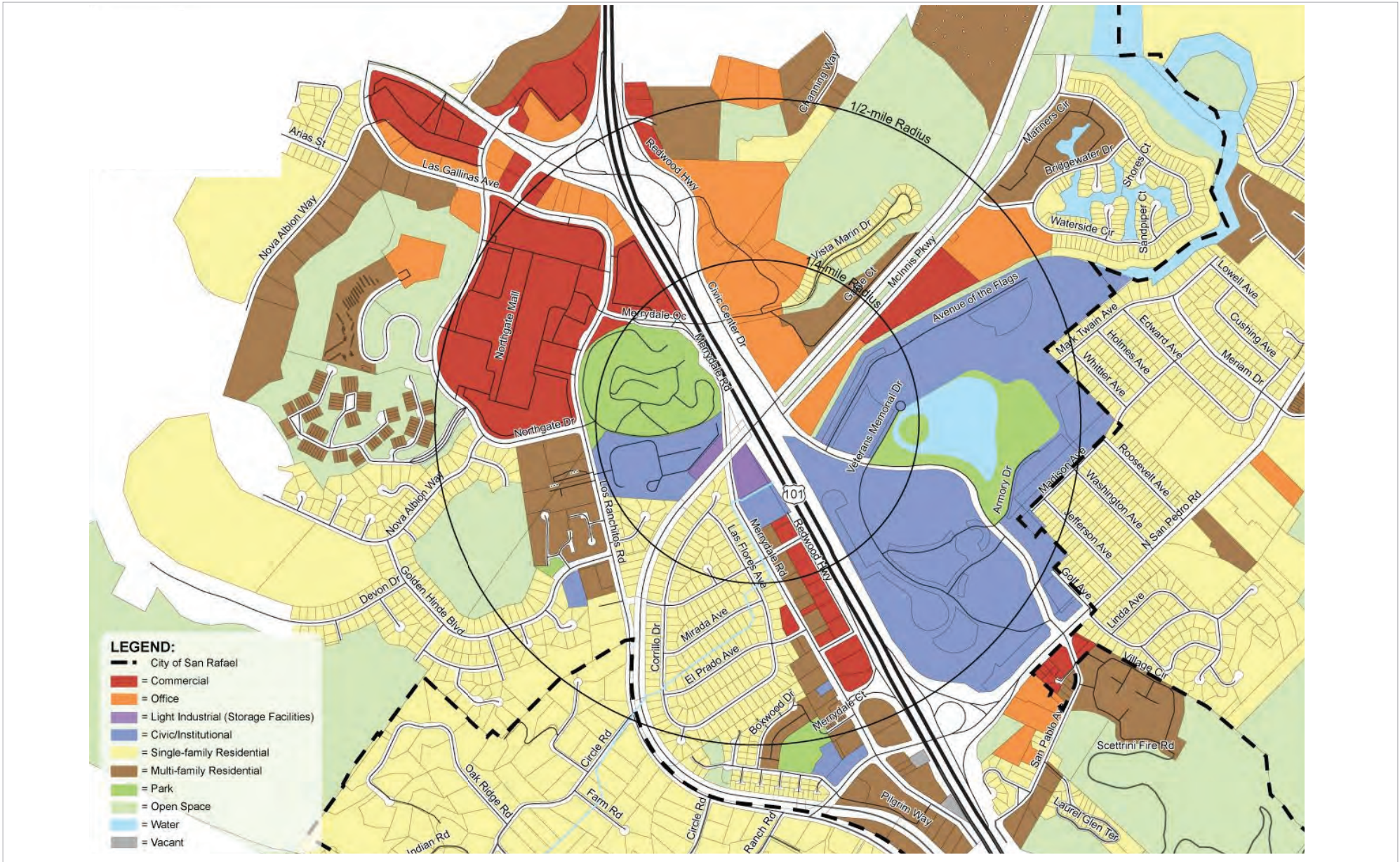


Marin County Civic Center, designed by famed architect Frank Lloyd Wright, is a regional icon and national historic landmark

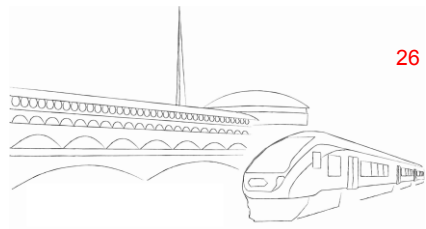
The Study Area for this Plan includes the same ½-mile radius from the Civic Center station as the PDA designated zone. Land uses within the Study Area include a wide variety of uses (see Figure 3). Specifically, within the ½-mile radius of the station lies the Marin County Civic Center, one of Marin County's largest employers (the County of Marin), as well as several other large office buildings, a medical facility, a shopping mall and other retail, and single-family and multi-family housing. The area also includes several parking lots and the freeway.

Much of the ½-mile radius is occupied by large, long-term uses, including Mt. Olivet Cemetery, Marin County Civic Center, and Guide Dogs for the Blind. These uses are not likely to move, and little change to them may occur. In addition, no change is planned to occur to the single-family neighborhoods. This severely limits opportunities available for change within the ½-mile radius.

More detail on specific land uses in the area is provided in the *San Rafael Civic Center SMART Station Area Plan Background Report*, January 2011 (Background Report).



EXISTING LAND USE



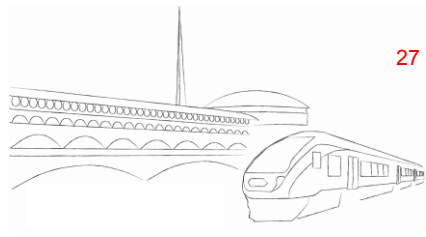
1.3.3 Population and Jobs

As noted earlier, designated PDAs, including the Civic Center area, are priority funding areas for regional transportation improvements. Within the ½-mile radius around the proposed Civic Center SMART Station, the total household count is approximately 1,500, with a total population of 2,450. Total jobs in the area far exceed that, at 4,900. This demonstrates that the Civic Center area is an employment center, with regional shopping centers, the County offices, and other large employers occupying large portions of the Study Area. Table 1 summarizes demographic information for the area.

TABLE 1 DEMOGRAPHIC INFORMATION FOR THE CIVIC CENTER PRIORITY DEVELOPMENT AREA	
Population	2,271 ¹
Total Housing Units	1,165 ²
Single-family	350 ³
Multi-family	815 ³
Persons per Unit	1.95 ¹
Employed Residents	1,249 ¹
Median Household Income	\$68,241 ¹
Total Jobs	4,900 ⁴
Notes:	
1. Census 2010, by Census Tract (1060.01, 1082)	
2. City count conducted in 2011.	
3. Census 2000 percentage split between single- and multi-family units in the study area, applied to 2011 City count of total housing units	
4. City of San Rafael	

1.4 RELATIONSHIP TO OTHER PLANS

The City has conducted two planning exercises for the North San Rafael area (Vision North San Rafael and North San Rafael Vision Promenade Conceptual Plan) aimed at better defining the area, identifying what residents and employers would like to see changed in the area, and implementing corresponding improvements. Because the area has a long history of community-based planning, this Station Area Plan aims to incorporate and build on the previous work, rather than to re-invent it. The Background Report provides a detailed summary of numerous studies, plans, and guiding documents prepared over recent years that have some relation to the Civic Center Study Area. Some of the plans that have most influenced this Station Area Plan are summarized below.



1.4.1 San Rafael General Plan 2020

The San Rafael 2020 General Plan serves as the comprehensive long-term plan for the community's growth and development. The General Plan includes some goals and policies relevant to the Civic Center Station, including:

- In the Housing Element (H-22), the General Plan encourages infill near transit, allowing higher densities at transfer points.
- In the Neighborhoods Element (NH-88), the General Plan supports construction of the Civic Center SMART station, encouraging "a plan that provides higher density housing, bus transit connections, a parking lot, and incorporates pedestrian facilities and bicycle access (including bicycle storage facilities) consistent with the San Rafael Bike and Pedestrian Master Plan."
- The Neighborhoods Element (NH-105) also encourages use of the unused portions of the SMART right-of-way "to facilitate desired redevelopment of adjacent parcels and an easement for the North-South bikeway."

The Civic Center Station Study Area generally has a floor area ratio (FAR) designation of 0.30 for commercial uses, meaning that total building floor area can be no more than 30 percent of the parcel size. Residential uses, with a density of 44 units per acre, are also allowed in areas with General Commercial General Plan designations. The General Plan also includes a building height limit of 36 feet in Commercial areas and 30 feet for single-family residential in the Study Area.

1.4.2 Vision North San Rafael

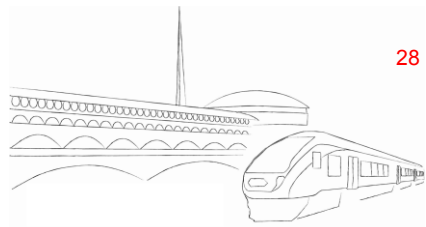
In the spring of 1996, the City of San Rafael initiated a community visioning process to plan for the future of City areas in North San Rafael, defined as being north of Puerto Suello Hill. The City Council and citizens started the effort to learn more about what the people who live, work, and play in North San Rafael would like for their community in the year 2010. *Vision North San Rafael* is a description of what the community would like North San Rafael to be like in the future. People who live, work, shop or own property in the area helped shape the vision described in this document.

The document identifies various actions and implementation strategies that guide the community in achieving their goals. The community-identified vision concepts for the area were included in this Station Area Plan, especially the desire to complete a bicycle and pedestrian pathway through the area, connecting major destinations.

1.4.3 North San Rafael Vision Promenade Conceptual Plan

The *North San Rafael Vision Promenade Conceptual Plan* was adopted in November 2002. The plan proposes the following:

- Improved bicycle and pedestrian linkages between the Terra Linda Recreation Center and Lagoon Park at the Marin County Civic Center
- Amenities such as improved public parks and new plazas
- A repeating and unifying theme which reflects cultural elements, people, local natural history and expresses the community identity of North San Rafael through use of consistent "theme details"



The plan presents a detailed list of pedestrian paths and bikeways, amenities, and unifying themes with specific cross-sections and design elements proposed. The report was a result of an extensive public outreach effort and represents a community consensus. The mission of the plan reads as follows:

To develop a bicycle/pedestrian Promenade that connects the east and west sides of North San Rafael and offers new recreational opportunities and enhanced community identity.

This mission has been incorporated into the Station Area Plan.

Specifically, the North San Rafael Promenade proposes to improve the pedestrian and bicycle route that runs east/west through Terra Linda from Freitas Parkway to the Marin Civic Center lagoon. The promenade varies from an on-street bicycle lane and sidewalk to a landscaped dedicated multi-use path. The design features present a unified plan for enhancing the pedestrian and bicycle experience. Figure 4 illustrates the plan for completion of the Promenade.

1.4.4 Marin County Civic Center Master Design Guidelines

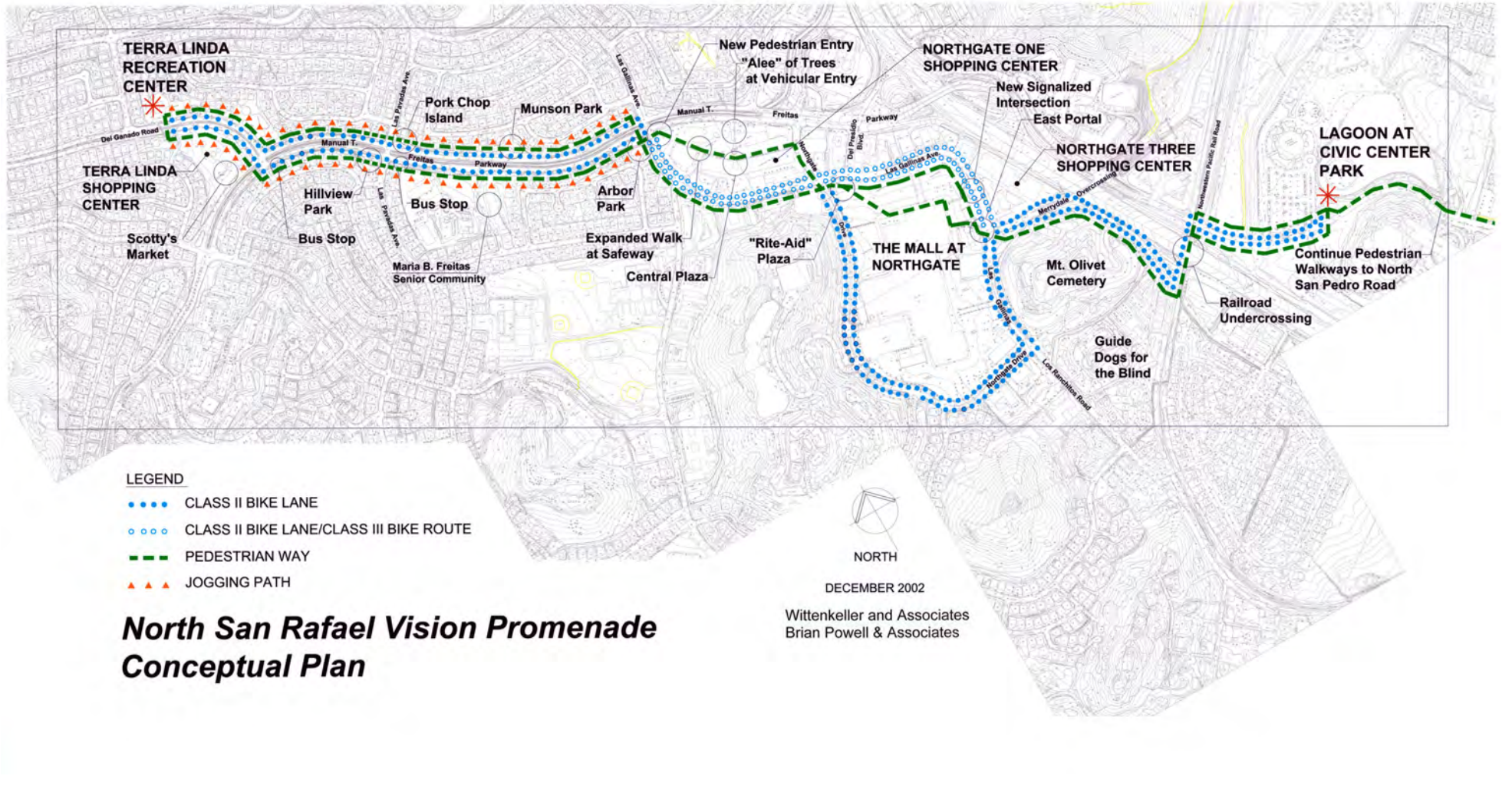
The *Civic Center Master Design Guidelines* were created to provide a framework for future development at the Civic Center. A key component was analysis and recommendations of sites for future development. The guidelines recommend that several sites remain in consideration as locations for possible future development and for further evaluation. The Guidelines also outline approaches to enhance pedestrian and bicycle circulation, public transportation, vehicular circulation and parking within the Civic Center. Recommendations include:

- Striped bike lanes on Civic Center Drive and other primary streets
- Additional bus service to the Civic Center on evenings and weekends
- Coordination with and support of the SMART project
- Restriping of Civic Center Drive / Peter Behr Drive

1.4.5 Marin Center Master Plan

The Marin Center Master Plan is also known as a “Vision” plan as it was completed through a public-private group called the Marin Center Renaissance Partnership. The Marin County Board of Supervisors never formally adopted this Vision, no funding has ever been identified (estimated at the time to be \$130-150 million), and no environmental review has been completed. While the Marin Center Master Plan does not impose any requirements on the area, its recommendations and findings were considered as this Station Area Plan was developed.

The Marin Center is located within the Marin County Civic Center, and is comprised of the Marin Veterans’ Memorial Auditorium, Exhibit Hall, Showcase Theater, Fairgrounds and Lagoon Park. This 80-acre site is bound by Gallinas Creek to the north and the Civic Center Lagoon to the south. Gallinas Creek flows eastward to the San Francisco Bay.



LEGEND

- CLASS II BIKE LANE
- CLASS II BIKE LANE/CLASS III BIKE ROUTE
- PEDESTRIAN WAY
- ▲▲▲ JOGGING PATH

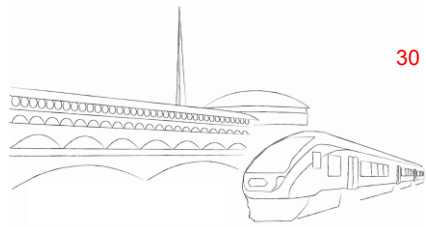
North San Rafael Vision Promenade Conceptual Plan



NORTH

DECEMBER 2002

Wittenkeller and Associates
Brian Powell & Associates



The Marin Center Master Plan was completed in 2005 with the goal of establishing the Marin Center as the community center of the county. The preferred conceptual design discussed in the Master Plan proposes to eliminate the drop off area by the Auditorium building in order to increase the open space around the lagoon. The Avenue of the Flags would become the main entry to the site, and a new vehicular drop off area would be located adjacent to the auditorium and exhibit hall. The Master Plan also proposes to connect the Marin Veterans' Memorial Auditorium with the Exhibit Hall building with a new building.

1.4.6 City of San Rafael Bicycle and Pedestrian Master Plan

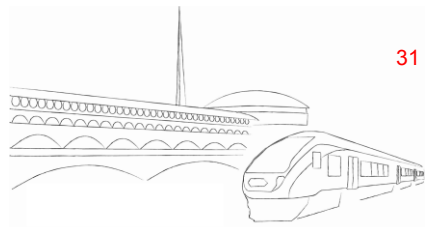
The San Rafael Bicycle and Pedestrian Master Plan was developed in order to both lay out general goals for the City with respect to promoting bicycle and pedestrian activity, but also as a detailed roadmap for implementing the larger vision. The Plan identified three primary goals:

- 1. Goal 1 - Bicycle Transportation:** Make the bicycle an integral part of daily life in San Rafael, particularly for trips of less than five miles, by implementing and maintaining a bicycle facilities network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.
- 2. Goal 2 - Pedestrian Transportation:** Encourage walking as a daily form of transportation in San Rafael by completing a pedestrian network that accommodates short trips and transit, improves the quality of the pedestrian environment, and increases pedestrian safety and convenience.
- 3. Goal 3 - Model Community:** Make San Rafael a model community for nonmotorized transportation. Aim for an increase from the current estimated five percent mode share to a twenty percent mode share of all utilitarian trips to be made by bicycling and walking by the year 2030.

Each of these goals reflects an overarching desire to greatly increase the percentage of trips made by bicycling and walking, thereby reducing automobile use. The Plan recognizes that achieving these goals will require strategic investment in bicycle and pedestrian infrastructure, and identifies a series of improvements that the City intends to pursue. The Plan proposes a continuous network of bikeways for travel within San Rafael and to surrounding communities. Routes are designated either "north-south" or "east-west." North-south routes have odd numbers, and east-west routes have even numbers. Detailed discussion of specific proposals in the North San Rafael area is provided in Chapter 3.

1.4.7 Summary

The Station Area Plan respects the vast amount of input and visioning already provided by the community in the North San Rafael area. The plans described above are some of the major sources of community input already gathered in this area. To that end, specific recommendations, such as the desire to improve bicycle and pedestrian connections, specifically including the Promenade, were incorporated to the extent possible. The Station Area Plan is consistent with and builds upon already adopted plans.



1.5 PLAN DEVELOPMENT PROCESS

The City of San Rafael has undertaken this Plan to help guide development and circulation improvements in the area around the proposed Civic Center SMART Station. The City convened a 16 member Station Advisory Committee (Committee) to provide oversight over the process. In addition, the City has assembled a multi-agency technical working group, known as the Joint Project Team (JPT), to ensure coordination among the partner agencies during the plan development process. The JPT includes representatives from the City of San Rafael, Marin County, MTC, SMART, Marin Transit, the Transportation Authority of Marin (TAM), and the Golden Gate Bridge Highway and Transportation District.

1.5.1 Public Involvement

In San Rafael, community-based governance is embedded in the General Plan. The Committee oversaw development of the Plan recommendations. Consisting of representatives from area neighborhoods, businesses, and other community interests, the Committee engaged in discussions about how best to integrate the SMART station into the fabric of the existing community. The Committee's charge was to:

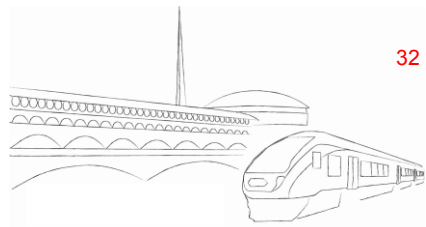
- Prepare a Civic Center Station Area Plan that will address station access and connectivity, transit-oriented development, accessible design, parking, and pedestrian-oriented design.
- Use area resources to build on the design and engineering work for SMART's Civic Center station to create a functional and attractive transfer point for the north San Rafael community.
- Include a multi-agency implementation plan that summarizes the plan's recommendations and includes a phasing plan for actions and financing options for the responsible agencies.



Small group exercises helped to create a vision for the Civic Center area

The Committee held monthly meetings, open to the public, to review background information, host workshops, review analysis of potential improvements, and make final recommendations. Detailed information on the community workshops can be found in the Workshop Summary reports at www.cityofsanrafael.org/stationareaplans, as well as committee meeting agendas, materials and minutes.

The public review process of the Plan included presentations to the Planning Commission, Design Review Board, partner agency boards, and other stakeholder groups. Written and oral public comments were accepted and reviewed by the Advisory Committee. The Final Civic Center Station Area Plan was presented to the City Council in August 2012.



CHAPTER 2. VISION FOR THE STATION AREA

The Committee developed their vision for the Civic Center Station Area. It states the community desires for the Station Area, and agreement on what the future of the area could be when SMART is in operation. It is the basis for detailed use, design and connectivity plans and projects to be developed in the future to move toward the desired Station Area. And it is the framework for the many public and private actions needed to achieve the vision.

Meet me at the station!

It's 2035, over twenty years after the completion of the Civic Center Station Area Plan. This area is a vibrant and popular destination for North San Rafael residents and visitors. The station is a central hub for connecting to a wide variety of local activities, cultural and natural, including the seat of Marin County government at the landmark Frank Lloyd Wright Civic Center building, Veterans' Memorial Auditorium, lagoon and grounds.

The train station fits well into its niche below the freeway and adjacent to the surrounding neighborhoods. Connecting paths, sidewalks and streets are comfortable, beautifully landscaped and artfully well-lit. There are places to park cars, scooters and bicycles, charge electric vehicles, and rent a bike. People are waiting in comfort for a train or bus, or just enjoying a cup of coffee and the great views of the distinctive rolling hills. There is housing nearby for people who work in the community. A public plaza near the station is a lively local gathering place.

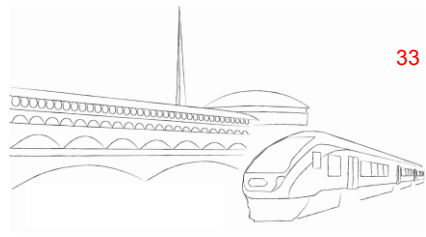
With respect for Marin's landscape, the area is planted with a wide variety of native plants and trees. A small fork of Gallinas Creek that flows through the station delights everyone with its ever-changing parade of wildlife. The whole area feels open and park-like; it's easy to tell that the natural environment is appreciated and important to the community.

The station is at the center of a culturally and economically thriving and diverse community. The new jobs in the transit oriented development are filled by employees who walk, bike, and take the train to work and no longer have to drive. The Marin Farmer's Market has grown into a full-scale daily shopping market, where fresh, locally grown organic produce, crafted cheeses, and quality goods of all kinds can be quickly picked up on the way home from the train.

While the station area is bustling with activity and land uses have become more intensive, it still maintains a hometown feel. New development has been carefully constructed to enhance sightlines and views of the Civic Center campus and the surrounding hills and to co-exist with established neighborhoods. There are shops, coffee houses, restaurants, and convenience stores in the station area. Residents and businesses both benefit from having people and needed services within walking distance.

It is safe and easy to get from place to place. Multiple ways to travel are fully integrated and cars no longer dominate. Frequent bus and shuttle services help keep distant areas connected. Bikes, moms with strollers, and pedestrians enjoy easy access to their destinations thanks to thoughtful design changes. The North San Pedro Road underpass, the Merrydale Overcrossing, and the station crossing are all pleasant places to experience views of the community and the hills.

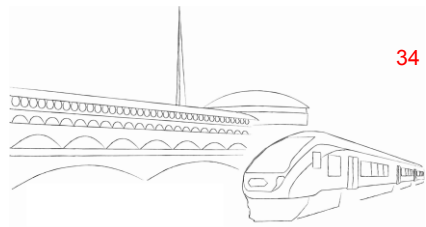
To the west, the completed Promenade is an important connection for pedestrian and cyclists from the Station to the Northgate Mall and on to the heart of Terra Linda. Folk of all ages enjoy stopping to relax



and watch the steelhead salmon that have returned to the beautifully restored Gallinas Creek. To the east, walkways and bikeways stretch all the way to the Civic Center.

The area also offers a variety of housing types for all incomes including housing affordable for the local workforce. The simple, elegantly-designed affordable units have allowed young people to remain in Marin, bringing a new vibrancy into the social fabric. Seniors also find these smaller homes near services and transit especially convenient and desirable.

The changes made to this neighborhood center around North San Rafael's new train center have made it an even more enjoyable place.



CHAPTER 3. STATION ACCESS AND CONNECTIVITY

The Station Area Plan contains two basic components, one related to circulation and connectivity, and another related to land use and urban design. This chapter describes the Plan elements related to improving access to the Civic Center Station and improving connectivity between existing neighborhoods in the area.

3.1 COMPLETE STREETS

The term “complete streets” describes a comprehensive approach to mobility planning. The complete street concept recognizes that transportation corridors have multiple users with different abilities and mode preferences (e.g., driving, biking, walking, and taking transit). As such, a “complete street” should provide appropriate accommodations and amenities for all users, including ample sidewalks and dedicated bicycle lanes where appropriate, and also amenities such as pedestrian-scaled lighting, street trees, and other “streetscape” features to make the experience of walking or cycling safer and more comfortable. Appropriate signals, crossing treatments, and signage alerting various users to conflict points and encouraging safe behavior should be provided, in a manner consistent with State and local requirements.

Adjacent land use can also influence the functionality and character of the street environment. A well-integrated street system considers the complementary relationship between land use, local and regional travel needs, and the context that it serves. This concept was consistently raised by the Committee as well as the general public as a high priority for this area.

3.1.1 Complete Street Prototype

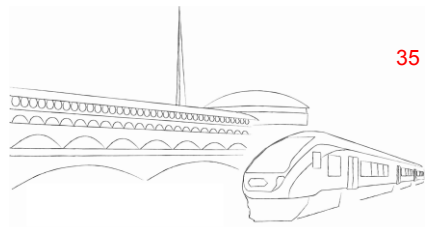
Generally, streets throughout the Study Area should provide a pleasant, comfortable, and safe environment for bicycles and pedestrians; ample waiting areas at transit stops; and auto traffic. Sidewalk space should allow for comfortable walking and amenities, such as benches, trees, and lighting should be scaled at a pedestrian level. On-street parking can provide a useful buffer between traffic and pedestrians; therefore, on streets with relatively high traffic volumes or pedestrian activity, parking policies should consider approaches that make efficient use of on-street parking spaces. These general concepts were strongly favored by the Advisory Committee.

3.1.2 Complete Streets Applications to the Civic Center Station Area

The roadways in the Study Area tend to be more oriented toward automobiles than other modes. The Advisory Committee identified several specific locations where “complete streets” treatments should be pursued, with the understanding that prioritizing improvements to bicycle, pedestrian, and transit circulation may come with some trade-offs to automobile circulation. Some specific applications are discussed below.

McInnis Parkway

McInnis Parkway extends east-west, parallel to Las Gallinas Creek and the proposed SMART route, and connects Civic Center Drive to the Marin Lagoon neighborhood. The street currently provides one auto travel lane in each direction, and on-street parking is allowed on both sides of the street. A ten foot wide



separated paved bicycle and pedestrian pathway is provided on the north side of the street, and a six foot wide sidewalk is provided on the south side of the street, generally separated from the street by a landscaped buffer.

The Committee also identified this street as a prime candidate for complete streets treatments. SMART has proposed to use the existing pathway on the north side of McInnis Parkway as a portion of its proposed MUP. Near the Marin Lagoon neighborhood, the MUP will veer off of McInnis Parkway, via a crossing of Las Gallinas Creek and travel to the north, adjacent to the SMART route. Additional treatments that should be considered as part of this Station Area Plan to augment the MUP include pedestrian-scaled lighting and corner curb extensions, to facilitate shorter crossing distances and improved visibility for pedestrians at intersections. Generally, landscaping is pleasant along the street, and with implementation of the MUP and possibly some additional amenities, McInnis Parkway has the potential to be a very enjoyable place to walk and bicycle, with attractive facilities and wonderful views of Gallinas Creek and the Marin Lagoon.

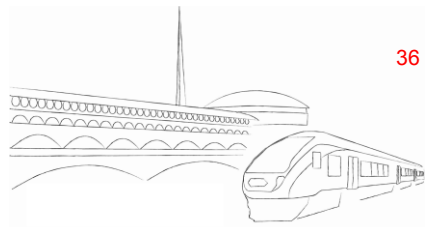
Merrydale Road (South of the SMART Station)

Merrydale Road, south of the SMART Station, will be a primary access route to the Station from the southwestern portion of the Study Area. Users of all modes, whether they are driving from other areas of the City, or bicycling or walking from the neighborhood, or traveling through the Plan Area, should feel welcome and invited on the roadway. The street is 40-foot wide, with one auto lane in each direction, on-street parking, and a six-foot sidewalk on the east side. Overgrown landscaping from adjacent development sometimes spills into the sidewalk, making its functional width even narrower than six feet. A creek bed abuts the west side of the street, north of Las Gallinas Avenue; south of Las Gallinas Avenue, the area is unpaved and used as informal on-street parking. No sidewalks are provided on the west side of Merrydale Road.

Ideally, if right of way were not constrained, this street could be configured to provide dedicated bicycle lanes, on-street parking, and ample sidewalks, with landscaping and pedestrian-oriented street lighting, on both sides of the street. However, given existing space constraints, there is not room to allocate specific, dedicated space for all users. For example, adding bicycle lanes and/or widening sidewalks may require narrowing of travel lanes or removal of on street parking. Additionally, improving conditions for one set of users may require taking space from other users.

However, despite these necessary choices, some clear priorities emerge. With the opening of the Civic Center SMART Station, pedestrian volumes on this roadway may increase. At its current width of six feet, the sidewalk on the east side of Merrydale Road provides basic functionality of a sidewalk, but does not provide a welcoming pathway for access to the new station. As noted above, widening this existing sidewalk would require taking space from some other portion of the roadway; however, it is likely that just a few feet would be required, which would provide a more welcoming pedestrian atmosphere with the least amount of change to the existing roadway. Thus, this is considered a high-priority improvement on Merrydale Road. Additionally, the following treatments could be considered to improve pedestrian conditions along Merrydale Road:

- Construct corner curb extensions on all corners with sidewalks to increase pedestrian visibility and calm traffic speeds, particularly near intersections
- Maintain/trim landscaping to increase effective width of sidewalk



Implementing a new sidewalk on the west side of the street would also provide a substantial benefit to pedestrian circulation in the area. However, this facility would be more challenging, and would involve removal of the informal on-street parking on the west side of Merrydale Road (although some on-street parking might be able to be added on the west side once sidewalks, curbs, and gutters were installed). Further, north of Las Gallinas Avenue, the east side of Merrydale Road is bounded by a creek, which has also been identified as a valuable resource in the Study Area. Installation of a new sidewalk on the west side of Merrydale Road, should be considered carefully, in light of the need to preserve the creek.

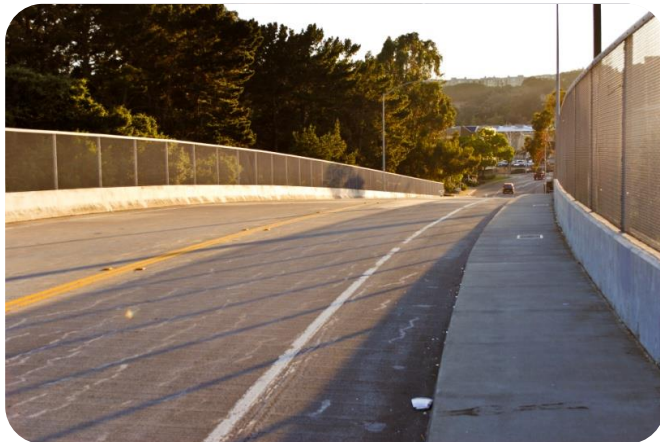
Overall, improvements to existing sidewalks and potential installation of new sidewalks on the west side of Merrydale Road would provide substantial improvements to pedestrian circulation in the area. However, further study of the potential impacts to the creek and additional outreach to the neighborhood regarding potential changes to parking conditions is necessary to determine feasibility before detailed designs can be developed.

Merrydale Road (North of the SMART Station)

Merrydale Road north of the Station also has the potential to become a major access route to the SMART Station from the northwest portion of the Study Area, which includes the Northgate Shopping Center. Improvements to this route are discussed later in this Chapter under “The Promenade.”

Civic Center Drive

Similar to Merrydale Road (North of the SMART Station), Civic Center Drive also could become a major connection between the SMART Station and the Civic Center. It is also designated as part of the Promenade and discussion of this route is included in the following section, specific to the Promenade.



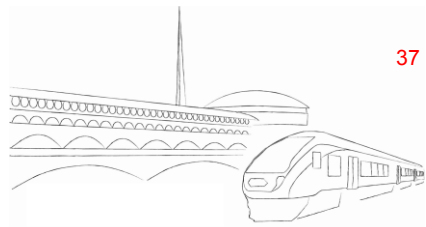
Sidewalks and bicycle lanes on the Merrydale Overcrossing are very narrow

Merrydale Overcrossing

The Merrydale Overcrossing connects the Northgate Shopping Center and Las Gallinas Road/Los Ranchitos Road on the west and a number of employment centers at Civic Center Drive on the east, forging an important connection over US 101. Currently, it is one of very few facilities in the Study Area that connects the neighborhoods on the east and west sides of US 101, serving drivers, pedestrians, and bicyclists.

The Merrydale Overcrossing is an elevated structure, generally 52-feet wide. The westbound bicycle lane is the minimum allowable width, four feet, and can be challenging for cyclists. The Merrydale Overcrossing also has a six-foot sidewalk on only the north side, which is relatively narrow,

particularly when adjacent to bicycle and vehicle traffic with no buffer. Providing improved bicycle and pedestrian facilities would require either a wider structure or a reallocation of space within the existing



roadway. Widening the overcrossing was deemed prohibitively expensive. Therefore, instead of making expensive changes to the overcrossing that may have drawbacks to traffic circulation, this Plan recommends that improvements to the Promenade, along with the proposed MUP, be constructed such that alternative high-quality bicycle and pedestrian connections between the east and west sides of US 101 could be provided at a much lower cost.

3.2 THE PROMENADE

The North San Rafael Promenade was conceived as part of the Vision North San Rafael process in 1996. In April 2010, the first section of the Promenade was opened for public use. This section extends along Las Gallinas Avenue, adjacent to the Northgate Shopping Center. Eventually, plans call for extension of the Promenade south and east, underneath US 101 and south along Civic Center Drive, to the Marin County Civic Center. The completion of the Promenade will be crucial step in improving connectivity between the east and west sides of the North San Rafael area and to provide direct access from both areas to the new Civic Center Station.



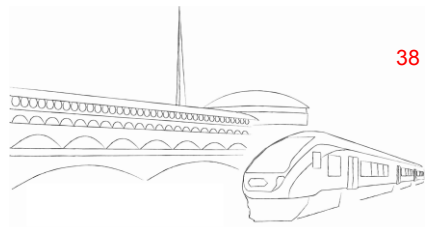
The North San Rafael Promenade should be extended to connect with the Civic Center Station

3.2.1 Near Term Recommendations

In the near term, the Promenade could extend along its currently-planned route, from its current terminus at Merrydale Road Overcrossing/Las Gallinas Road to the Civic Center, via the Civic Center SMART station. The route would travel along Merrydale Road, underneath the Merrydale Road Overcrossing, to the SMART tracks, where it would join the planned MUP. The Promenade would extend along the MUP underneath US 101 to Civic Center Drive, adjacent to the SMART Station. Between the SMART Station and the Civic Center, the Promenade would consist of improved and continuous pedestrian sidewalks and on-street bicycle lanes along Civic Center Drive. For purposes of discussion, the Promenade has been divided into three parts: the northern section (between Las Gallinas Road and the SMART tracks), the Civic Center Station Section (between Merrydale Road and Civic Center Drive, along the railroad tracks underneath US 101), and the southern section (from the rail crossing at Civic Center Drive to the Civic Center).

Promenade – North Section

The northern section of the Promenade will connect the Northgate area to the Civic Center Station. The *North San Rafael Vision Promenade Conceptual Plan* (November 2002) calls for this section of the Promenade to feature a new sidewalk on the west side of Merrydale Road, adjacent to the Mt. Olivet Cemetery. The sidewalk would extend on the west side of Merrydale Road around the cemetery, and connect to the southeast corner of the Las Gallinas Road / Merrydale Overcrossing intersection. There, it would connect to the existing Promenade on the northwest corner of the intersection. To the south, the sidewalk would continue on the west side of Merrydale Road to the SMART tracks, where it would join



with the planned MUP. This new sidewalk on Merrydale Road would serve pedestrians in both directions. Cyclists would travel on the existing roadway via new striped bicycle lanes.

During the course of developing this Station Area Plan, this section of the Promenade became a key design concern. Merrydale Road North may experience some traffic increases from residents dropping passengers off or picking passengers up from the SMART station on the west side. Similarly, this section of the Promenade will provide an important link to the station from the west, including the Northgate Shopping Center, for cyclists and pedestrians. As a result, instead of the more traditional sidewalk and striped bicycle lanes recommended in the Promenade Conceptual Plan, this Station Area Plan recommends using a treatment similar to the separated facilities recently implemented adjacent to the shopping center.

Specifically, the new facility would be a shared bicycle/pedestrian path similar to portions of the Promenade already constructed, and could be built on the east side of the road, between Merrydale Road North and US 101. The facility would extend underneath the Merrydale Overcrossing, and would intersect the overcrossing near its intersection with Las Gallinas Road. Placing the facility on the east side of the road would allow for potential future extension north, through the Northgate III site (if that site were to redevelop¹), without an additional roadway crossing (see Section 3.2.2 – Long Term Recommendations). Additionally, this would connect to the existing Promenade at the northeast corner of the Las Gallinas Road / Merrydale Overcrossing intersection, instead of the southwest corner, meaning that connecting from one segment of the Promenade to the other would only require crossing one leg of the intersection, instead of two.

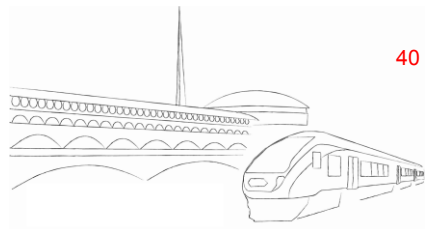
Although the Merrydale Road right-of-way appears adequate to accommodate this higher-quality connection, in some portions of the roadway it may require on-street parking prohibitions to achieve the benefit associated with separating bicycles and pedestrians from auto traffic. Further, providing this augmented type of facility on the north side of Merrydale Road, where the proposed facility is adjacent to the Northgate III site may require acquisition of a small amount of right of way from the Northgate III site. The amount would be small, so as not to interfere with their operations, but this does present a challenge, nonetheless. Figure 5 conceptually illustrates the proposed configuration of the Promenade through this section of road.

¹ There is currently no proposal to redevelop the Northgate III site, and extending the Promenade along this section would require the cooperation of the property owner/developer.



Not to Scale

PROMENADE - NORTH SECTION



Promenade – Civic Center Station Section

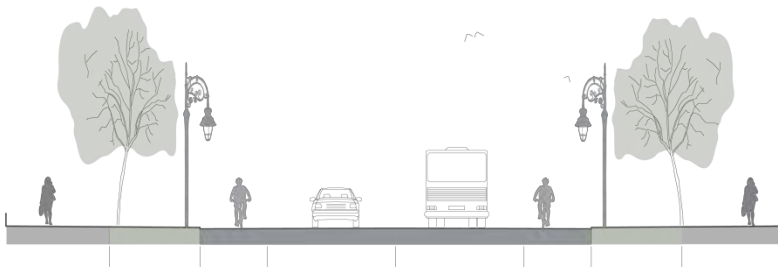
Upon reaching the end of Merrydale Road at the north side of the SMART tracks, the Promenade would intersect with the planned MUP, which would be constructed on the north side of the tracks underneath US 101. To continue along the Promenade, users would travel east along the SMART tracks to Civic Center Drive, adjacent to the train platform. Since this portion of the Promenade is planned to be constructed separately by SMART as part of the MUP, this Plan does not make recommendations for its design or implementation other than to note its importance as a key link between the eastern and western portions of the Study Area. This section of the Promenade and MUP connecting Merrydale Road and Civic Center Drive, along with the configuration of the station platform, as proposed by SMART, are illustrated in Figure 6.

Promenade – South Section

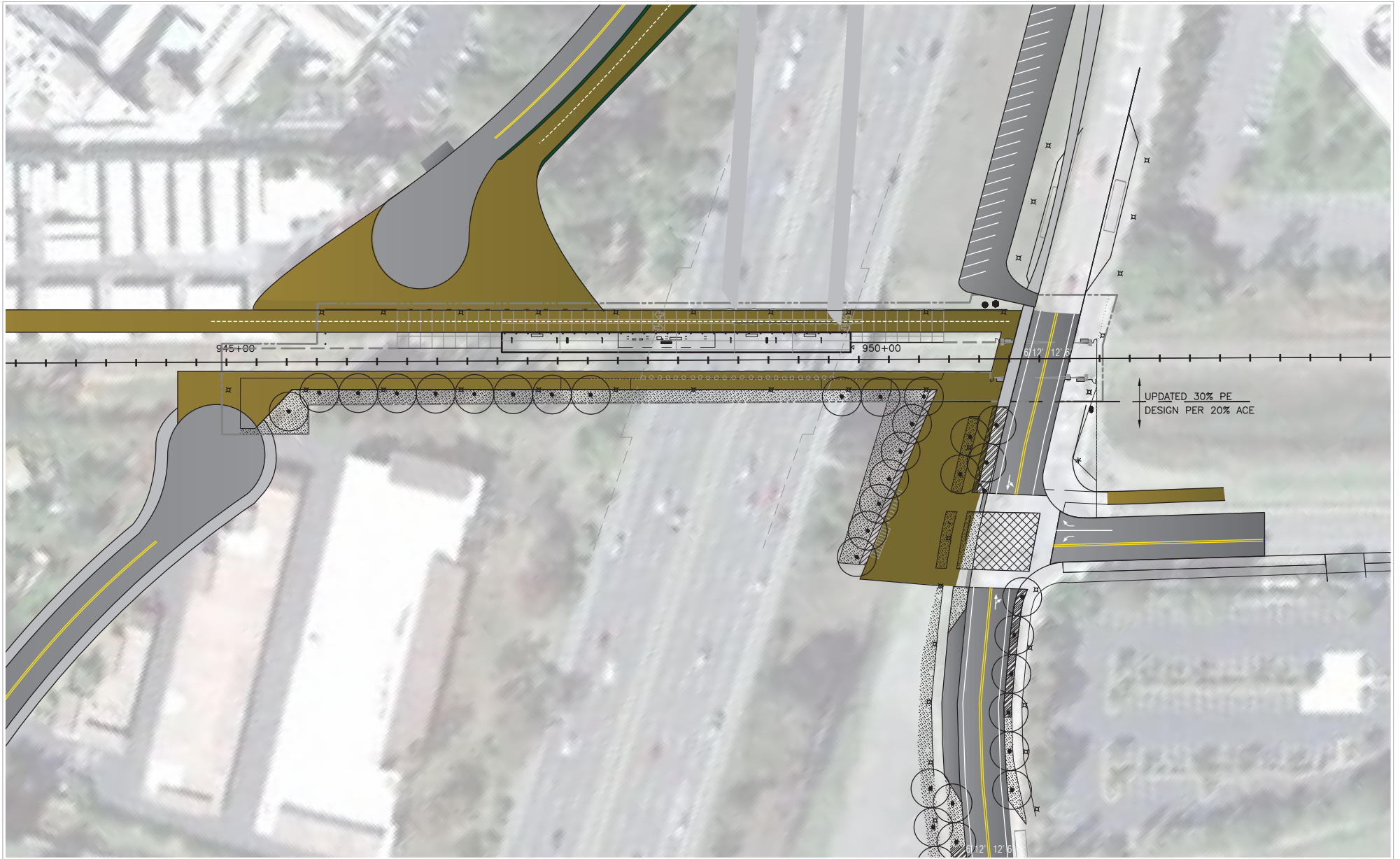
The Promenade Conceptual Plan calls for construction of striped bicycle lanes and a minimum six-foot wide sidewalk along both sides of Civic Center Drive from the railroad crossing to North San Pedro Road. A separated, multi-use pathway is desired along Civic Center Drive between McInnis Parkway and North San Pedro Road. Completion of the South Section of the Promenade would fill in missing sidewalk and bicycle network links, creating a continuous, welcoming path between the Civic Center, the SMART Station, and the Northgate Shopping Center. The resulting roadway would be consistent with a number of the “complete streets” features identified by the Advisory Committee and described earlier in this report.



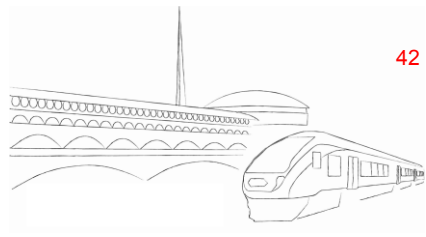
Many sections of Civic Center Drive near the Marin Civic Center lack sidewalks. (Source: Google Earth – Street View)



Complete Streets should be designed to accommodate all users safely and comfortably.



PROMENADE - CIVIC CENTER STATION SECTION



3.2.2 Long-Term Recommendations

The improvements described above will create a high-quality multimodal facility providing access between many major land uses in the area and the Civic Center Station. The Promenade will also greatly improve connectivity in the area, by providing a much-needed new connection between the eastern and western portions of the Study Area, and foster a better sense of neighborhood identity through unifying design features, such as landscaping and unique, pedestrian-scale lighting. Further, all of the improvements described above can be implemented in a relatively short term, depending on funding availability. However, there may be opportunities in the long term to create an even better Promenade, particularly in the northern and southern sections.

Northern Section

In the northern section, it may be possible to extend the Promenade through what is currently Northgate III, as part of future redevelopment of that site. The Promenade could be a central bicycle and pedestrian spine of a new mixed-use development on the site. This would eliminate the need to connect to the Merrydale Overcrossing just east of Las Gallinas Road, which may be easier for wayfinding and would provide a section of the Promenade completely removed from automobile traffic. There is currently no proposal to redevelop the Northgate III site, and extending the Promenade along this section would require the cooperation of the property owner/developer. Therefore, the feasibility of this long-term recommendation is uncertain; however, if it were possible, it would create an even better facility, potentially enhancing development proposals at the site, if they were to be put forward. The potential configuration is illustrated in Figure 7.

Southern Section

The San Rafael Bicycle and Pedestrian Master Plan calls for construction of dedicated, Multi-use pathways, shared with bicycles and pedestrians, on Civic Center Drive, from the Merrydale Overcrossing to North San Pedro Road. This would provide an even higher-quality facility on this section of roadway, and would make the southern section more similar to the northern and Civic Center Station sections, by providing dedicated facilities throughout the entire Promenade. Ultimately, construction of these facilities may require additional right-of-way, and additional funding; therefore, these improvements are considered long-term, but highly desirable.

Note that the Bicycle and Pedestrian Master Plan calls for improvements to be constructed on Civic Center Drive in the medium-term, defined as the next 1 – 10 years. However, the Bicycle and Pedestrian Master Plan identifies improvements on Civic Center Drive as either Class II bicycle lanes or a dedicated Class I facility. Therefore, this Station Area Plan recommends that the Class II bicycle lanes be constructed in the near term and the Class I facilities, which may require additional right of way and funding be constructed in the long term.

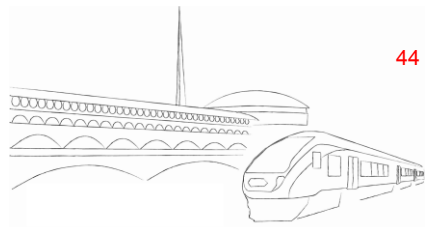
3.3 OTHER PEDESTRIAN IMPROVEMENTS

In addition to the extension of the Promenade and the various complete streets recommendations described previously, this Plan calls for a number of pedestrian improvements.



Not to Scale

POTENTIAL LONG-TERM PROMENADE IMPROVEMENTS



3.3.1 Complete Sidewalk Network

Many of the streets in the Study Area have incomplete sidewalk systems. Figure 8 illustrates the existing sidewalk network in the Study Area, and highlights the gaps in the system. Some of the key locations where this Plan recommends missing sidewalks should be constructed include:

- **Civic Center Drive**, at various locations on both sides of the street from the Freitas Parkway / US 101 interchange to the Civic Center
- **North San Pedro Road**, between Los Ranchitos Road and Civic Center Drive
- **Los Ranchitos Road**, at various locations on both sides of the street from the Merrydale Overcrossing to the Walter Place crossing. Installation of sidewalks on Los Ranchitos, south of the Walter Place crossing may involve removal of several trees. Further, pedestrians and cyclists may use the MUP, which parallels the roadway along this section and provides a higher-quality facility. As a result, new sidewalks are not recommended along this segment of Los Ranchitos.

Completion of the missing sections of the City's sidewalk network will help achieve the Vision of this area – a walkable community fostering interaction between neighbors, with improved mobility and safety, and enhanced access to efficient transit service.

3.3.2 Neighborhood Connectivity

In addition to improving access to the Civic Center Station, the Advisory Committee strongly recommended that connectivity between different areas of North San Rafael be improved. Currently, it is very limited, due to the existing railroad tracks and US 101, both of which act as barriers between different parts of the Study Area. Improved connections in the Study Area can serve to shorten travel distances between land uses in the area, which in turn, can reduce the need to drive for trips within the Study Area. Completion of the Promenade, the SMART Multi-use pathway, and the various pedestrian improvements described above will go far toward this goal. The SMART multi-use pathway should extend from Civic Center Drive to the existing Puerto Suello Hill Pathway, roughly parallel to Los Ranchitos Road adjacent to the SMART track. Two additional improvements were identified that could further improve connectivity.



The pedestrian pathway across the railroad tracks at Walter Place will be retained as an important connection between the existing neighborhoods.

Walter Place Crossing

Walter Place is a small road that serves a number of homes west of Los Ranchitos Road. Although the roadway does not extend east of Los Ranchitos Road to cross the railroad tracks, a paved pathway currently connects the end of Walter Place (at Los Ranchitos Road) with Las Gallinas Avenue, in the Rafael Meadows neighborhood, a distance of approximately 200 feet. This connection provides a very direct route between the Rafael Meadows neighborhood and the Northgate Shopping Center, making walking or cycling more desirable.

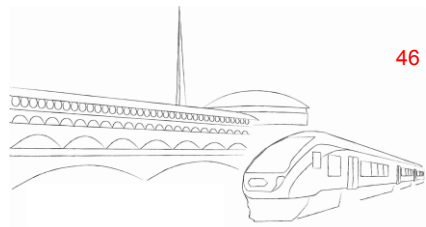


Note: If feasible, multi-use pathways are desired along Civic Center Drive from McInnis Parkway to North San Pedro Road and along North San Pedro Road from Civic Center Drive to Los Ranchitos Road.



Not to Scale

AREAWIDE PEDESTRIAN IMPROVEMENTS



The current pathway is six feet wide. The minimum width for a two-way, shared bicycle and pedestrian path is eight feet, with two-foot graded shoulders on each side, for a total of 12-feet. To meet design standards for a shared pathway, and to generally accommodate two-way travel for bicycles and pedestrians, this pathway should be widened to meet or exceed minimum design standards.

In addition, improvements should be made to facilitate access to the pathway from the west side of Los Ranchitos Road for both pedestrians and cyclists. One option could be to install a new crosswalk across Los Ranchitos Road to connect the Walter Place Pathway with sidewalks on the west side of Los Ranchitos Road. If this were implemented, ADA-compliant ramps should be installed on the sidewalks on both sides of Los Ranchitos Road, at either end of the new crosswalk. The ramp on the east side would not only facilitate an accessible pedestrian route, but could also accommodate bicycle access from the roadway onto the Walter Place pathway. The design of this crosswalk would require more detailed attention to address safety concerns and may warrant special crossing treatments.

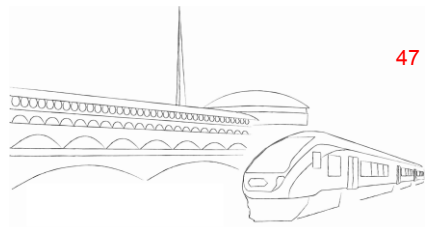
Regardless of whether the pathway is upgraded, SMART has proposed retaining this crossing when rail service is started and the planned MUP is constructed. SMART will be responsible to pursue appropriate treatments to ensure pedestrian safety at this rail crossing. This plan advocates maintaining the Walter Place crossing of the tracks for pedestrian and bicycles only, with no auto traffic allowed.

Station West Side Crossing

As currently proposed, the Civic Center Station will be located underneath US 101, just west of Civic Center Drive. It will provide a passenger waiting platform north of the tracks. The Multi-Use Pathway will extend along the entire SMART route, just north of the platform at the Civic Center station. In addition, a pedestrian connection has been proposed south of the railroad tracks, between Civic Center Drive, and the segment of Merrydale Road south of the tracks, subject to funding availability. This will facilitate connections between the station and the neighborhood south of the tracks and west of US 101.

While the path proposed on the south side is an important feature, this configuration could make pedestrian travel from this neighborhood to the Civic Center Station somewhat circuitous. As part of the ultimate station design, this Plan strongly endorses the construction of a pedestrian and bicycle crossing on the west end of the Civic Center Station so that passengers from the south could access the station without having to walk east to Civic Center Drive. This crossing would also facilitate travel between areas south of the railroad tracks and areas to the north, by providing a safely-designed crossing, which would serve as a connection to the north and south portions of Merrydale Road. The effect would be similar to the Walter Place pedestrian connection to the south. Consistent with this recommendation and with the Vision of North San Rafael, Merrydale Road should be terminated at the tracks with no thru auto access.

Although this improvement would offer great benefit to bicycle and pedestrian connectivity, it may be challenging. The California Public Utilities Commission (CPUC) has indicated that they will not approve additional at-grade rail crossings throughout the state due to safety concerns. It is uncertain as to whether this would be considered a new at-grade crossing, or whether it would be considered part of the station access. If considered a new crossing, obtaining approvals may be difficult. (The City of Redwood City recently obtained approval for pedestrian crossing at the southern end of the Redwood City Caltrain Station, so such an amenity is not without precedent). However, even if approved, the crossing would likely require a number of safety features, such as lights and gates that come with substantial cost. Additional study and work with SMART and the CPUC is required to make a final feasibility determination. Once feasibility is determined, the City can pursue funding options in conjunction with SMART.



3.4 BICYCLE IMPROVEMENTS

According to the San Rafael General Plan 2020 (and confirmed by the more recent 2008-2010 American Community Survey), approximately two percent of all commute trips made by San Rafael residents are by bicycle. The San Rafael Bicycle and Pedestrian Master Plan aims for a goal of 20 percent for all trips by 2020. To meet that goal, the General Plan includes a number of policies supporting bicycle infrastructure and an overall reduction in the use of single-occupant vehicles. The Bicycle and Pedestrian Master Plan contains specific improvement recommendations to improve bicycle infrastructure in the area. This plan endorses these recommendations.

3.4.1 Implementation of Planned Improvements

The San Rafael Bicycle and Pedestrian Master Plan calls for a variety of facilities to be constructed throughout the Study Area to improve connectivity and to close existing gaps in the network. Bikeways are typically classified as one of three classes as follows and as shown in Figure 9:

- **Class I Bikeway** – bike paths within exclusive right-of-way, sometimes shared with pedestrians
- **Class II Bikeway** – bike lanes for bicycle use only, striped within the paved area of roadways
- **Class III Bikeway** – bike routes where bicycles share space on the street with motor vehicles. Class III bikeways may also be defined by a wide curb lane and/or use of a shared use arrow stencil marking on the pavement, known as a “sharrow”.

Within the Study Area, the San Rafael Bicycle and Pedestrian Master Plan calls for the following improvements.

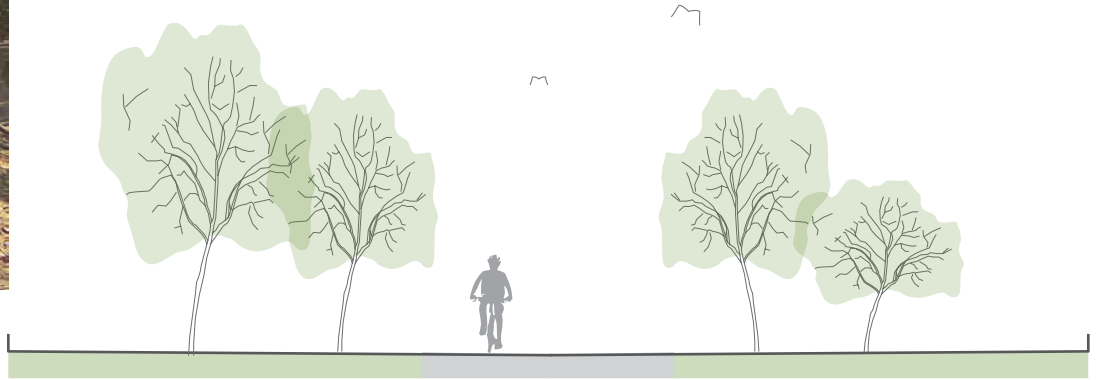
Class I/II Bikeways

New Class I bikeways (shared, multi-use pathways) should be constructed at the following locations. In cases where Class I facilities are not feasible due to financial, physical, or other technical reason, Class II bike lanes may be constructed in the interim; however, the ultimate goal is to provide Class I facilities. Note that some of the improvements listed below are also referenced in other portions of this study, such as the Promenade section. When feasible and in alignment with the Bicycle and Pedestrian Master Plan, upgrades to bicycle facilities are desirable.

- North San Pedro Road, from Los Ranchitos Road to Civic Center Drive (Class I/II) (If feasible, Class I facilities are desired on North San Pedro Road between Los Ranchitos Road and Civic Center Drive)
- Civic Center Drive, from North San Pedro Road to Merrydale Overcrossing (Class I/II) (If feasible, Class I facilities are desired on Civic Center Drive, from North San Pedro Road to McInnis Parkway)
- Merrydale Road, north of SMART tracks to Merrydale Road, south of SMART tracks, including new at-grade crossing on west side of SMART station (Class I)
- SMART Multi-use Pathway, from Northern City Limits to the Puerto Suello Hill Path at Los Ranchitos Road (Class I)
- Walter Place Pathway, from Las Gallinas Avenue to Los Ranchitos Road (Class I – although this pathway already exists, the Plan calls for upgrades to meet design standards for Class I facility.)



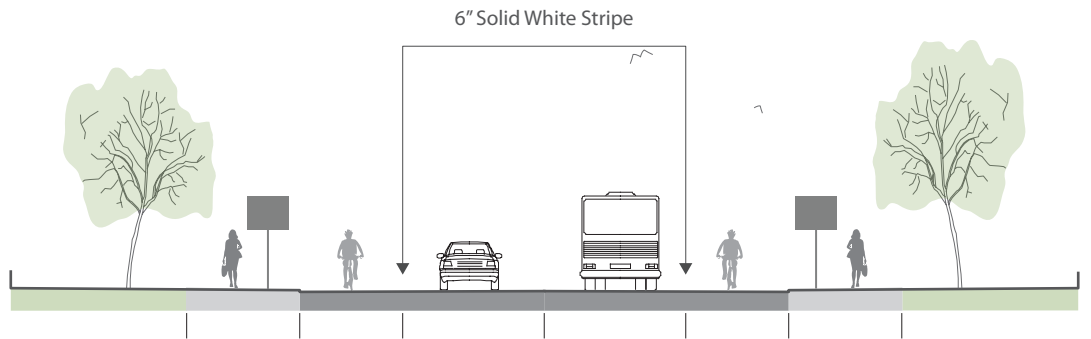
CLASS I BIKEWAY (Bike Path)



Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized.



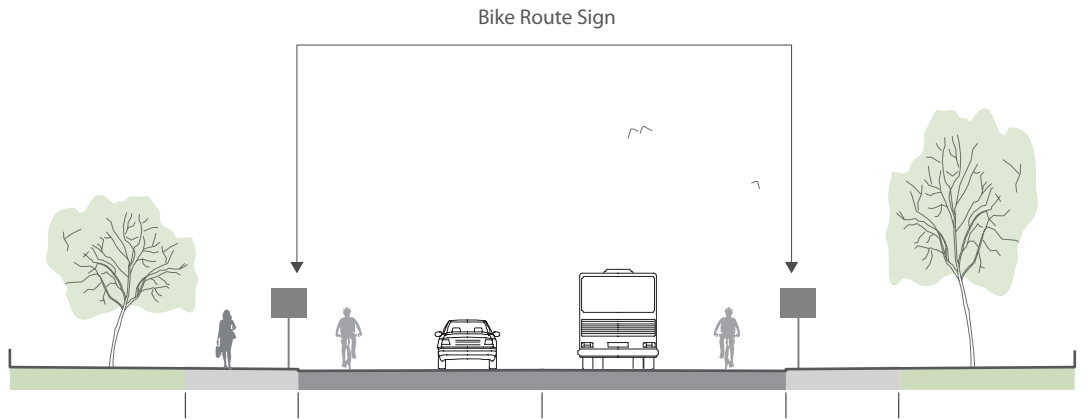
CLASS II BIKEWAY (Bike Lane)



Provides a striped lane for one-way bike travel on a street or highway.



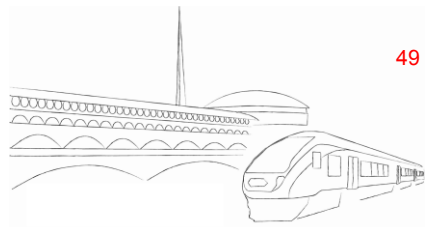
CLASS III BIKEWAY (Bike Route)



Provides for shared use with motor vehicle traffic.

Not to Scale

BICYCLE CLASSIFICATIONS



Class II/III Bikeways

The San Rafael Bicycle and Pedestrian Master Plan calls for Class II bike lanes at the following locations. Similar to the caveat for Class I bikeways, in some cases, Class II bike lanes may not be feasible in the near term due to right-of-way constraints or other challenges. In this case, Class III bike routes may be designated in the interim on all or portions of each route, although the ultimate goal remains to provide continuous Class II bike lanes at these locations.

- Los Ranchitos Road, from Northgate Drive to North San Pedro Road (Class II/III)
- Merrydale Road, from Las Gallinas Avenue to Puerto Suello Hill Path (Class II/III)
- North San Pedro Road, from Civic Center Drive to Golf Avenue (Class II) (If feasible, Class II facilities are proposed between Civic Center Drive and Golf Avenue and desired between Golf Avenue and Woodoaks Drive)

Class III Bikeways

Class III bikeways do not provide dedicated space for bicycles. Instead, they are designated streets that bicycles have been encouraged to use, and in turn, generally provide a better quality experience for cyclists than other non-designated streets. Frequently, they have “sharrows” painted on the street, reminding cyclists and drivers to share the lane.

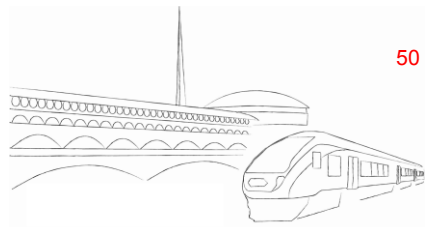
- Las Gallinas Avenue, in the Rafael Meadows neighborhood, from the Walter Place crossing to Merrydale Road
- Merrydale Road, from the Merrydale Overcrossing to the SMART MUP (This improvement could be done as an interim step prior to completing this section of the Promenade.)
- Merrydale Road, from the railroad tracks to Las Gallinas Avenue in Rafael Meadows

Figure 10 illustrates the existing and proposed new bicycle facility improvements.

3.4.2 Connectivity with Regional Facilities

In addition to the local improvements described above, collectively, San Rafael and Marin County have recently planned and in some cases implemented a number of high-quality regional bicycle facilities allowing cyclists to travel longer distances more safely, for commute or recreational purposes. This plan incorporates the connections outlined in the San Rafael Bicycle and Pedestrian Master Plan including:

- **North/South Greenway (also known as the SMART Multi-User Pathway).** This facility would extend between the Golden Gate Bridge and generally along the SMART right-of-way to the northern terminus of the SMART system in Cloverdale. Note that the SMART-constructed portion of the North/South Greenway would terminate at the Larkspur terminal.
- **North/South Bikeway.** This facility would diverge from the North/South Greenway at the top of the Puerto Suello Hill Path, and generally travel along Los Ranchitos Road and Las Gallinas Avenue through Terra Linda, Marinwood, and Novato.



- **Cross-Marin Trail.** This proposed alignment would ultimately connect San Rafael with San Anselmo, Fairfax, and west Marin County in Point Reyes.
- **Bay Trail.** The Bay Trail is a planned collection of approximately 500 miles of cycling and hiking trails, that when completed, will form a “ring around the bay.” Within the Study Area, the Bay Trail alignment is proposed from China Camp State Park, along North San Pedro Road and Civic Center Drive to Smith Ranch Road.

The North San Rafael area is particularly well-suited to promote bicycle usage through connections to these regional facilities. The SMART Multi-use Pathway will form the primary north-south connector through Marin County. To the north of the Civic Center Station, the MUP will connect with the existing pathway along McInnis Parkway, before diverging across Las Gallinas Creek to follow the rail alignment, where users can access other nearby residential sites, such as the Contempo-Marin Mobile Home Park, as well as regional destinations, such as Novato, Petaluma, and points north. To the south, the MUP will travel along the SMART alignment to the existing at-grade crossing at North San Pedro Road. In the near term, the MUP will then travel east along North San Pedro Road and then south along Merrydale Road to the existing Puerto Suello Hill path, which connects into Downtown San Rafael. In the longer term, the MUP will cross North San Pedro Road, and continue south adjacent to Los Ranchitos Road and the railroad tracks, where it will connect with the Puerto Suello Hill path at Los Ranchitos Road.

Cyclists in the North San Rafael area will have a number of means to connect to the MUP, including the Promenade North Section (Merrydale Road), the Promenade South Section (Civic Center Drive), the Walter Place connection, and planned bike lanes on North San Pedro Road. In addition, the North/South Bikeway, which will provide bike lanes along Los Ranchitos Road and Las Gallinas Avenue, will offer regional access to Terra Linda, Marinwood, and Novato. Cyclists can access this system of local improvements at a number of locations in the Study Area, as shown in Figure 10.

These connections to the MUP and to the North/South Bikeway will offer cyclists in the North San Rafael area access to locations throughout Marin and Sonoma Counties.

3.4.3 Bicycle Parking

SMART has proposed to make bicycling an easy way to reach the Civic Center Station. Passengers can access the station a number of ways, as described above. SMART has also proposed to construct six bicycle racks (each of which can accommodate at least two bicycles, and possibly eight or more) and eight lockers at the station, which would provide a safe and convenient place to store bicycles once cyclists have reached the train station.

In addition, the City's current zoning code requires that all non-residential commercial, office, and industrial uses with more than 30 auto parking spaces provide at least five percent as many bicycle parking spaces as auto spaces. For non-residential developments with more than 10 tenant-occupants (such as shopping centers, office complexes, etc.), an additional five percent is required. These requirements would apply to all new development that would occur within the study area. This bicycle parking would supplement the parking proposed at the SMART Station, encouraging passengers to bicycle by providing parking at both ends of their journey.

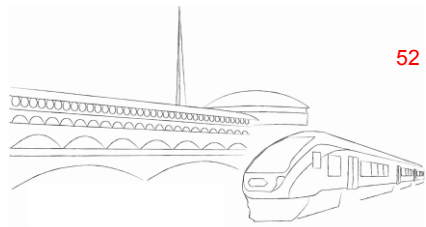


Note: If feasible, multi-use pathways are desired along Civic Center Drive from McInnis Parkway to North San Pedro Road and along North San Pedro Road from Civic Center Drive to Los Ranchitos Road.



PROPOSED BICYCLE CONNECTIONS

FIGURE 10



3.5 TRANSIT ACCESS

Two types of transit service are planned or proposed in the area – 1) fixed-route, regularly scheduled public transit service operated by Golden Gate Transit and Marin Transit, providing connections between the Civic Center Station and key destinations in the area, and 2) potential shuttle service funded by SMART connecting the station to key employment destinations in the Study Area. Local transit service schedules should be coordinated with SMART train schedules to ensure convenient transfers, particularly for late commute and weekend trains. Shuttles and transit should complement each other, such that transit and shuttle service connects nearby neighborhoods and employment centers to the station.

3.5.1 *Marin Transit/Golden Gate Transit*

Bus transit service within the Study Area is provided by Marin Transit. Local routes passing through the Station Area also connect to the Bettini Transit Center in Downtown San Rafael, which is the major transit hub of the North Bay. The Bettini Transit Center provides regional service to destinations including Santa Rosa, San Francisco, and El Cerrito. Figure 11 presents the transit routes described below.

Marin Transit 45 - San Rafael / 45K Kaiser Hospital connects Kaiser Hospital, Northgate Mall, the future SMART station, the Civic Center, and downtown San Rafael with half-hour frequencies on weekdays and one-hour frequencies on weekends and holidays.

Marin Transit 49 - San Rafael/Ignacio connects Ignacio, Hamilton, Central Novato, San Marin, the future SMART station, the Civic Center, and downtown San Rafael with half-hour frequencies on weekdays and one-hour frequencies on weekends and holidays. This route provides service to Kaiser Hospital on weekends.

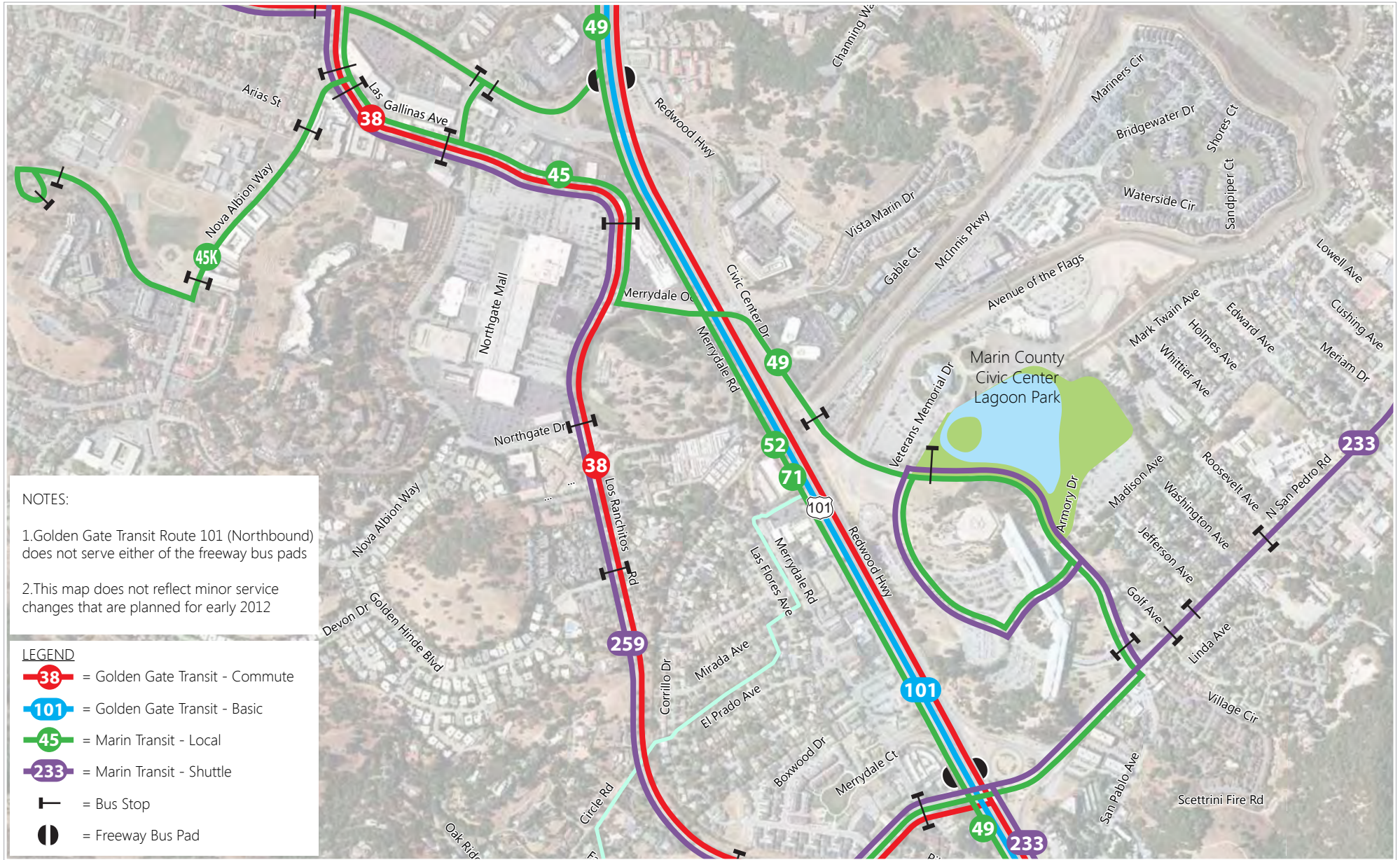
Marin Transit 233 - Santa Venetia Shuttle connects Santa Venetia, the Civic Center, the Dominican University, and downtown San Rafael with one-hour frequencies on weekdays and no service on weekends and holidays. This route does not serve the future SMART station.

Marin Transit 259 - Marinwood Shuttle connects Marinwood, Terra Linda, Kaiser Hospital, Northgate Mall, the future SMART station, the Civic Center, and downtown San Rafael with one-hour frequencies on weekdays and no service on weekends and holidays.

Routes 45, 49, and 259 would serve the Civic Center Station. All routes serve the San Rafael Transit Center in downtown San Rafael.

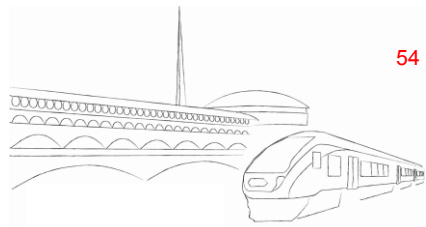
Local and regional service is provided on freeway bus pads just outside the ½-mile radius plan area.

- Marinwood Freeway Bus Pad: Local Service 49, 52 and 71; Regional Commute Service 54; Regional Basic Service 70 and 80
- North San Pedro Road Freeway Bus Pad: Local Service 52 and 71; Regional Commute Service 44; Regional Basic Service 70 and 80



EXISTING TRANSIT SERVICE

FIGURE 11



As noted in the previous sections, this Plan calls for completing the Promenade from the Civic Center Station to North San Pedro Road, along Civic Center Drive, as well as completing pedestrian facilities along North San Pedro Road to the US 101 interchange. This will provide a complete pedestrian facility between the SMART station and the bus pads on US 101, allowing transfers between the bus service on US 101 and the SMART train. Signage should be located at the SMART Station, the US 101 bus pads at North San Pedro Road, and along the route between the two locations directing pedestrians who wish to transfer between those routes.

3.5.2 New Shuttle Service

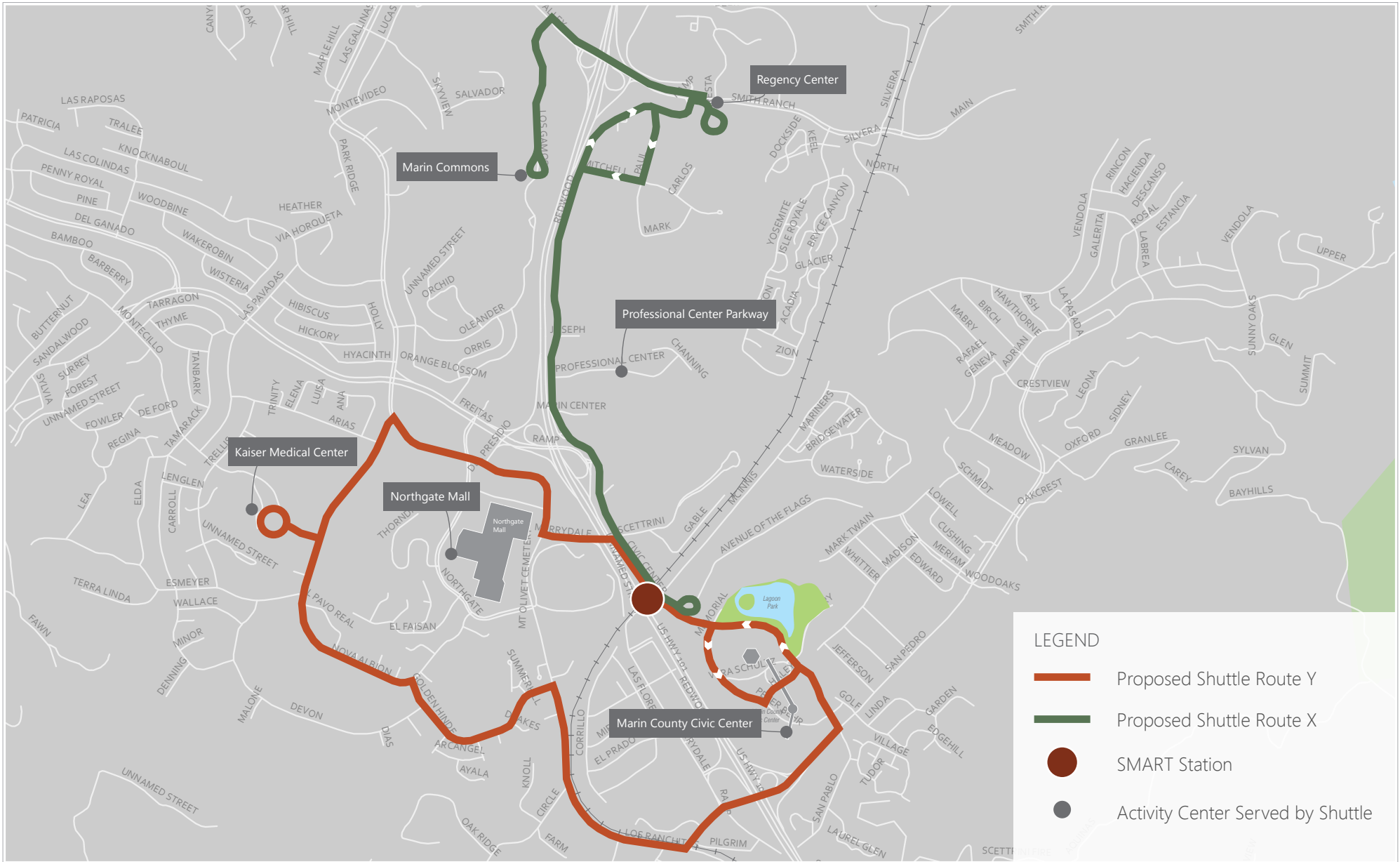
As stated in SMART's EIR, two new shuttle routes have been proposed, connecting the Civic Center Station with major activity centers in the area. These routes would solve the so-called "last mile problem," which is caused when people would prefer to take transit, but have no way to get from the transit stop to their job (i.e., the last mile of their trip), and therefore choose to drive. The proposed SMART shuttle service is contingent on funding and service demand.

The shuttles are proposed to be small, 12-25 passenger vehicles. Shuttles would operate during the same hours as trains, in the morning and afternoon peak commute periods. The shuttle schedules would also be timed to arrive and depart at the station conveniently with southbound train arrivals in the morning and northbound train departures in the afternoon, approximately every 30 minutes. The so-called "timed-transfers" will make connections to the shuttles seamless, convenient, and safe.

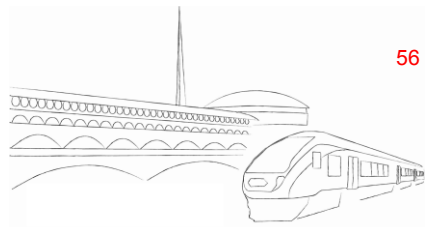
One shuttle route would travel north, along Redwood Highway, serving Professional Center Parkway, Marin Commons, and the Fair Isaac Corporation on Smith Ranch Road. The second route would travel south and west, and serve the Marin Civic Center, Northgate Mall, and the Kaiser Medical Center. Figure 12 illustrates the proposed shuttle routes.

The combination of regularly scheduled fixed-route transit service and the two SMART shuttles will make for a mini transit "hub," or transfer point, at the Civic Center Station, where passengers can access transit service to multiple destinations throughout the Study Area and beyond. Shuttles and transit service should complement each other. In fact, as part of the station proposal, SMART will be constructing bus pull-outs on the east side of Civic Center Drive (currently proposed for just north of McInnis Parkway) and an off-street bus pull-out and turnaround area on the west side of Civic Center Drive (see Figure 2) to accommodate all bus movements, as well as some shuttle staging and layover space, if needed. Kiosks should be provided with detailed transit information such that new users can easily determine which route(s) will best get them to their destination. In addition, the use of real-time bus arrival technology is encouraged for all transit vehicles at the transfer point. A procedure for regular updates of information by all transit agencies should be established.

The implementation of SMART shuttles is subject to funding availability. Shuttle service may be contracted to a private operator, as is common with other rail transit services in the Bay Area. Or, as an alternative, SMART may explore partnerships with local transit operators to provide new, expanded, or different types of service to its station. Employers should also be encouraged to coordinate shuttle service to and from the station.



PROPOSED SMART SHUTTLE ROUTES



3.5.3 Station Bus Facilities

As part of the new Civic Center Station, SMART proposes to construct bus pull-out areas on both sides of Civic Center Drive north of the tracks. These areas will facilitate bus maneuvers into and out of traffic on Civic Center Drive, and will allow buses the ability to board passengers without having to block traffic on the street. Further, SMART proposes to construct a vehicular turnaround area on the west side of Civic Center Drive, opposite McInnis Parkway. This will facilitate private auto kiss-and-ride and will provide some curb space for both SMART-proposed shuttles and Marin Transit buses to turn around, and possibly lay over, as schedules require.

Signage should be provided on the east end of the SMART Station, at Civic Center Drive, directing passengers to the appropriate transit stop locations to facilitate easy and convenient transfers. Figure 2 presents the proposed station layout, including the proposed bus facilities described in this section.

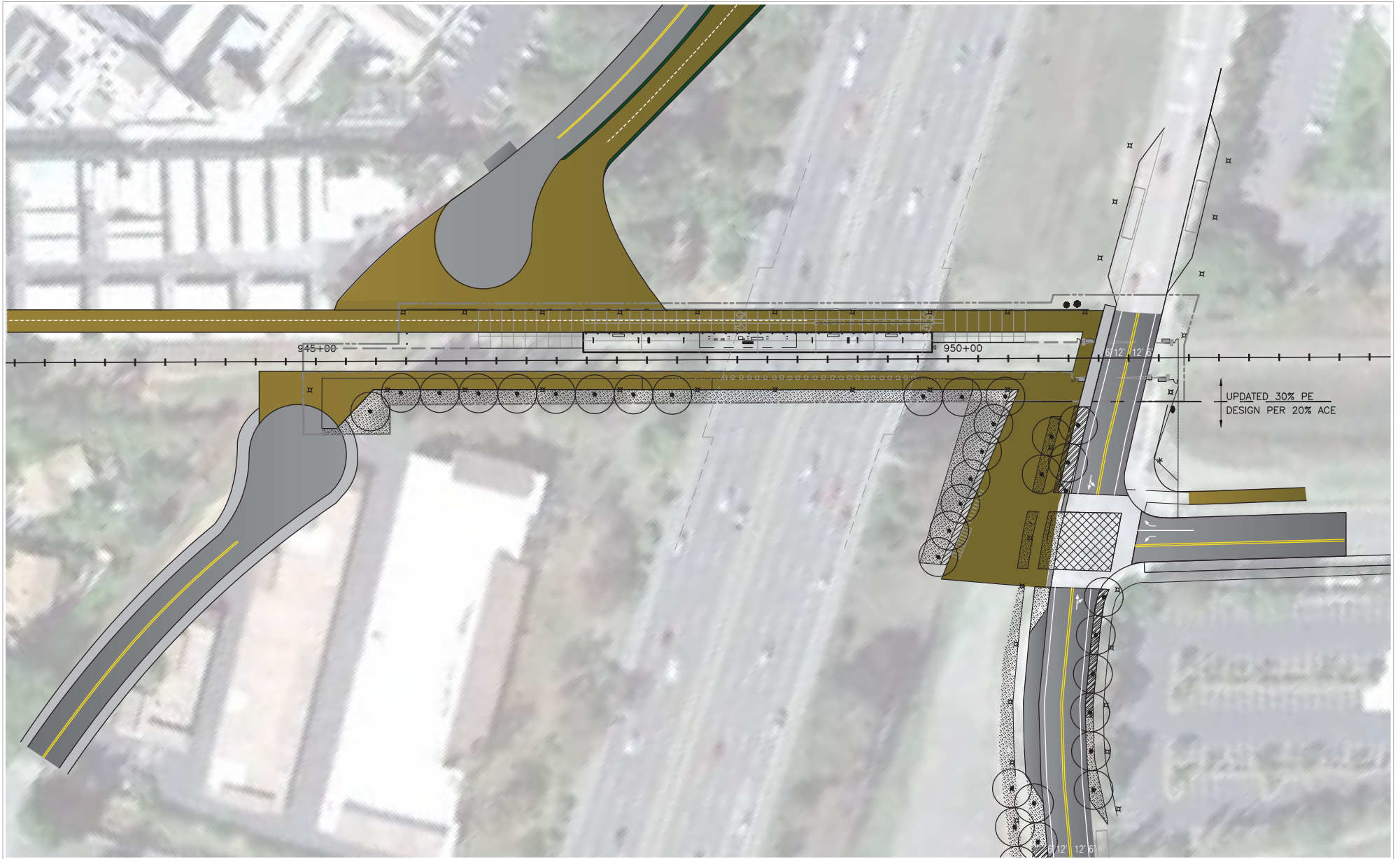
3.6 VEHICULAR ACCESS AND CIRCULATION

Although the focus of this plan is to be consistent with principles of transit-oriented development by encouraging bicycling, walking, and transit, vehicular circulation is an important component of the area's transportation system. This Plan includes recommendations to ensure that the Civic Center station is accessible to all modes, including automobiles, and that growth in the area does not bring traffic to a standstill.

3.6.1 Station Access

There are two primary means by which train passengers may arrive to the station via automobile: those who drive and park at the station and those who are dropped off by others. SMART has proposed 130 parking spaces under a shared parking concept on the east side of US 101 for use as park and ride for train passengers. The station configuration also includes a drop-off area, on the west side of Civic Center Drive, opposite McInnis Parkway. Both the dedicated parking and the drop off areas are oriented to access the station from the east end of the train platform.

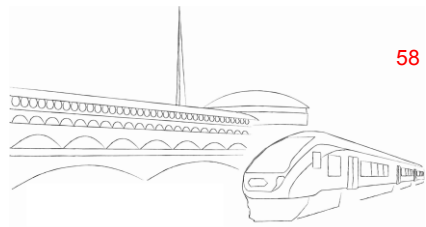
This Plan recommends that residents on the west side of US 101 be able to access the station without having to cross US 101. The ends of Merrydale Road, both north and south of the railroad tracks, could terminate in a circular cul-de-sac, to allow vehicles who reach the end of the street to turn around efficiently, and facilitate drop-offs and pick-ups. As shown in Figure 13, the turnaround area on the northern part of Merrydale Road can be accommodated, along with the Promenade, within existing available right-of-way. A driveway to the Guide Dogs for the Blind site should be maintained. The proposed turnaround area on the southern part of Merrydale Road cannot be accommodated within existing right-of-way. It would require some space from the existing mini storage site, and would only be possible as part of a project redeveloping the site for other uses.



Not to Scale

STATION VEHICULAR ACCESS

FIGURE 13



3.6.2 Improvements to Accommodate Development

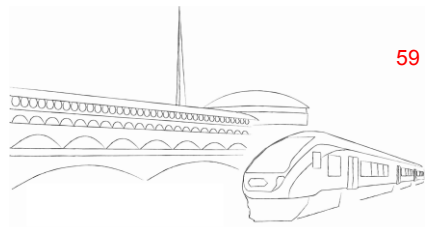
The City's General Plan 2020 identified a number of circulation improvements necessary to both enhance connectivity and to accommodate growth from future development through the year 2020. The growth anticipated in the General Plan includes new development within the Civic Center Station Area Plan Study Area, as well as transportation infrastructure required to accommodate that growth, while still encouraging increases in bicycle, pedestrian, and transit use for new trips. These improvements are as follows.

1. **Las Gallinas Avenue, from Merrydale Road to Del Presidio Boulevard:** Remove parking and widen the street to provide four travel lanes (one southbound, two northbound, and one two-way left turn).
2. **US 101 / Freitas Parkway Interchange Improvements:**
 - a. **Freitas Parkway and Del Presidio Boulevard:** Explore the feasibility of providing double turn lanes for northbound right turns from Del Presidio Boulevard to eastbound Freitas Parkway, as well as widening the on-ramp to southbound US 101 from eastbound Freitas Parkway. This improvement should be considered carefully, since double right-turn lanes can be difficult for pedestrians and cyclists.
 - b. **Freitas Parkway / Northbound US 101 Ramps / Civic Center Drive / Redwood Highway:** Widen ramps and signalize. (Note that this improvement requires acquisition of right-of-way.)
 - c. **Freitas Parkway / Northbound US 101 Ramps / Civic Center Drive / Redwood Highway:** Construct new flyover ramp from Civic Center Drive to Freitas Parkway.
3. **US 101 Southbound Ramps / Merrydale Road:** Signalize and provide turn lanes.

The City's General Plan 2020 analysis showed that with these improvements, the roadway system in the Study Area would provide sufficient capacity to allow for new development consistent with what has been anticipated in the General Plan. SMART's operation in the future could result in changes to traffic patterns and volumes, which, in turn, could require different roadway system improvements than those anticipated in the General Plan 2020. Regular, ongoing monitoring of traffic will be done and the results reflected in future General Plan updates.

Roundabouts

Roundabouts are circular intersections, with "splitter" islands or medians on each approach, where oncoming vehicles must yield to other vehicles already in the circular portion. Roundabouts have gained popularity due to their traffic calming effects, their attractive visual qualities, their generally improved safety, and their potential to create a unique identity for an area. Roundabouts can also reduce vehicular delay, particularly compared to all-way stop controlled intersections with single lane approaches. Improved safety is one of the primary reasons to recommend a roundabout for traffic control. Roundabouts have been shown to reduce crash severity by eliminating right-angle conflicts, which are the accident type most responsible for fatalities at signalized intersections. However, as accidents do occur at roundabouts, site-specific countermeasures should be considered to reduce the risk of collisions.

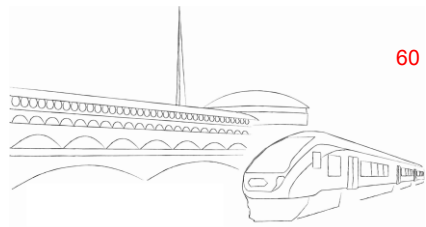


Despite their vehicular safety benefits, roundabouts can come with some drawbacks, particularly for users with disabilities. While visually impaired pedestrians can learn to use regular intersections by listening for the sound of approaching traffic, the circular design of roundabouts makes it difficult to detect the direction of approaching traffic. Additionally, the crosswalks are set back from the intersection, which may make finding the crosswalk difficult. There is guidance available from the Federal Highway Administration (FHWA) and the United States Access Board, who are responsible for publishing accessibility guidelines for transportation facilities. Because of the outstanding questions regarding accessibility and roundabouts, this Plan does not recommend (nor does it recommend against) installing roundabouts in the area. However, roundabouts on the east side of US 101, particularly along Civic Center Drive, between McInnis Drive and North San Pedro Road may warrant further review.

3.7 SUMMARY OF RECOMMENDED CHANGES

This Plan includes a number of recommendations for improvements to circulation within the North San Rafael area. These recommendations are designed to improve connectivity within the existing neighborhoods and to improve access to the Civic Center Station by all modes of transportation. Building off previously adopted plans such as General Plan 2020 and the San Rafael Bicycle and Pedestrian Master Plan, this plan combines recommendations from a previous studies with new recommendations specifically oriented to the Civic Center Station into a single plan. The Plan's transportation and circulation recommendations are summarized below.

1. **Provide “Complete Streets” treatments**, such as wider sidewalks, improved bicycle facilities, calmed traffic, and improved streetscaping on all streets within the Study Area, but specifically on Merrydale Road (both north and south of the railroad tracks), the Merrydale Overcrossing, and McInnis Parkway. These treatments may be challenging to implement due to right-of-way, cost, or engineering constraints. However, the City should pursue improvements on these streets as opportunities become available.
2. **Complete the Promenade from Las Gallinas Avenue to North San Pedro Road**, along Merrydale Road the SMART Multi-use Pathway and Civic Center Drive. As a longer-term recommendation, consider extension of the Promenade north from Merrydale Road, through the Northgate III parcel to the Las Gallinas Road/Northgate Drive intersection if the Northgate III parcel were to redevelop. As another longer-term recommendation, consider construction of a Class I shared bicycle/pedestrian path along Civic Center Drive instead of the Class II bicycle lanes proposed as part of the North San Rafael Vision.
3. **Complete the sidewalk network**, including portions of Civic Center Drive, North San Pedro Road, and Los Ranchitos Road, such that all streets have adequate facilities on both sides of the street.
4. **Maintain and improve the Walter Place Crossing**. This important connection facilitates access between the residential neighborhood south and east of the railroad tracks and west of US 101 with the Northgate Shopping Center. In the future, when the SMART Multi-use Pathway is constructed, this at-grade connection will facilitate access to the regional pathway from neighborhoods on both sides of the tracks. Prior to initiating rail service, SMART proposes to upgrade this crossing to meet current safety and design standards. The crossing could be upgraded to meet minimum requirements for a Class I shared, two-way bicycle and pedestrian facility. Access to the crossing could be improved across Los Ranchitos Road. One option would be to install a new crosswalk across Los Ranchitos Road and ADA-compliant ramps at either



end. However, this requires further study and potentially special crossing treatments to address safety concerns.

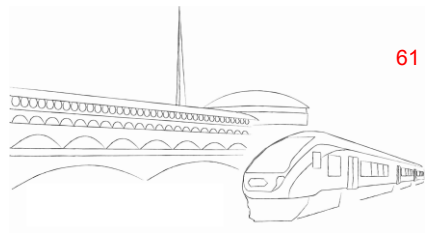
5. **Construct a new pedestrian crossing at the west end of the Civic Center Station (connecting Merrydale Road).** Providing a new pedestrian crossing at the west end of the Civic Center Station would facilitate easier access to the station from neighborhoods south of the railroad tracks. It would also facilitate easier access between neighborhoods in the Study Area that are currently bisected by the railroad tracks. Implementing this improvement may be challenging due to the CPUC approval process, which typically does not favor new rail crossings, and due to the costs associated with safety amenities, such as gates and lights, that may be required.
6. **Complete the Citywide Bicycle Network, as identified in the San Rafael Bicycle and Pedestrian Master Plan.** A number of local improvements identified in the City's Bicycle and Pedestrian Master Plan would not only facilitate improved local circulation and connectivity by bicycle, they would also provide much needed connections to major regional bicycle facilities proposed in Marin and Sonoma Counties, including the Bay Trail, the North/South Greenway (SMART Multi-use Pathway) and the North/South Bikeway. Specifically, construct the following improvements:

Class I/II Bikeways:

- North San Pedro Road, from Los Ranchitos Road to Civic Center Drive (Class I/II) (If feasible, Class I facilities are desired on North San Pedro Road between Los Ranchitos Road and Civic Center Drive)
- Civic Center Drive, from North San Pedro Road to Merrydale Overcrossing (Class I/II) (if feasible, Class I facilities are desired on Civic Center Drive, from North San Pedro Road to McInnis Parkway)
- Merrydale Road, north of SMART tracks to Merrydale Road, south of SMART tracks, including new at-grade crossing on west side of SMART station (Class I)
- SMART Multi-use Pathway, from Northern City Limits to the Puerto Suello Hill Path at Los Ranchitos Road (Class I)
- Walter Place Pathway, from Las Gallinas Avenue to Los Ranchitos Road (Class I)

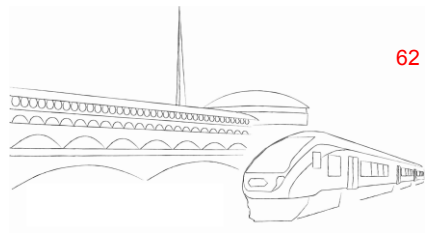
Class II/III Bikeways

- Los Ranchitos Road, from Northgate Drive to North San Pedro Road (Class II/III)
- Merrydale Road, from Las Gallinas Avenue to Puerto Suello Hill Path (Class II/III)
- North San Pedro Road, from Los Ranchitos Road to Golf Avenue (Class II) (If feasible, Class II facilities are proposed between Civic Center Drive and Golf Avenue and desired between Golf Avenue and Woodoaks Drive)

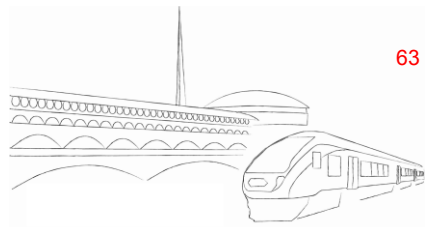


Class III Bikeways

- Las Gallinas Avenue, from the Walter Place crossing at the SMART MUP to Merrydale Avenue
 - Merrydale Road, from the Merrydale Overcrossing to the SMART MUP (This improvement could be done as an interim step prior to completing this section of the Promenade, as recommended above.)
 - Merrydale Road, from the Merrydale Bridge, just south of the SMART MUP to Las Gallinas Avenue
7. **Implement planned SMART-proposed shuttle service to major activity centers in the Study Area.** SMART has proposed two separate shuttle routes serving the Civic Center Station. One route would travel along Redwood Highway, north of the Study Area, serving Professional Center Parkway, the Regency Center, and the Marin Commons office complex. The other route would travel south and west of the station, and would connect to the Civic Center, Kaiser Medical Center, and the Northgate Mall. Service is dependent on funding availability, and final route details would be developed in consultation with the service provider.
 8. **Construct a transfer point for bus and shuttle service connecting to the SMART station.** A transfer point should provide users with information on connecting transit service as well as weather protection and seating. These amenities should be constructed as part of the SMART station on the west side of Civic Center Drive, near the bus pull out/turnaround area as shown on Figure 2. In addition, the use of real-time bus arrival technology is encouraged for all transit vehicles at the transfer point. A procedure for regular updates of information by all transit agencies should be established.
 9. **Construct vehicular turnaround areas at the ends of Merrydale Road north and south of the railroad tracks.** These improvements would allow residents on the west side of the tracks to drop off and pick up passengers without having to cross US 101. The turnaround at the end of Merrydale north of the railroad tracks could be constructed within existing right-of-way; the turnaround at the end of Merrydale south of the tracks would require some space from the existing mini-storage site, and would thus only be possible as part of potential redevelopment of that site.
 10. **Construct improvements at Las Gallinas Avenue, from Merrydale Road to Del Presidio Boulevard:** Remove parking and widen the street to provide four travel lanes (one southbound, two northbound, and one two-way left turn).
 11. **Construct Improvements at US 101 / Freitas Parkway Interchange as specified in the General Plan 2020 :**
 - a. **Freitas Parkway and Del Presidio Boulevard:** Explore the feasibility of providing double turn lanes for northbound right turns from Del Presidio Boulevard to eastbound Freitas Parkway, as well as widening the on-ramp to southbound US 101 from eastbound Freitas Parkway. This improvement should be considered carefully, since double right-turn lanes can be difficult for pedestrians and cyclists.



- b. **Freitas Parkway / Northbound US 101 Ramps / Civic Center Drive / Redwood Highway:** Widen ramps and signalize. (Note that this improvement requires acquisition of right-of-way.)
 - c. **Freitas Parkway / Northbound US 101 Ramps / Civic Center Drive / Redwood Highway:** Construct new flyover ramp from Civic Center Drive to Freitas Parkway.
- 12. Signalize US 101 Southbound Ramps / Merrydale Road Intersection**
- 13. Install directional signage for all modes directing people to and from key destinations in the area.** This information should be accessible to pedestrians, bicyclists and drivers, with a particular focus on pedestrians and cyclists.



CHAPTER 4. PARKING

Parking has been identified as a key concern among neighbors and employers in the area, both in terms of increased demand from potential new development and from SMART passengers that use adjacent on- and off-street parking as park-and-ride lots. Some have raised concerns that the demand for parking in the area will exceed the 130 spaces to be provided by SMART. This chapter discusses existing parking issues and requirements currently imposed on new development in the Study Area. The chapter then summarizes strategies recommended by the Advisory Committee, based on typical planning best practices, related to managing parking for new development, parking adjacent to the station (i.e., park and ride), and other general areawide management strategies.

4.1 EXISTING PARKING CONDITIONS

The project team conducted a study of existing on-street parking spaces, and collected data on how many cars were parked during the weekday midday conditions. The weekday midday was selected because that represents the time when most office uses are at their highest level of occupancy. The more residential areas of North San Rafael, such as the area between US 101 and the railroad tracks, experience their peak parking conditions during the evenings. However, the primary purpose of this study was to identify parking conditions during the time when the SMART station will contribute the most to parking demand – the midday.

Within a ¼-mile radius of the proposed SMART station, there are approximately 200 existing on-street parking spaces and 900 off-street parking spaces. Additionally, there are approximately 300 overflow parking spaces available in the vacant, unimproved lot in the southwest quadrant at the Civic Center Drive/Memorial Drive intersection. Combined, this means there are approximately 1,400 parking spaces within a ¼ mile radius of the SMART station.

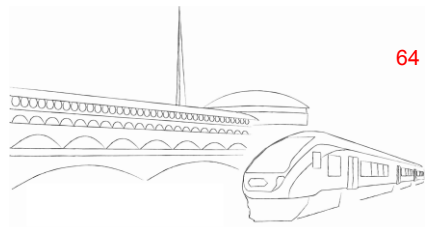
However, despite the large swaths of land in the Study Area devoted to parking, not all of the parking is available to the public. Three lots at 100 McInnis Parkway, 101 McInnis Parkway, and 3900 Civic Center Drive account for 551 of the total parking spaces. These lots are private property and reserved for employees and/or patrons of the 3900 Civic Center Drive buildings and the Embassy Suites. The remaining 662 off-street (including the 300 overflow parking spaces) and 201 on-street parking spaces are available for the general public and are generally unrestricted, although there are several 30-minute zones within some lots.

On-street parking on the west side of US 101 is generally used by the local retail and residential uses.

Generally, on non-event days, there is an abundance of available parking in the public County lots. When there are special events, such as the Farmers' Market or the Marin Center Auditorium, demand is increased substantially. Thus, while parking supply far exceeds demand on typical weekdays, the parking is necessary to accommodate special events. The Marin Center hosts over 120 events annually, mostly weeknights and weekends, where the lot adjacent to the station is used for overflow parking.

4.2 PARKING REQUIREMENTS FOR NEW LAND USES

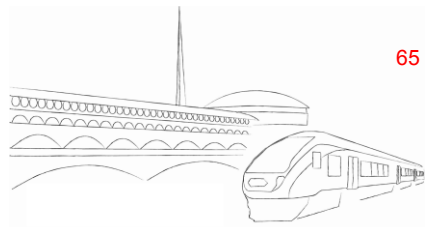
As discussed in the next chapter, accommodating additional land uses within a reasonable walking and bicycling distance of the Civic Center Station is one of the goals of the Station Area Plan. Along with this



new development will come increased demand for parking. Table 2, below, summarizes the City's current parking requirements for new development in the Study Area, based on the current Municipal Code. The uses summarized in the Table are those most likely to be considered in the Study Area; the full parking requirements for a number of additional uses are outlined in the City's Municipal Code.

TABLE 2 CURRENT SAN RAFAEL PARKING REQUIREMENTS (SELECTED USES)		
Land Use	Spaces Required	Unit of Measure
<i>Residential</i>		
Single-Family	2	Dwelling Unit
Studio in Duplex (<500 sq. ft.)	1	
Studio in Duplex (>500 sq. ft.)	1.5	
Studio in Multifamily Building	1	
1 Bedroom Unit in Multifamily Building	1.5	
2 Bedroom Unit in Multifamily Building	2	
3+ Bedroom Unit in Multifamily Building	2	
Guest Parking (Multifamily Buildings)	0.2	
<i>Retail Uses</i>		
Retail (Non-Bulky Items)	4	1,000 Square Feet
Retail (Bulky Items)	2.5	
Shopping Centers	4	
Restaurants (Excluding Fast Food)	20	
<i>Other Commercial Uses</i>		
Medical Office (Excluding Mental Health)	4.4	1,000 Square Feet
Administrative, Business Office	4	
Financial Services	5	
Source: San Rafael Municipal Code, Title 14, Section 18.040		

Parking on the Marin Civic Center property is subject to County parking codes, with maximum lengths that vary by location.



4.3 PARKING ISSUES

The primary issue that has been raised is insuring that residential neighborhoods are not impacted by SMART-related parking. A number of strategies could be deployed to better manage parking supply, both for public parking areas near the Station (including both on- and off-street parking), and to manage supply at new development. Parking-related issues that have been identified include:

- Preventing commuter parking in residential areas
- How much SMART parking is needed
- Potential additional parking for SMART patrons
- Coordination among jurisdictions
- Parking requirements for new development
- Bike parking for the station and in new development

4.3.1 *How Much SMART Parking is Needed*

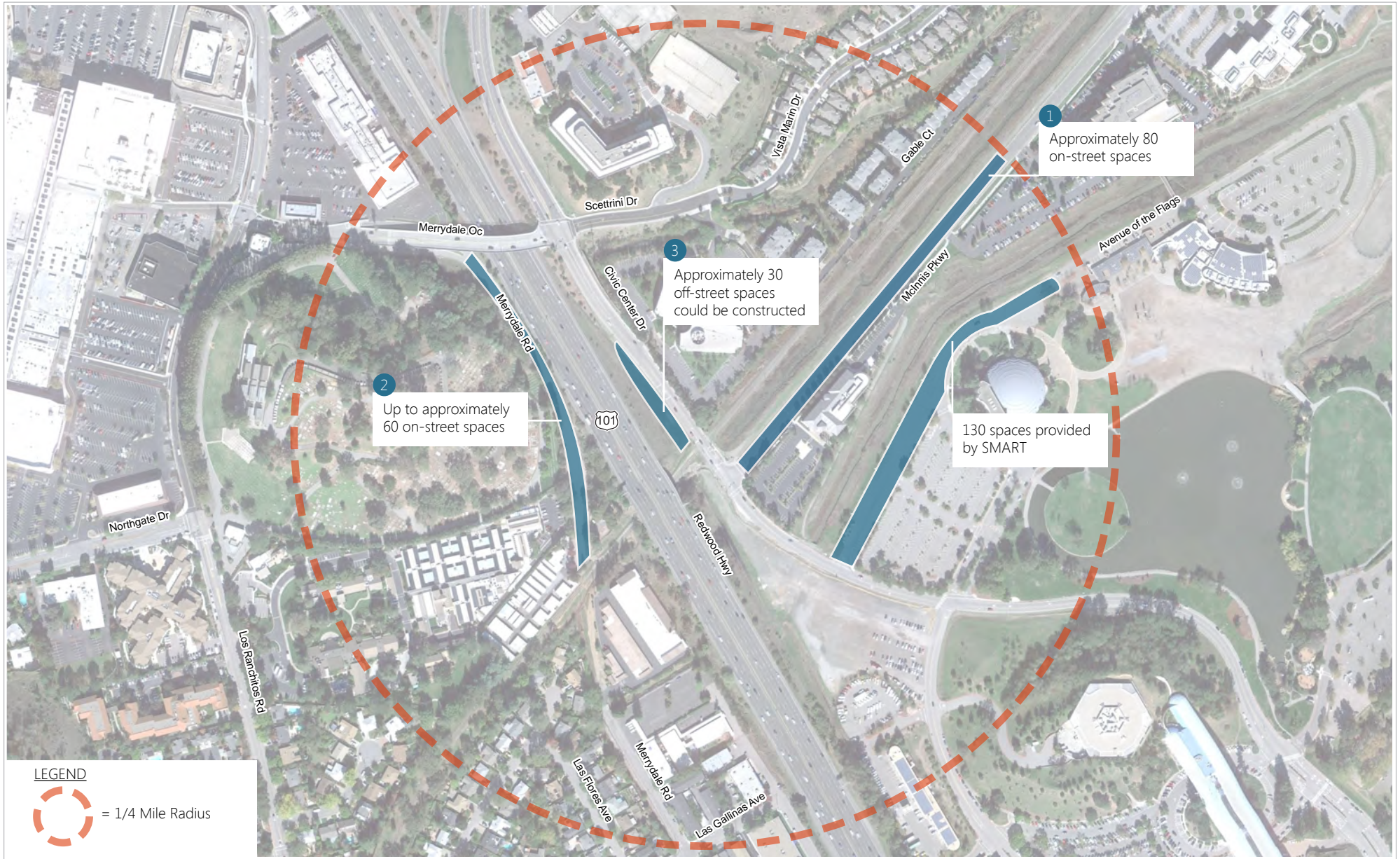
Although one of the primary purposes of this Station Area Plan is to identify ways to increase SMART ridership through walking and bicycling to the Station, a substantial number of riders may drive and park near the Station. Forecasts developed for the SMART Project Environmental Impact Report (EIR) predicted that the Station will generate a peak demand for parking of approximately 60 spaces. SMART has committed to providing 130 parking spaces – more than twice the projected peak demand – near the Civic Center Station. Specifically, SMART and the County are currently discussing a joint use proposal for 130 spaces along Avenue of the Flags to fill this purpose. Currently, SMART has no policy requiring charging for parking at any of the lots in the SMART system.

There are two primary concerns with the proposed parking arrangement. First, residents from the west side of US 101 may park on nearby neighborhood streets, such as Merrydale Road, rather than drive across US 101 to park on the east side of the freeway in the designated spaces. Secondly, the station could be much more successful than projected, and demand for parking could exceed the 130 spaces provided by SMART. This Plan includes recommendations developed in collaboration with the Committee to address these concerns.

4.3.2 *Potential Additional Parking for SMART Patrons*

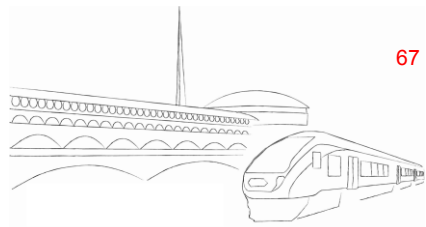
If demand is substantially more than projected, the 130 spaces proposed by SMART may be inadequate. To address this, there are three additional, potential opportunities to provide parking near the SMART station. The locations of this additional parking are shown on Figure 14.

1. McInnis Parkway currently provides approximately **80 on-street parking spaces**. Although not explicitly dedicated for use by train patrons, the parking is generally unoccupied during peak weekday periods. There are no time restrictions on these spaces, which means that these 80 spaces would be available for all-day parking by train patrons. In fact, given their proximity to the train station, these spaces may be more desirable than the spaces on Avenue of the Flags that will be dedicated for SMART patrons.



Not to Scale

POTENTIAL ADDITIONAL PARKING SUPPLY



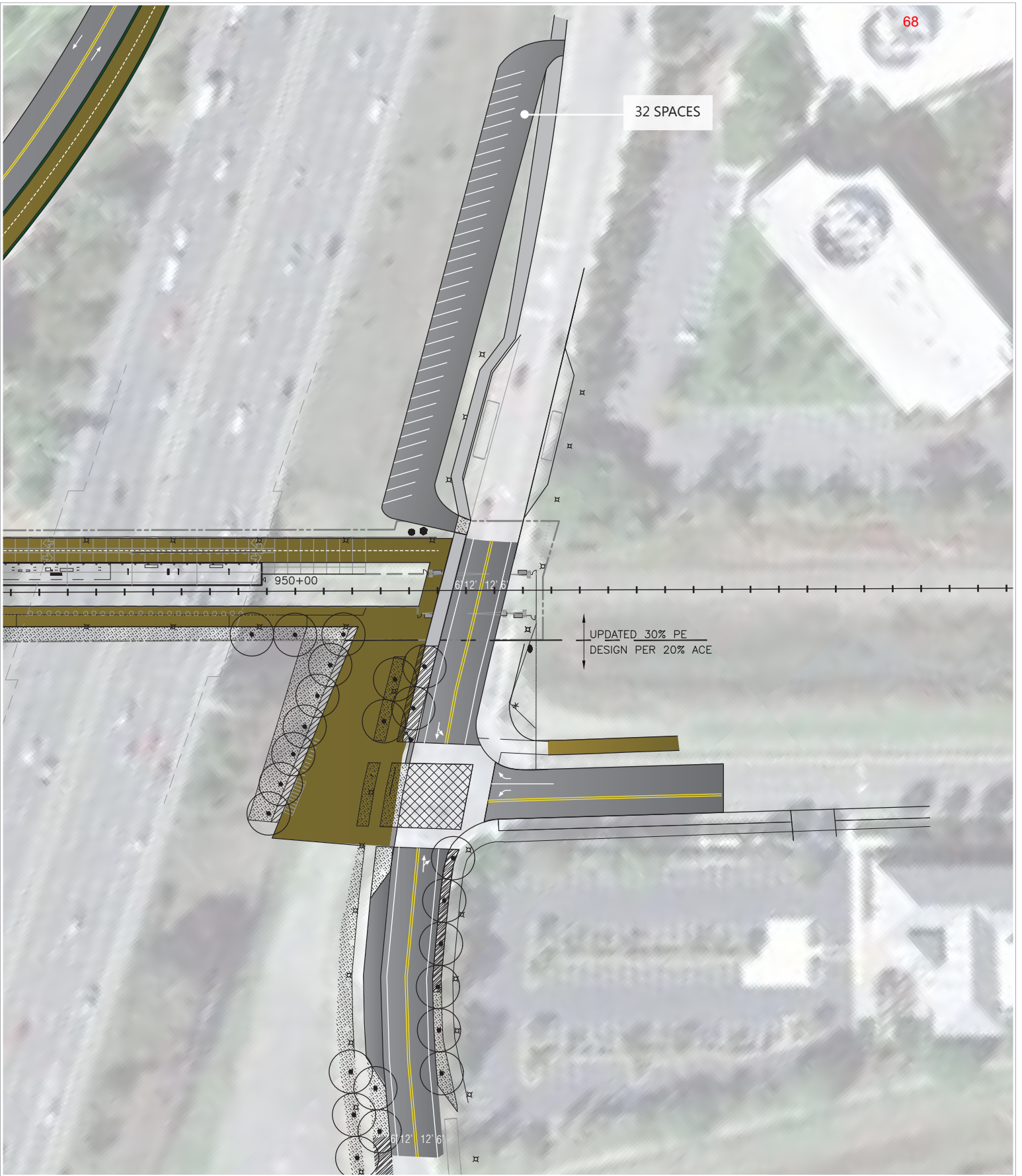
2. Merrydale Road (North) will be configured to allow on-street parking, where feasible. Unlike Merrydale Road (South), there are few adjacent land uses that would be adversely affected by increased on-street parking demand on Merrydale Road (North). Therefore, this parking could be unrestricted so as to allow train patrons to park. Although parking may not be possible on the entirety of Merrydale Road (North) due to the planned Promenade improvements, it may be possible to provide up to **65 additional parking spaces** on Merrydale Road (North).
3. There is a vacant parcel northeast of the Station, north of the railroad crossing, between US 101 and Civic Center Drive. Parking could be constructed on this site, as shown on Figure 15. If configured as shown, approximately **30 additional spaces** could be provided, including ADA parking for the station.

4.3.3 Coordination Among Jurisdictions

Between the 130 spaces provided by SMART and the 175 additional spaces identified above, over 300 spaces could be used by SMART patrons. If the available parking is shown to be inadequate, SMART, the City, and the County should collaborate to make more efficient use of the existing public and private parking in the area, prior to constructing new parking in the area. The City should take a proactive role in this coordination and annually survey the SMART related parking situation to identify problems and seek solutions. Coordination among the jurisdictions is essential to insure that SMART parking does not intrude into residential neighborhoods such as Rafael Meadows. Every effort should be taken to prevent this from happening.

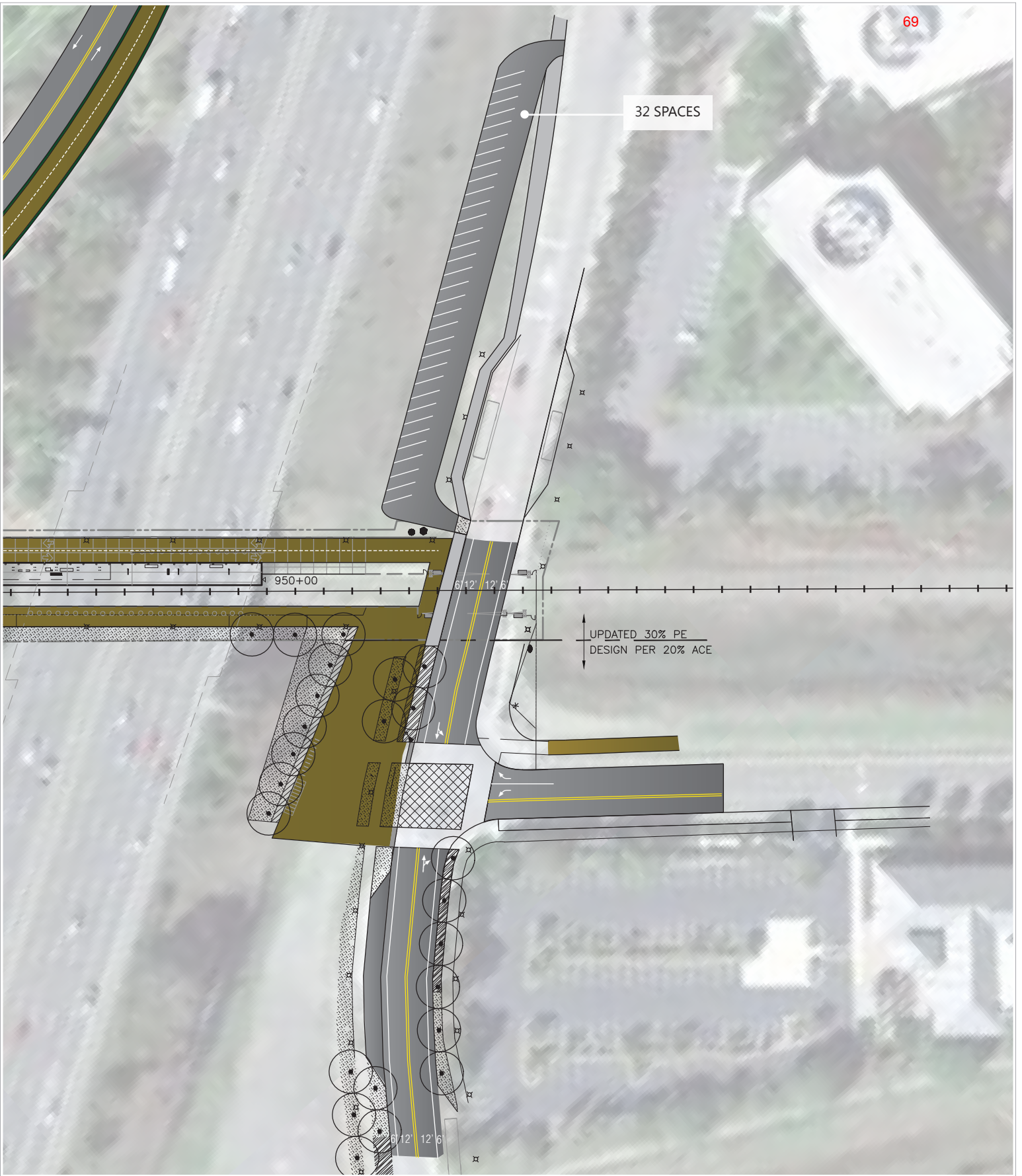
4.3.4 Parking Requirements for New Development

Parking strategies could reduce the need for new parking associated with new development. However, failure to provide adequate off-street parking for new development could result in additional on-street parking demand, which is already relatively scarce during evenings. Therefore, the concept of providing reduced parking for new developments through the implementation of new strategies that reduce the overall demand are generally recommended, wholesale changes to the City's general parking code for this area are not warranted. Instead, reductions in parking requirements can be considered based on strategies proposed with each new development. Developments seeking to provide less parking than required by City code should demonstrate a parking program that involves periodic reporting to prove a true reduction in parking demand. Exceptions or reductions are subject to review by the Planning Commission as part of the project review process.

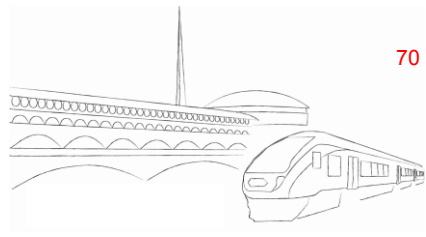


Not to Scale

POTENTIAL NEW PARKING SITE



POTENTIAL NEW PARKING SITE



Potential strategies could include:

- Transit incentive programs, whereby employers subsidize the cost of transit passes for employees who elect not to drive
- Provision of parking spaces for carshare programs
- Unbundled parking, whereby the cost of a parking space is removed (i.e., unbundled) from the cost of housing, ensuring that residents who do not own cars or who choose to own fewer cars do not have to pay for parking spaces
- Shared parking, whereby complimentary land uses that do not experience peak parking demands simultaneously can share parking facilities and make more efficient use of parking supply

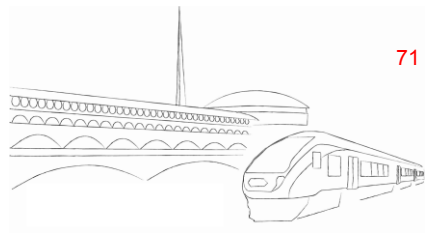
4.3.5 Bike Parking for Station and in New Development

SMART will provide 6 bike racks (which could accommodate at least 2 bicycles each, and possibly 8 or more) and 8 bike lockers as part of the station design. The City of San Rafael requires new development to include bike parking of at least five percent of the number of auto parking spaces provided, per Section 14.18.090 of the City's Zoning Code. The City and SMART should ensure adequate bike parking is provided at the station and throughout the area. The demand for bike parking provided at the station should be monitored over time and additional space provided if needed.

4.3.6 Residential Permit Parking

Many residential neighborhoods that experience severe parking shortages due to long-term commuter parking have elected to set up Residential Parking Permit programs, accompanied by time limits, to reserve on-street parking for residents and short-term visitor parking. These programs require residents to purchase a permit to use on-street parking within a given district. Permits are purchased from the City, and are only available to residents who live within the district. The cost of the permits is typically based on the cost of administering the program. Drivers who do not have permits can typically park for only a short term, typically two to four hours, during daytime hours. Parking is typically unrestricted during evenings and weekends. Implementing this type of program would ensure that commuter parking due to the SMART station does not severely impact residential neighborhoods.

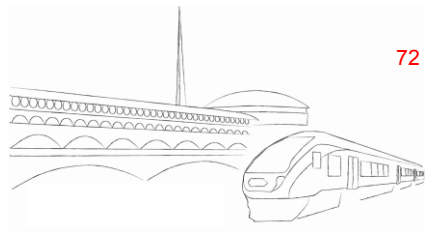
The City of San Rafael does not currently have a Residential Parking Permit program, so implementing this type of program would require some institutional and administrative efforts; however, the City has expressed willingness to consider such a program if it were requested by the affected neighborhood in response to a documented parking problem.



4.4 RECOMMENDATIONS

The parking recommendations in this plan aim to ensure adequate parking for new housing, businesses, and commuters while encouraging transit use.

1. **Explore residential parking permits and time limits.** Residential parking permits coupled with 2 or 4-hour time limits can protect neighborhoods from long-term commuter parking spillover.
2. **Provide more commuter parking opportunities throughout the area.** Three additional parking opportunities have been identified for SMART commuter parking. This will be public parking and therefore they will be open to non-SMART users as well. They are:
 - a. McInnis Parkway, approximately 80 on-street parking spaces
 - b. Merrydale North, approximately 65 on-street spaces (depending on how the roadway is configured without compromising the planned promenade extension)
 - c. Vacant parcel northeast of station, approximately 32 spaces (can include some ADA parking for SMART and possibly more bike parking for station)
 - d. If more parking is needed, the City and County should pursue the use of public lots for SMART parking
 - e. Consider using new technology as it develops to communicate real-time availability of parking to station users.
3. **Coordinate parking controls.** A successful parking strategy will require extensive on-going coordination and planning for increased parking demand between the County of Marin, SMART and the City of San Rafael. The City should survey the SMART related parking situation annually to identify problems and seek solutions. Coordination among the jurisdictions is essential to insure that SMART parking does not intrude into the residential neighborhoods such as Rafael Meadows. Every effort should be taken to prevent this from happening.
4. **Reduce parking requirements.** If coupled with other strategies that can demonstrably show a reduced demand for parking, such as transit incentive programs, carsharing, shuttles, unbundling parking, and shared parking, new development may need less parking than the current ordinance requires. Developments seeking to provide less parking may be subject to periodic review for efficiency. Reduced requirements can also be linked to neighborhood serving uses such as dry-cleaning and Laundromats, drug stores, and food stores.
5. **Provide bike parking.** Provide adequate bike parking at the station and in new development.



CHAPTER 5. LAND USE AND URBAN DESIGN

Chapter 4 describes the multi-modal circulation framework and facilities that will serve the San Rafael Civic Center Study Area and improve connectivity between existing neighborhoods and to the new SMART Station. This chapter discusses the land use opportunities and desirable character of future development and public spaces that can help realize the community's vision for the area. It describes the station area's existing site conditions, the potential areas appropriate for new development, and design guidelines that will ensure that new development supports transit and improves and enhances the surrounding neighborhoods, without disrupting the special character of the area.

The land use recommendations presented in this chapter were amended by the City Council in September 2013. The amendments were made in response to community concerns about building height and density recommendations.

5.1 TRANSIT- ORIENTED DEVELOPMENT

Transit-oriented development is good town planning: it aims to create an environment that is attractive and provides daily goods and services in proximity to transit.

The four fundamental components of transit-oriented development are:

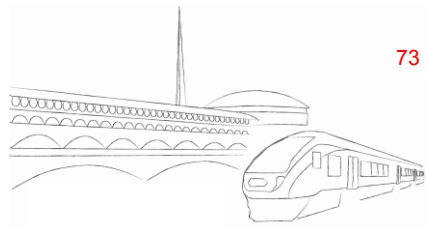
- A mix of land uses, such as housing, office, retail and civic uses that attract people to the area
- Sufficient densities to support transit, services, and retail for the area
- A circulation framework that supports all modes of travel, including bicycles and pedestrians
- An attractive and safe public environment of streets, sidewalks, crosswalks, plazas, and other spaces.

Transit-oriented development is supported in this area by the 2005 City of San Rafael General Plan 2020. The Housing Element of the General Plan encourages infill near transit, allowing higher densities at transit hubs. The Neighborhoods Element supports construction of the Civic Center SMART station and encourages a plan "that provides higher density housing, bus transit connections, a parking lot, and incorporates pedestrian facilities and bicycle access . . .".

5.2 A BALANCED APPROACH

In accommodating any transit-oriented development in existing districts, it is important to take a balanced approach that is sensitive to existing conditions and current policies. Therefore, in the Civic Center Station Area, the underlying principles of this study are to:

- set a sound but flexible framework of land use, circulation and transit facilities that will serve the area well for many years,
- respect current policies and regulations that have been discussed and developed with local community involvement and that contribute to the livability of the area,



- at the same time recognize that over time there may be a gradual change of use and density in the Study Area to those that are compatible with a balanced, transit-oriented neighborhood, and that this Plan should guide that change appropriately,
- protect and enhance the special character of the area, including the residential neighborhoods and open space resources.

There are opportunities within the Civic Center Station Area to support more transit-supportive development, either through the development of existing parking lots, storage, or strip-commercial sites or through the long-term conversion of existing underutilized sites to higher, transit-supportive densities and uses.

5.3 AFFORDABLE HOUSING

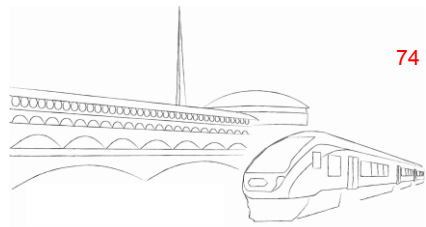
The City of San Rafael has a longstanding commitment to affordable housing, as reflected in policies included in General Plan 2020's Housing Element and Section 14.16.030 Affordable Housing Requirements of the Zoning Ordinance. These policies identify affordable housing as a vital community need. The City has developed policies and programs to produce affordable units by requiring new residential development to include affordable units and for new job-producing commercial development to contribute financially to affordable housing programs. With the residential, retail, and commercial development that could occur within close proximity to the station, increases to the City's affordable housing stock could occur. This Plan supports and includes those affordable housing provisions.

5.4 TRAFFIC CAPACITY

The capacities of area streets and intersections are among the primary constraints to any future development in the Study Area. The San Rafael General Plan 2020 evaluated traffic capacities based on existing and planned circulation improvements. Subsequent analysis conducted by the City for this project confirmed that even with the construction of the traffic improvements identified in the General Plan, the Study Area can accommodate only the growth already assumed in the General Plan. The General Plan-projected increase in residential units, office, and retail uses over that existing within the three geographic portions of the study area are shown in Table 3 below. Traffic improvements over those identified in General Plan 2020 are not proposed by this plan, so the total amount of development assumed will not exceed the General Plan assumptions in Table 3. While the assumed amount and general location of development cannot change, it has been directed and focused by the provisions of this Plan.

Planning Areas	Residential (Dwelling Units)	Office (Square Feet)	Retail (Square Feet)
East of US 101 Area	200	200,000	0
Redwood Highway Area	100	0	0
Northgate Area	320	0	80,000

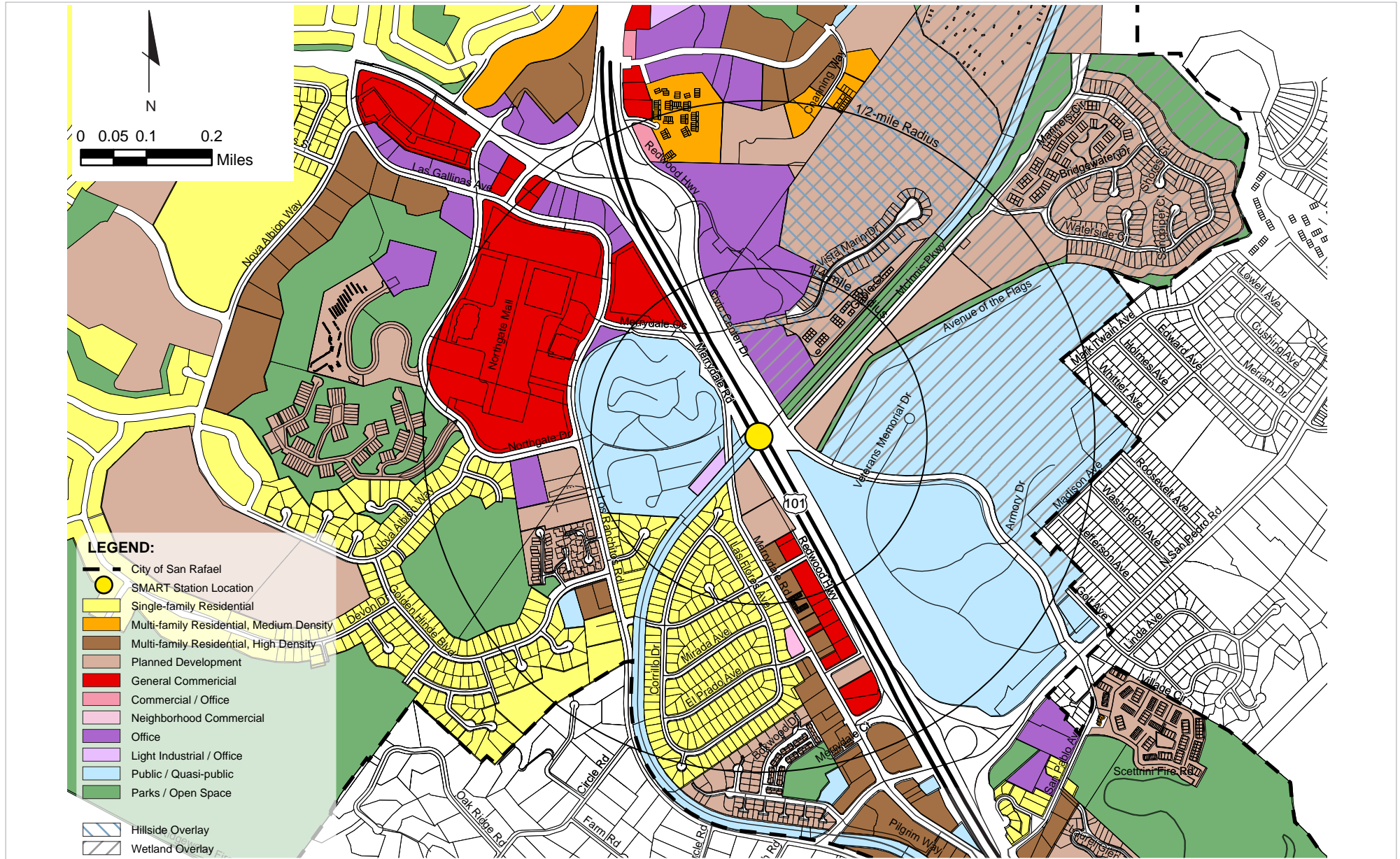
Source: City of San Rafael.



5.5 REGULATORY CONSIDERATIONS

Table 4 summarizes the allowable densities of development set by city zoning regulations and the General Plan throughout the City including the Study Area. Figure 16 shows the zoning designations on properties within the Study Area. Allowable residential densities are determined by the number of dwelling units allowed per acre of land. The intensity of office or retail development allowed is based on a floor area ratio (FAR), the ratio of total building development (in square feet) to total site area. In mixed-use districts, where both residential and commercial uses are allowed, allowable development intensity is determined by combining the floor-area-ratio (FAR) for the non-residential component, with the minimum lot area required per dwelling unit for the residential component. For purposes of clarity, minimum lot area per dwelling unit has been converted to dwelling units per acre (dus/ac).

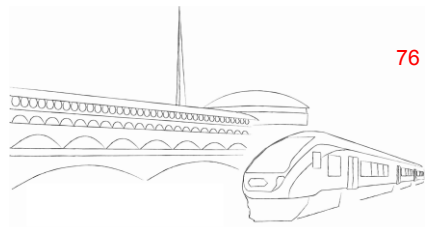
TABLE 4 ALLOWABLE DENSITIES PER SAN RAFAEL ZONING CODE			
	LAND USE	FAR	DWELLING UNITS/ACRE
	LOW DENSITY RESIDENTIAL Single-family homes.	N/A	0.5-9
	MEDIUM DENSITY RESIDENTIAL Duplex, townhomes, apartments and condominiums; hotels/motels, clubs and similar uses.	N/A	9-22
	HIGH DENSITY RESIDENTIAL Apartments and condominiums; hotels/motels, clubs and similar uses.	N/A	24-44
	GENERAL COMMERCIAL General retail and service uses, restaurants, automobile sales and service uses, and hotels/motels. Offices as secondary uses. Residential use allowed.	0.3	44
	NEIGHBORHOOD COMMERCIAL Neighborhood-serving retail and services. Residential use allowed. Ancillary office uses allowed.	0.3	24
	OFFICE General offices, medical and professional offices, and administrative or headquarters offices. Residential use allowed.	0.3	44
	LIGHT INDUSTRIAL/OFFICE Motor vehicle service, contractor uses and yards, light manufacturing, distribution, warehousing and storage, incidental employee-serving retail/service, and office uses.	0.30 (1.0 for storage)	N/A
	PUBLIC/QUASI-PUBLIC Public and civic uses, such as government, education, public safety, public utility and similar facilities owned or operated by public or non-profit agencies. Residential use allowed.	1.0	24
	PLANNED DEVELOPMENT Uses are set for each individual PD consistent with the General Plan and parking. Changes in use require an amendment to the PD.	Set in PD	Set in PD



SOURCE: BMS

ZONING MAP

FIGURE 16



5.6 LAND USE CONCEPTS

The goal of this Plan is to “set the stage for creating a vibrant, mixed-use, livable area supported by a mix of transit opportunities, including passenger rail service.” Several overarching principles were established by the Committee to ensure that the Civic Center Station Area achieves its goals, while also preserving the existing neighborhood character. These include the following:

- Protect the existing residential neighborhoods from adverse impacts of new development
- Allow new residential, office and mixed-use development that is both in scale with the existing neighborhoods and is complementary to the community character
- Provide safe and attractive transit access for all modes of transportation
- Encourage mixed-use development to accommodate additional small businesses that provide local neighborhood services and amenities.

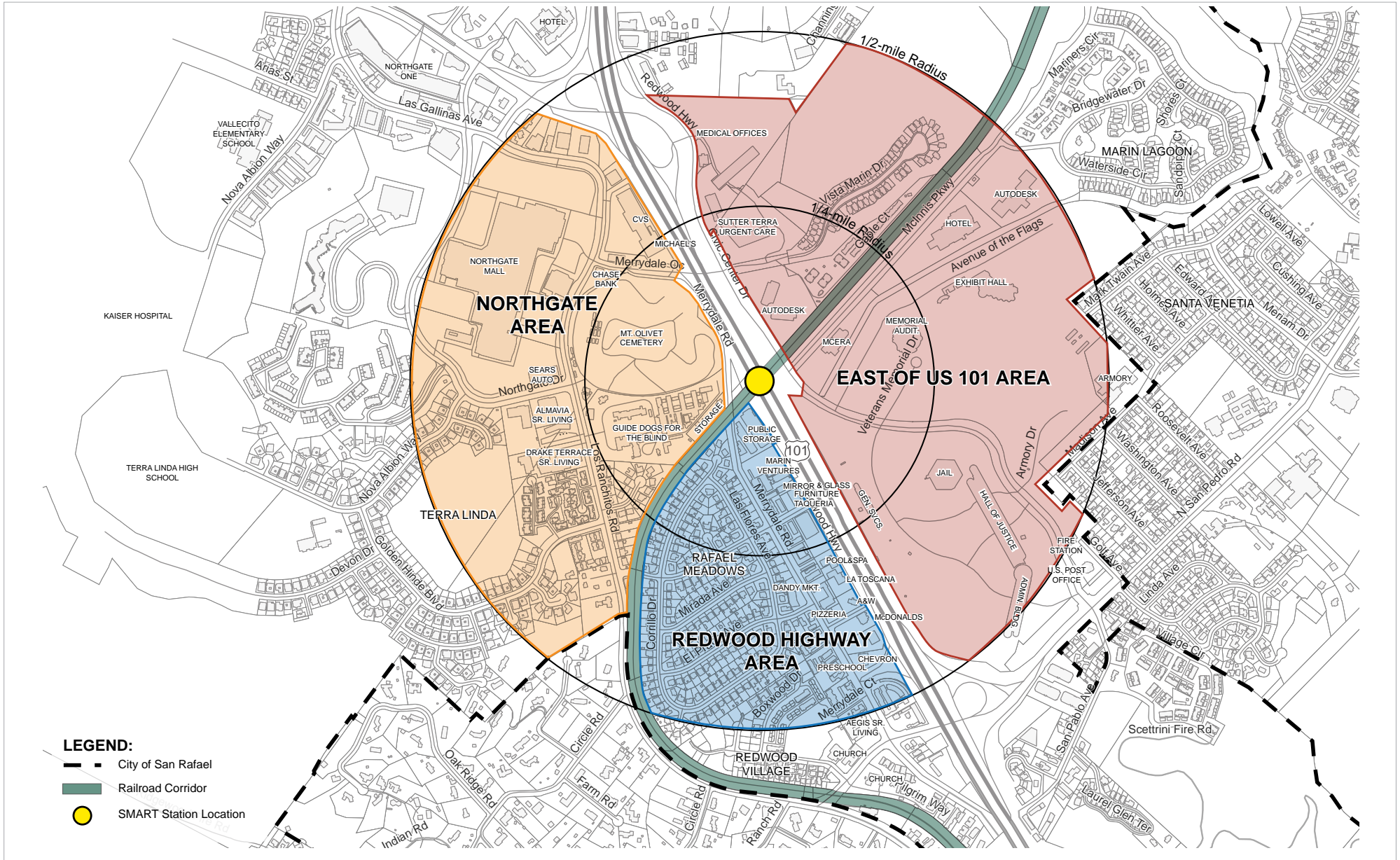
The Committee also articulated overall land use considerations that have, in turn, informed the specific land use recommendations that follow. The considerations include the following:

1. In general, multi-family residential buildings should be encouraged within walking distance of the station (generally within $\frac{1}{4}$ mile). This is a long range plan, looking 25 years into the future, and major alterations in uses could occur that are not currently contemplated. Market considerations will ultimately determine what uses are feasible and when.
2. While policies should emphasize residential development, increases in both residential and commercial intensities are encouraged in the immediate vicinity / within walking distance of the station. This pattern of uses can help achieve lessened reliance on single occupancy vehicles. It can also aid in the enhancement of the station area as a center of activity and community resource. With development that is focused and clustered around the freeway and train station, the existing residential neighborhood character will be protected. The conversion of existing commercial buildings to residential uses could also increase residential development.
3. There does not appear to be market demand to support significant additional general purpose retail in the area. Limited station-related retail should be allowed in proximity to the station. Additional neighborhood-serving retail should be allowed, but not required, in areas that are appropriate for mixed-use development.
4. Higher densities demand greater attention to high quality design. Where height limits are increased, architectural quality becomes essential. Within close proximity to the freeway, care should be taken to maintain occupant safety and health are maintained. Further, environmental considerations are always important, especially attention to the area’s creeks and wetlands.

The vision for the Study Area is further refined with recommendations specific to three geographic zones, each of which has unique characteristics and opportunities:

- East of US 101 Area
- Redwood Highway Area
- Northgate Area.

A more detailed discussion of recommendations for each of these three zones is provided below. The zones are illustrated in Figure 17.



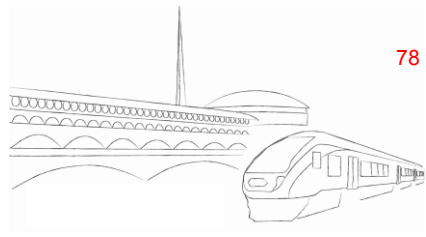
SOURCE: BMS



Not to Scale

PLANNING AREAS

FIGURE 17



5.7 EAST OF US 101 AREA

The East of US 101 area generally encompasses all uses east of the freeway, including the Civic Center.

5.7.1 Existing Conditions

East of US 101, the Study Area is dominated by the Marin County Civic Center, which includes the Hall of Justice, Administration Building, Armory, General Services Building, Memorial Auditorium, and Exhibit Hall. Encompassing about 128 acres, 90 of these are open space and include the Lagoon and Lagoon Park. Parking lots define the edges of the site, especially on the west along the US 101 right-of-way and along Avenue of the Flags north of the lagoon. North of the Civic Center along McInnis Parkway are located a commercial office building and an Embassy Suites hotel. Further east lies an 3900 Civic Center Drive office building and Marin Lagoon, a residential neighborhood. North of the rail tracks, which parallel McInnis Parkway, the hillsides accommodate a range of uses including an 3900 Civic Center Drive office building, the Sutter Terra Linda Urgent Care facility, medical offices, and the Vista Marin residential development which faces the Civic Center. A mix of smaller office and multi-family residential uses lie further north along Redwood Highway and beyond the Study Area. The freeway right-of-way presents a major barrier between this area and the areas to the west. At the station, where the freeway overpass is elevated, it creates not only a physical barrier, but also a visual one.



Lagoon Park at the Marin County Civic Center



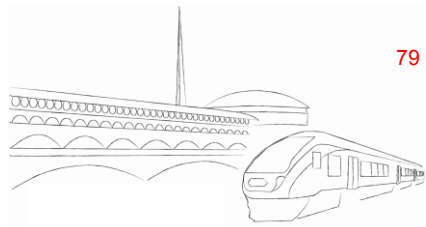
Sutter Terra Linda Urgent Care Facility



McInnis Parkway, with wetlands in foreground and office and hotel uses beyond



Vista Marin residential neighborhood



5.7.2 General Plan and Zoning

The General Plan designates various sites in the study area as suitable for public use (the Civic Center), office (e.g., 3900 Civic Center Drive), general commercial (the hotel), and various residential types. All of the properties that lie along McInnis Parkway are zoned as Planned Development parcels and contain site specific land uses. All of the office zoned properties have a maximum allowable FAR of 0.3 and are also permitted to include residential uses, although this mix of uses has never been implemented. A majority of the area has an overlay zone of Hillside, Wetlands or both, where specific General Plan and zoning permissions apply to protect these natural resources. The building height limit in the area is 36 feet, except on hillside sites. Zoning uses and densities are shown on Table 4 and existing zoning is shown on Figure 16.

5.7.3 Opportunities

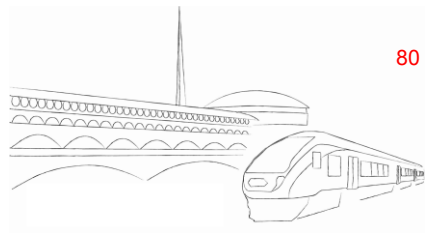
This Plan concludes that sites along McInnis Parkway in close proximity to the station (within ¼ mile or easy walking distance) that currently include office or hotel uses could, in the long run, be developed at somewhat higher densities and heights. The level properties along Civic Center Drive within walking distance of the Station are also possible locations for more intense development. This Plan acknowledges the County Plan for the Marin County Civic Center. Any housing on the Civic Center Drive hilltop sites must include improvements that facilitate access to the Station, including pedestrian improvements to address the perceived barrier of the uphill climb from the station to the site.

These development sites must be designed with sensitivity to the scale and layout of existing residential neighborhood and to the nearby creeks and wetlands, views to the surrounding hills, and the visual character of the County Government Center.

5.7.4 Recommendation

In order to achieve the vision for the area, focused increases in height limits, allowable FAR and/or residential densities would be required. The actions necessary to support the vision of the East of US 101 Area include the following:

- In the current office and commercial areas, investigate and implement increases in office FAR above 0.30 within the identified limits of traffic capacity.
- Include requirements for facilitating pedestrian access to the Station from the sites at higher elevations on the hillside.
- Develop design guidelines that specifically address:
 - Consideration of views from the hillside residences
 - Establishment of view corridors along Avenue of the Flags to the hills, Mt. Tam and the Frank Lloyd Wright designed Civic Center
 - Height step-backs and buffers from single-family neighborhoods
 - Continuation of the City's creek and wetlands policies.



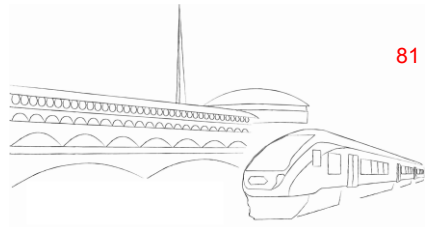
5.8 REDWOOD HIGHWAY AREA

5.8.1 Existing Conditions

The Redwood Highway Area is characterized by single-family residential neighborhoods with some parcels providing commercial uses and multi-family housing. The Redwood Highway frontage paralleling US 101 is lined with uses which utilize the freeway visibility, such as a McDonalds and Chevron gas station, as well as restaurants and home improvement retail outlets.

Merrydale Road is largely fronted by multi-family apartments between North San Pedro and El Prado Avenue. Some senior housing is also located along this extent of Merrydale Road. North of El Prado the street has multi-family units on the east and backyards of homes in the Rafael Meadows neighborhood on the west. At the north end of Merrydale Road lies the larger sites of Marin Ventures, a local community services organization, and a Public Storage self-service facility. A branch of the Gallinas Creek south fork and parking strip on the west side of Merrydale Road partially separate the Rafael Meadows neighborhood from the taller multi-family buildings. The newer Redwood Village planned development lies south of Rafael Meadows and includes single-family homes as well as townhouses and a public park.

The freeway right-of-way and the rail corridor create significant barriers in this area, limiting movement by all modes of travel, making easy access to amenities, services and recreation resources difficult. The freeway, where it is elevated, also blocks views to the east.



Redwood Highway frontage road



Public Storage on Merrydale Road



Multi-family housing on Merrydale Road



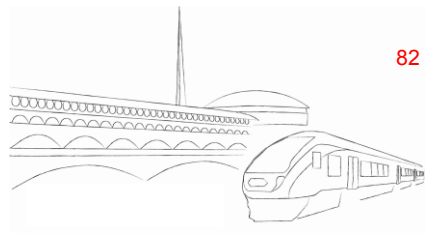
Rafael Meadows residential neighborhood

5.8.2 General Plan and Zoning

Allowed uses in this area include single-family and multi-family residential uses, and commercial uses, as well as several planned development areas. The single-family neighborhood, Rafael Meadows, is zoned low density residential, with a maximum of 9 dus/ac. The multi-family residential uses, generally located along Merrydale Road, are zoned high-density residential, and have a maximum of 44 dus/ac. The commercial uses along Redwood Highway have an FAR of 0.30. The building height limit in the area is 36 feet, except in the single-family Rafael Meadows neighborhood, where it is 30 feet. Zoning uses and densities are shown on Table 4 and existing zoning on Figure 16.

5.8.3 Opportunities

This plan recommends that all single-family areas should remain as such and be buffered from new development. Multi-family housing should be encouraged on the properties closest to the Station, specifically Northgate Storage and Public Storage. These nearby lots could also contain small amounts of station serving retail, such as a coffee shop, convenience store or cleaners, clustered near the station.



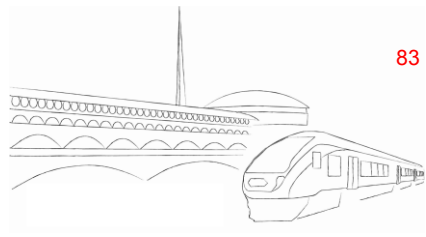
Development in this area would need to ensure that building articulation, massing, and setbacks provide an appropriate transition to the single family neighborhood.

The area south of the station along Merrydale Road and Redwood Highway is an appropriate place for mixed-use developments with retail below residential units.

5.8.4 Recommendation

The General Plan and zoning generally supports the future vision for the Redwood Highway Area, with the exception of building heights in certain areas and the use specific regulations on the Planned Development zoned sites. No changes are proposed for single family areas. The Plan also recommends the establishment of design guidelines for the area. The following measures are needed to complete the vision for the Redwood Highway Area.

- Study changes to allow a mix of residential and retail on the Public Storage site, matching the current height and density limitations along Merrydale Road and Redwood Highway, maintaining a maximum 36' height.
- Develop design guidelines for the Merrydale Road properties to include height transitions, building articulation and varied setbacks to prevent the appearance of a solid wall to the adjacent single-family neighborhood.



5.9 NORTHGATE AREA

5.9.1 Existing Conditions

The Northgate Area is the commercial heart of North San Rafael. The most prominent use is Northgate Mall, a large, partially enclosed regional shopping mall surrounded by surface parking. Auto supply stores, banks, office buildings and additional retail is located in Northgate III to the north and east sides of the mall site. Just north of the rail line and the proposed station are two large land uses: Guide Dogs for the Blind and Mt. Olivet Cemetery. Both sites are fenced and gated with no through access. A small storage facility, Northgate Security Storage, is located adjoining Guide Dogs for the Blind on the west, immediately adjacent to the station.

Direct access from the northern portion of this area to the station is compromised the large Guide Dogs for the Blind and Mt. Olivet Cemetery sites. In addition, the strip commercial and shopping mall have large parking lots fronting their buildings which do not encourage pedestrian access.



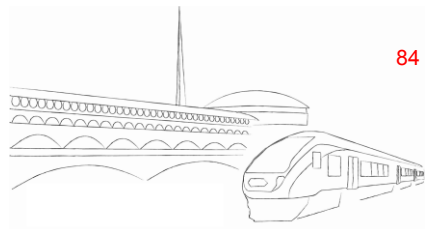
Northgate Security Storage on Merrydale Road just north of the station



Northgate III shopping center on Los Ranchitos Road across from Northgate Mall



Northgate Mall viewed from Los Ranchitos Road



5.9.2 General Plan and Zoning

Zoning in this area consists mostly of commercial and office uses, as well as public/quasi-public for the Guide Dogs and cemetery sites. The storage site adjacent to the station is zoned industrial. All use areas allow residential uses with the exception of the industrially-zoned storage site. The office and commercial uses have an allowable FAR of 0.30; they allow multi-family residential in a mixed-use configuration with a maximum density of 44 dus/ac. The building height limit in the area is 36 feet. Zoning uses and densities are shown on Table 4 and existing zoning on Figure 16.

5.9.3 Opportunities

Multi-family residential should be encouraged at Northgate Mall. Multi-family residential and commercial mixed-use should be encouraged on the Northgate III site. As discussed in the Station Access and Connectivity chapter, this site should also accommodate an extension of the Promenade to facilitate pedestrian access to the Station. Housing, while permitted, is not encouraged in the office area along Las Gallinas across from Northgate Mall. This stretch is well suited to its current office and convenience-oriented commercial uses.

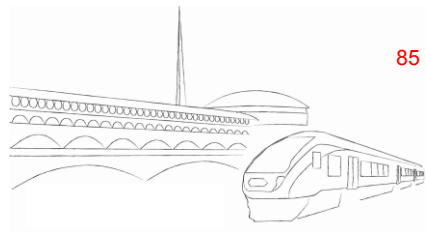
5.9.4 Recommendation

In order to achieve the vision for the area, increases to height limits, FAR and residential densities in focused and specific locations would be required. No changes are proposed for single family neighborhoods. The actions to support the vision in this area include the following:

- On the Northgate III property, study increases in currently allowed retail, office and residential densities and height within the identified limits of traffic capacity.
- Study changes to allow for residential and retail to be built on the Northgate Storage site, matching the height and density limitations of the properties in the Redwood Highway Area, including a 36' height limit.
- Consider the extension of the Promenade through Northgate III in any major reconstruction of the site.
- Study changes to allow height increases for residential development at Northgate Mall.
- Develop design guidelines to buffer height increases from single family neighborhoods.

5.10 NATURAL ENVIRONMENT

The existing natural environment of hills, creeks and wetlands are important and valued resources of the area. Specific reference to these resources are made in the Vision North San Rafael and in the General Plan policies and zoning designations. This Plan supports and includes those natural environment protection provisions.



5.10.1 *Natural Environment Actions*

- New development should celebrate natural resources.
- Restore and enhance the natural environment by improving and protecting creeks, wetlands and hillsides as provided in the General Plan and zoning provisions.
- The Intergovernmental Panel on Climate Change estimates that mean sea level rise will rise between one and three feet by the end of this century. A three-foot rise would inundate much of eastern and central San Rafael, potentially impacting the study area. In accordance with the San Rafael Climate Change Action Plan, the City will monitor sea level rise and plan for shoreline defense; develop a program of levee analysis; participate in Marin County's regional vulnerability assessment, and prepare a local vulnerability assessment for San Rafael; and continue to provide emergency planning and community awareness.



The existing wetland along McInnis Boulevard is attractive and is a valuable environmental resource.



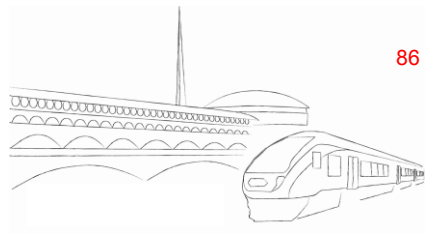
Gallinas Creek is daylit along a portion of Merrydale Road, and can be restored to provide an attractive amenity for the neighborhood.

5.11 DESIGN GUIDELINES

The existing San Rafael Design Guidelines are intended to promote “pedestrian-friendly and people-oriented” design in new development. The guidelines encourage context-sensitive design and design that is in harmony with existing development. The following guidelines should be considered for addition to the existing Guidelines.

5.11.1 *General Transit-oriented Design Guidelines*

Generally, any new development should take the following into consideration:



Street Orientation

Buildings should address the street and sidewalks to create a safe and pleasant pedestrian environment.

Building Scale and Massing

New buildings should be a reasonable height and scale compared with adjoining parcels and neighborhoods. Height and scale transitions should be provided between adjacent buildings where needed.

Building Configuration

New development should have varied and articulated facades to reduce the apparent size and bulk. Color and materials should also be used to provide variety and to mitigate scale.

Parking

Minimize parking lots adjacent to the street and sidewalk. Place parking to the side or rear. Minimize the number of curb cuts for parking lot access as these can conflict with pedestrian movement. Screen parking from sidewalks and pedestrian walkways.

Setbacks

Where appropriate, buildings should be located facing the sidewalk with modest setbacks. A landscaped buffer consistent with that already in the area should be provided. Large setbacks, as commonly found in business parks, are not appropriate.

Ground-level Uses

Provide active uses, transparency, public open space, and/or well-maintained landscaping at the ground level to create interest along the street and sidewalk, making for a pleasant pedestrian environment.

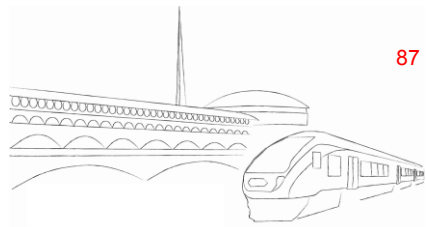
5.11.2 Specific Building Design Guidelines

Building design guidelines can and should vary somewhat among the three geographic development areas of the Study Area. Key considerations in these three areas are as follows.

East of US 101 Area

East of US 101 the development pattern close to the station is dominated by large structures and parking lots. Although some retail may ultimately be added, the area is likely to continue to be characterized by larger buildings, significant parking, and streets providing vehicular, transit, bicycle and pedestrian access. This area is not likely to become a mixed-use village, but can become a much more pedestrian-friendly zone.

- Efforts to mitigate the scale of buildings will be important, especially as it relates to the residential neighborhoods. Design of roofs, façade materials and the arrangement of building elements can all contribute to a pleasing scale of development.



- Care should be taken to not block views from public streets, parks and pathways wherever possible, and to provide views from the new development to the area's significant hillsides and wetlands.
- Buildings and site development should respect the hillsides and wetlands of this area. Plantings that are consistent with native species would be particularly appropriate.
- The pattern of development in this area should change to be more supportive of pedestrian and transit activity: building entries should be near and oriented to the street, and "eyes on the street" from windows and front doors should be employed to create a sense of security and safety.

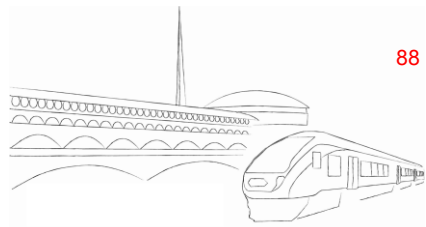
Redwood Highway Area

The Merrydale Road / Redwood Highway area is quite different in character from the other two areas. The Merrydale and Redwood Highway frontages of the area are, also quite different from each other, and buildings located on or adjoining them must respond to these varying conditions.

Merrydale Road

The Merrydale Road area is characterized by primarily residential uses, with some neighborhood-serving retail uses in its southern portion. Specific recommendations for new development in this area are as follows.

- Development in this area must carefully respect its context of nearby single-family residential neighborhoods. The scale of new buildings should provide a transition from the low scale single-family homes to the higher intensity development that is suitable directly adjoining the rail station. Care should be taken to preserve the privacy of the rear yard areas of single family residences backing on to Merrydale.
- Buildings should be located facing sidewalks with minimal setback, and with front doors readily and clearly accessible from the sidewalk.
- New development should have varied and articulated facades to reduce the apparent size and bulk of its buildings.
- Local-serving uses and amenities are suitable in mixed-use development in this area. These uses should be on the ground floor of buildings near the station, with the possibility of outdoor seating.
- Provide active uses, transparency, public open space, and/or well-maintained landscaping at the ground level to create interest along the street and sidewalk, making for a pleasant pedestrian environment. Sidewalk cafes and displays are possible in appropriate locations.
- New buildings along Merrydale Road should respond to the existing residential context in the use of materials and architectural design. A wide range of styles is possible but design should fit well with and be compatible with existing neighborhoods.



Redwood Highway

Unlike the Merrydale Road area, which is predominately residential, the Redwood Highway frontage features a number of auto accessed retail and commercial uses, and therefore, the recommendations for this area are different than for those in the Merrydale Road area. Specific recommendations for the Redwood Highway area are as follows.

- Buildings along Redwood Highway are likely to continue to be appropriate locations for more auto accessed uses, such as home decorating, supplies, and restaurant uses, where highway visibility is helpful. Wherever possible, these uses should be incorporated into a mixed-use building at the ground floor.
- Although its location adjoining US 101 detracts from its attractiveness as a pedestrian environment, improvements to sidewalks, lighting and ground level building design should be directed to create a comfortable pedestrian environment.
- Parking should be located at the side or rear of buildings.

Northgate Area

The Northgate area has the potential to continue to evolve as an increasingly pedestrian and bicycle friendly town center for North San Rafael. In order to achieve this outcome, the shopping center / strip commercial form that the area currently takes should evolve into a pattern that is more pedestrian-oriented.

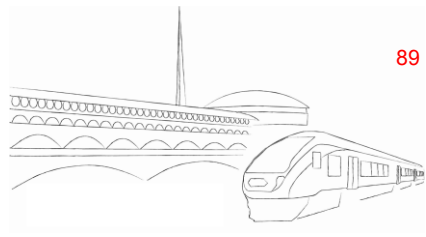
- Rather than lying behind large parking lots, new development should be located, where possible, to adjoin and thereby reinforce the sidewalk edge, providing an engaging environment for the pedestrian. If parking is structured, it should be on the side or back of parcels.
- Pedestrian access through parking lots should be separated from drive aisles and parking spaces. These walkways should be clear and improved with special lighting and plantings to create a comfortable environment.
- Buildings should face and animate the Promenade throughout this area with retail or other active uses at the ground floor, to create an attractive pedestrian environment.
- Taller buildings may be most appropriate nearer major arterials and the freeway, with sensitive scale transitions to residential neighborhoods on the periphery.

5.11.3 Public Environment Design

The design of the public environment applies to the sidewalks, walkways, and small open spaces that will be found throughout the Study Area. The public environment supports and encourages pedestrian activity which contributes to transit use and a safe and active community life.

Continue Promenade Implementation

Continue to implement the Promenade through the Study Area, providing an attractive pedestrian environment with access to the station as well as to surrounding uses.



Sidewalks

Generous sidewalks should be provided to accommodate pedestrians and pedestrian amenities such as lighting, seating, street trees and landscape, and areas for retail establishments to spill out onto the sidewalk if desired, with outdoor dining or casual seating.

Crosswalks

Provide clear, well-marked crosswalks. Where appropriate, provide corner bulbouts (curb extensions) to facilitate street crossing for pedestrians, particularly those with impaired mobility.

Parking

Locate new parking underneath, behind, or at the side of buildings and screen from view of pedestrians.

Curb Cuts

Minimize curb cuts to parking or service areas to avoid conflicts with pedestrians and bicyclists.

Service Areas

Screen service areas from view and locate away from sidewalk whenever possible.

Landscape

Provide street trees and other landscaping to create an attractive pedestrian environment.

Lighting

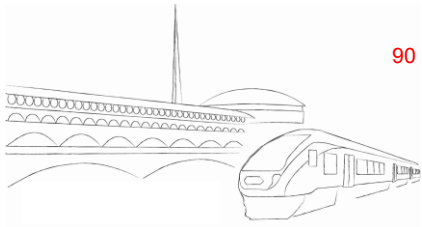
Pedestrian scale lighting, at 12 – 15 feet in height, rather than taller roadway lighting, should be considered along all pedestrian walkways, sidewalks and the Promenade. Lights should be designed to avoid spillover light into residential units and should promote a dark sky environment.

Public Spaces

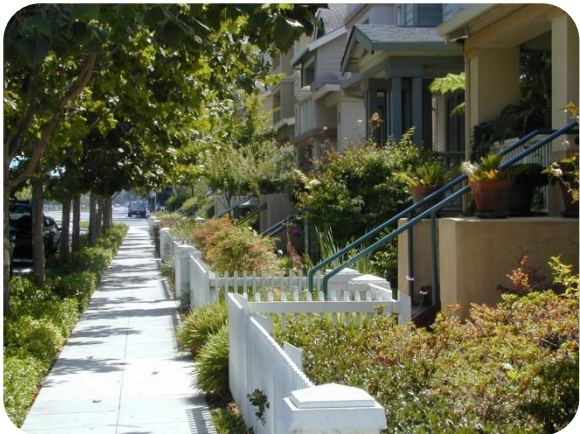
Public spaces in the form of small plazas or community gathering spaces should be well lit and located in areas that maximize visibility and access.

Informal Gathering Places

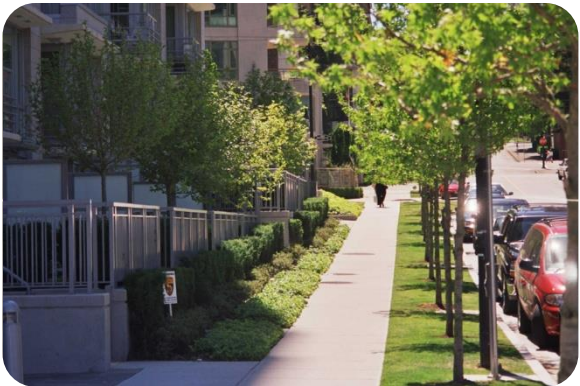
Restaurants, cafes and other commercial establishments are encouraged to provide outdoor seating.

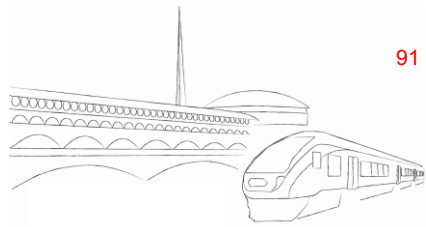


Orienting buildings toward the sidewalk edge will help to engage pedestrians, and encourage walking and cycling. Providing sidewalk space for retail, dining, and seating, especially in the area around Northgate and along Merrydale Road provides interest and appeal.



In residential areas, setbacks should be kept to a minimum, and attractive ground-level landscaping, planting strip and street trees should be provided to ensure a pleasant pedestrian environment.





5.12 SUMMARY OF RECOMMENDATIONS

The land use and urban design strategies recommended by this Plan both support the community's vision for a vibrant, mixed-use, transit-oriented station area, and protect and enhance the existing neighborhoods.

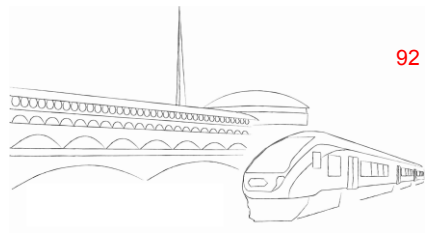
- 1. Protect existing residential neighborhoods.** No changes are proposed for the existing single-family residential neighborhoods. These neighborhoods should be protected from adverse impacts of new development. New development should be both in scale with the existing neighborhoods and complementary in community character.
- 2. Encourage residential uses within walking distance (generally a ¼-mile) of the station.** To the extent additional multi-family residential development occurs, affordable units will be included throughout the Station Area through conformance with existing and future City housing policies.
- 3. Allow limited retail in proximity to the station.** Current market demand does not appear to be strong enough to support significant additional retail in the area. However, some additional station-serving and neighborhood-serving retail should be allowed, though not required, in areas appropriate for mixed-use development.
- 4. Develop design guidelines to ensure compatibility with the existing neighborhoods.** Design guidelines should reflect the unique character of each of the three planning areas, based on the guidelines in this plan.

East of US 101 Area Design Guidelines should be developed to preserve views, buffer single-family neighborhoods, and support the City's creeks and wetlands policies.

Redwood Highway Area Design Guidelines need to address building height transitions, building façade articulation and massing, and setbacks to ensure compatibility with the adjacent residential neighborhoods.

Northgate Area Design Guidelines are needed to buffer existing neighborhoods from the height increases of new development.

- 5. Restore and enhance the natural resources in the station area.** The station area has an abundance of natural open space, hillsides, creeks, and wetlands. These resources should be restored and enhanced per the General Plan and zoning designations. They should also be celebrated by new development.
 - New development should celebrate natural resources.
 - Restore and enhance the natural environment by improving and protecting creeks, wetlands and hillsides as provided in the General Plan and zoning provisions.
 - The Intergovernmental Panel on Climate Change estimates that mean sea level rise will rise between one and three feet by the end of this century. A three-foot rise would inundate much of eastern and central San Rafael, potentially impacting the study area. In accordance with the San Rafael Climate Change Action Plan, the City will monitor sea level rise and plan for shoreline defense; develop a program of levee analysis; participate



in Marin County's regional vulnerability assessment, and prepare a local vulnerability assessment for San Rafael; and continue to provide emergency planning and community awareness.

- 6. Study changes on select parcels to allow for additional uses.** Any increases in density are contingent upon the identified limits of traffic capacity in the area.

East of US 101 Area

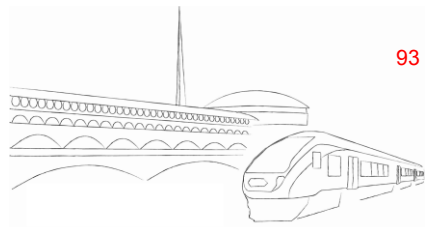
- In the current office and commercial areas, investigate and implement increases in office FAR above 0.30 within the identified limits of traffic capacity.
- Include requirements for facilitating pedestrian access to the Station from the sites at higher elevations on the hillside.

Redwood Highway Area

- Study changes to allow a mix of residential and retail on the Public Storage site, matching the current height and density limitations along Merrydale Road and Redwood Highway, maintaining a maximum 36' height.

Northgate Area

- On the Northgate III property, study increases in currently allowed retail, office and residential densities and height within the identified limits of traffic capacity.
- Study changes to allow for residential and retail to be built on the Northgate Storage site, matching the height and density limitations of the properties in the Redwood Highway Area, including a 36' height limit.
- Consider the extension of the Promenade through Northgate III in any major reconstruction of the site.
- Study changes to allow height increases for residential development at Northgate Mall.



CHAPTER 6. IMPLEMENTATION

This chapter provides a roadmap for implementing the recommendations described in this Plan. In many cases, such as improvements already described in other City plans (e.g., General Plan, Bicycle and Pedestrian Master Plan), the City of San Rafael will take the lead in implementing the recommendations. In other cases, implementation may require coordination among many agencies. This chapter provides guidance for implementing improvements, including timing, funding, areas for additional study, and key coordination efforts that may be required.

6.1 KEY IMPLEMENTATION CONSIDERATIONS

The recommendations in this Plan are the product of a community-based process with an Advisory Committee over the course of 24 months. The recommendations were developed by the Committee, with input from the public at regular monthly meetings as well as two public workshops. The recommendations have been reviewed by the Joint Project Team (JPT) for technical feasibility, but further detailed study is still required and environmental review has not been done. Through the course of developing this Plan, some key considerations have evolved that form some guiding principles for implementation of the Plan's recommendations.

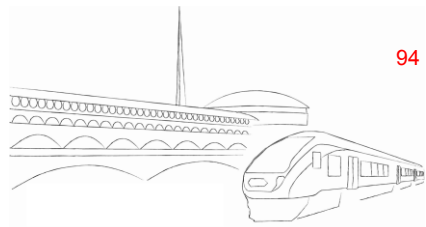
6.1.1 *Take Advantage of Previous Extensive Planning Efforts*

The North San Rafael area has been the subject of numerous visioning and planning efforts over the past several years. In addition, the City's Bicycle and Pedestrian Master Plan and General Plan have both recently evaluated the needs of this area and developed a detailed list of specific improvements to improve circulation and accommodate future development. Rather than revisit many of these proposals, this Plan incorporates, and in many cases, builds on, the planning and visioning efforts previously conducted. Specifically, this Plan incorporates bicycle and pedestrian improvements listed in the Bicycle and Pedestrian Master Plan, roadway improvements described in General Plan 2020, and elements of the North San Rafael Promenade from Vision North San Rafael. Changes to the area to better support the Civic Center SMART Station should be considered in the context of substantial effort that has already been conducted.

6.1.2 *Station Access and Neighborhood Connectivity for Bicycles and Pedestrians*

A common theme that developed from Committee feedback and public workshops was that improvements to the area should focus on bicycle and pedestrian connectivity. Many Committee members and other members of the public noted that bicycle and pedestrian activity in the area would be key to establishing a vibrant, transit-supportive community that would make the area attractive for residents and businesses.

In the context of this Plan, bicycle and pedestrian connectivity takes two forms. First, improved bicycle and pedestrian access to the new Station is essential. For existing and potential future development in the area to take full advantage of the new station, strong sidewalk and bicycle connections need to be established that make cycling or walking to the train a pleasant and inviting experience. New and/or improved sidewalks, new bicycle lanes, and adequate bicycle parking at the Station are all key elements of the Plan aimed at encouraging adjacent businesses and residents to walk or bike to the train.



The second component of improved bicycle and pedestrian connectivity is to improve linkages between sub-areas of the existing station area. The freeway and the railroad tracks currently serve to separate and isolate major portions of the study area, making walking or bicycling between these areas difficult. The completion of the Multi-user Pathway (MUP) along the SMART railroad right of way will help to alleviate this issue; preservation and enhancement of existing rail crossings, such as the one at Walter Place, as well as establishing appropriate connections at the station itself, such as the recommended new crossing at the west side of the Civic Center Station, will further encourage travel between these isolated areas in the community. As the recommendations in this Plan are developed further, and trade-offs emerge, the designs should consider the importance of bicycle and pedestrian access to the station, and within various parts of the Study Area, with respect to establishing a vibrant neighborhood.

6.1.3 Ensure that Station Parking Does Not Overwhelm Neighborhoods

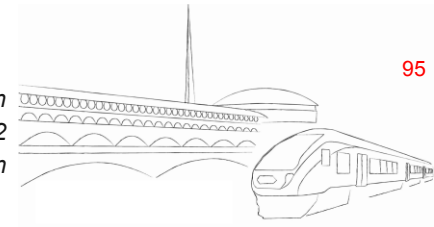
Many members of the public and the Committee expressed concern that the Station would be a popular park-and-ride destination, and that station users may overwhelm neighborhood parking. SMART is proposing to dedicate a substantial number of parking spaces for the Station (nearly double the projected demand), all of which would be on the east side of the freeway. Despite this provision, there is some concern that users coming from the west side may find it more convenient to simply park in the existing residential neighborhood west of US 101, rather than travel through congested intersections to the east side of the freeway. The Plan identifies a number of new on-street spaces on Merrydale Road north of the tracks, includes new turnarounds on Merrydale Road both north and south of the tracks to facilitate drop-offs, and also identifies new programs, such as residential parking permits, that may be implemented to ensure that neighborhood parking is preserved for residents and visitors.

6.1.4 Limited New Development Near Station Should Preserve Character of Area

One of the purposes of this Plan is to identify opportunity sites for new development that can better serve the SMART station. Ideally, both residential and commercial development would be situated as close to the Station as possible, encouraging as many trips as possible to be made by train. However, while the Committee and public endorsed this idea in general, they also stressed the importance of preserving the existing character of the area, including preserving view corridors and protecting the many creeks in the area. Simply put, new transit-supportive development in the area is desirable, so long as it does not compromise the elements that the community feels make this a great place to live and work. The Plan recommends a limited amount of new development, with design guidelines to ensure that important characteristics of the existing neighborhood remain intact. As these design guidelines are further refined and established, they should recognize the importance of preserving the character of the area.

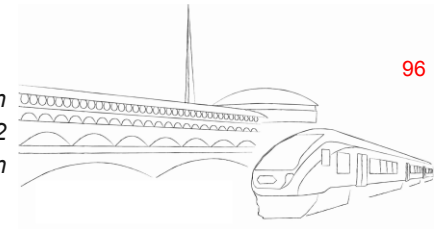
6.2 IMPLEMENTATION ACTIONS

With the above context in mind, this Plan identifies specific actions that should be undertaken to accomplish its recommendations. Table 5, below, identifies specific transportation and circulation, parking, and land use changes recommended in this Plan, describes the implementation actions, the responsible party, priority, and general cost estimate for each recommendation. Zoning changes and the associated CEQA review could be done collectively as a unit, or individually, as determined by the City Council, as City priorities, budget and staffing permit.



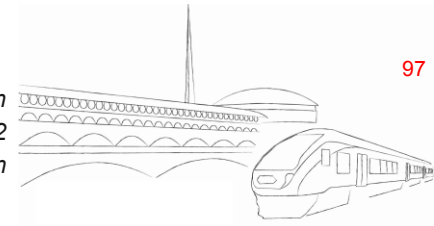
**TABLE 5
 IMPLEMENTATION PLAN**

Improvement	Responsible Agency	Cost (Est.)	Priority	Notes
Transportation / Circulation Improvements				
1. "Complete Streets" treatments on area streets, including:				
- Merrydale Road (North)	City of San Rafael	TBD	Medium	See Complete the Promenade – North Section, below.
- Merrydale Road (South)	City of San Rafael	TBD	Medium	Requires additional study to determine what elements may be technically feasible.
- Merrydale Overcrossing	City of San Rafael	TBD	Long	Requires additional study to determine what elements may be technically feasible.
- Civic Center Drive	City of San Rafael	TBD	Medium	See discussion of Promenade – South Section, below.
- McInnis Parkway	City of San Rafael	TBD	Long	Requires additional study to determine what elements may be technically feasible.
2. Complete the Promenade:				
- North Section	City of San Rafael	\$\$\$	Medium	Estimated, based on the City's General Plan 2020, which estimated the cost of the entire Promenade at \$2,000,000. That estimate did not include the extension of the Promenade through Northgate III; however, that extension could be completed by a developer, as part of potential future redevelopment of that site, ensuring no net cost increase to the City.



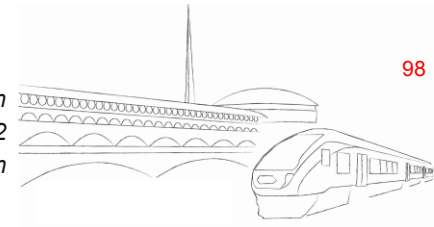
**TABLE 5
 IMPLEMENTATION PLAN**

Improvement	Responsible Agency	Cost (Est.)	Priority	Notes
- Station Section	City of San Rafael/ SMART	Included in SMART Implementation	Near	
- South Section	City of San Rafael	\$\$	Medium	Estimated, based on the City's General Plan 2020, which estimated the cost of the entire Promenade at \$2,000,000.
3. Complete the sidewalk network, including:				
- Civic Center Drive	City of San Rafael	\$	Near	
- North San Pedro Road	City of San Rafael	\$	Medium	
- Los Ranchitos Road	City of San Rafael	\$\$	Long	
4. Maintain and improve the Walter Place Crossing:				
- Maintain existing at-grade crossing of railroad tracks, and install appropriate safety and warning devices	SMART	Included in SMART Implementation	Near	
- Upgrade existing pathway to meet Class I standards (minimum 8-foot paved width with 2-foot shoulders on either side)	City of San Rafael	\$	Near	Should be coordinated with improvements to crossing constructed by SMART
- Improve access to Walter Place crossing from west side of Los Ranchitos Road	City of San Rafael	\$	Near	Should be coordinated with improvements to crossing constructed by SMART



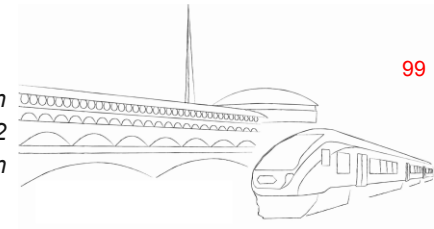
**TABLE 5
 IMPLEMENTATION PLAN**

Improvement	Responsible Agency	Cost (Est.)	Priority	Notes
5. Construct new crossing at the west end of the station	SMART / City of San Rafael	\$\$\$	Medium	Requires additional study and design, as well as approval by the California Public Utilities Commission. This is also part of the City's Bicycle and Pedestrian Master Plan.
6. Complete the Citywide Bicycle Network within the Plan Area	City of San Rafael ¹	\$\$	Various	Based on cost estimates in the City's Bicycle and Pedestrian Master Plan for improvements specified in this Plan. Represents cost for all improvements within the Plan Area. Specific elements of that Plan can be implemented separately for much lower cost. Does not include costs for new crossing at west end of station or for construction of the Promenade, which are in the Bicycle and Pedestrian Master Plan, but listed separately in this Plan.
7. Implement SMART-proposed shuttle service	SMART	Included in SMART Implementation	Near	
8. Construct a transfer point for bus and shuttle service connecting to the SMART Station	SMART / Marin Transit	\$ / Included in SMART Implementation	Near	Some elements of the transfer point, such as bus pull-outs, etc., will be constructed as part of the Station and will be funded by SMART. Other enhancements called for in this Plan that are beyond what is proposed by SMART may be funded by the City.



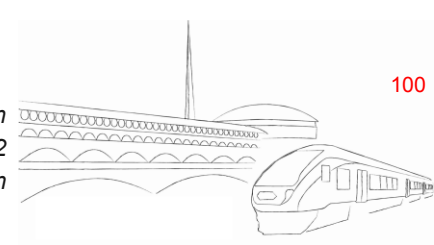
**TABLE 5
 IMPLEMENTATION PLAN**

Improvement	Responsible Agency	Cost (Est.)	Priority	Notes
9. Construct vehicular turnaround areas at ends of Merrydale Road (North and South)	City of San Rafael	\$	Near	The turnaround on Merrydale Road South requires acquisition of land from the Public Storage site, and may not be feasible unless that site redevelops.
10. Widen Las Gallinas Avenue, from Merrydale Road to Del Presidio Boulevard	City of San Rafael	\$	Medium	This improvement is from the San Rafael General Plan 2020.
11. Construct improvements at Freitas Parkway and US 101 interchange, including:				
- Consider double right-turn lanes on northbound Del Presidio Boulevard at Freitas Parkway, and widen on-ramp to southbound US 101	City of San Rafael/Caltrans	\$\$	Medium	
- Widen off-ramps from northbound US 101 to Freitas Parkway and signalize Freitas Parkway / Civic Center Drive / Redwood Highway intersection	City of San Rafael/Caltrans	\$\$\$	Medium	
- Construct flyover ramp from Civic Center Drive to Freitas Parkway	City of San Rafael/Caltrans	\$\$\$	Long	
12. Signalize US 101 Southbound Ramps / Merrydale Road intersection	City of San Rafael/Caltrans	\$	Near	



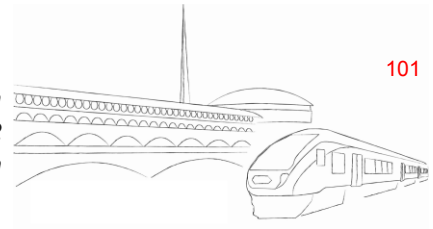
**TABLE 5
 IMPLEMENTATION PLAN**

Improvement	Responsible Agency	Cost (Est.)	Priority	Notes
13. Install directional wayfinding signage for all modes directing people to and from key destinations in the area	City of San Rafael	\$	Near	
Parking Improvements				
1. Explore residential parking permits and time limits	City of San Rafael	\$	Upon request	City would consider implementing program upon request from neighbors. Program would be cost-neutral to City. Cost of implementing and administering program would be covered through permit fees.
2. Maximize use of available parking and consider additional commuter parking throughout the area, including:				
- McInnis Parkway on-street parking	City of San Rafael	\$	Near	This parking is already provided and not highly-utilized. Consider adding signage encouraging SMART patrons to use this parking if SMART-provided parking is fully occupied.
- Merrydale North	City of San Rafael	\$	Near	Similar to McInnis Parkway, this parking exists today and some will continue to exist once Promenade improvements are constructed. No additional actions are required, other than possibly providing signage as part of the wayfinding recommendation.



**TABLE 5
 IMPLEMENTATION PLAN**

Improvement	Responsible Agency	Cost (Est.)	Priority	Notes
- Vacant parcel northeast of station	City of San Rafael / SMART	\$	Near	There is likely to be adequate parking in the area; however, if need for additional parking arises, this may be a good site for providing accessible parking.
- Pursue use of other public lots in the area for SMART parking, if needed	City of San Rafael	\$	Long	This option would only be pursued if SMART-proposed parking and other non-residential on-street parking in the area were fully utilized
- Consider providing real-time technology to communicate parking availability to station area users	City of San Rafael	\$	Long	
3. Coordinate parking controls amongst jurisdictions	City of San Rafael / County of Marin / SMART	\$	Near	Coordination among the jurisdictions is essential to ensure that SMART parking does not intrude into residential neighborhoods such as Rafael Meadows. Every effort should be taken to prevent this from happening.
4. Reduce parking requirements in some circumstances	City of San Rafael	None	Near	This would only be considered if applicants demonstrate that their demand would be less than what the City would otherwise require



**TABLE 5
 IMPLEMENTATION PLAN**

Improvement	Responsible Agency	Cost (Est.)	Priority	Notes
5. Provide bike parking at station and throughout area	City of San Rafael / SMART	Included in SMART implementation	Near	
Land Use and Urban Design				
Modify General Plan and Zoning Ordinance, as necessary, to implement land use and urban design recommendations	City of San Rafael	\$	Medium	
<p>Notes:</p> <ol style="list-style-type: none"> 1. \$: Less than \$500,000 \$\$: Between \$500,000 and \$1,000,000 \$\$\$: More than \$1,000,000 2. Although the City of San Rafael is responsible for the majority of the recommendations in the San Rafael Citywide Bicycle/Pedestrian Master Plan, several elements of involve regional projects, such as the SMART Multi-user Pathway, that are the responsibility of others. 				

CITY OF



San Rafael

Agenda Item No: 4.b
 Meeting Date: August 20, 2012

SAN RAFAEL CITY COUNCIL AGENDA REPORT

Department: Community Development

Prepared by: Stephanie Lovette *SL*
 Economic Development Manager

City Manager Approval: *M. Michels*

SUBJECT: Resolution accepting the Civic Center Station Area Plan (P10-002(CD))

RECOMMENDATION: Adopt the attached Resolution

SUMMARY:

In 2010, the City received a grant from the Metropolitan Transportation Commission (MTC) to prepare Station Area Plans for both the Downtown Station and the Civic Center Station. The Downtown Station Area Plan was accepted by Council last June and the Civic Center Station Area Plan (Plan) is presented here for Council consideration.

Although referenced as a Plan, the Civic Center Station Area Plan is a vision document that sets out a conceptual framework of steps that would need to be taken for long term development and circulation improvements in the Plan Area. It is not a specific plan, does not include zoning or general plan changes and no environmental review has been done. Detailed plans, specific zoning changes, General Plan amendments, with their associated environmental review, will be needed as Council directs in the future, to develop and implement the concepts in the Plan.

The Plan, as recommended by the Civic Center Station Area Plan Committee, is online at www.cityofsanrafael.org/stationareaplans; an Executive Summary is attached to this report as Exhibit 1.

Plan Area. The Civic Center SMART station is located underneath US 101, north of the Marin County Civic Center and adjacent to Civic Center Drive. The Study Area for the Plan is the land within a one-half mile radius of the station, with particular emphasis given to the area within a quarter mile.

Plan Goal. The overarching goal of this Plan is to "set the stage for creating a vibrant, mixed-use, livable area supported by a mix of transit opportunities, including passenger rail service." It focused on pedestrian, bicycle and transit connections, parking, and identifies transit-oriented land use opportunities.

Major Achievements of the Plan. The Plan contains detailed recommendations on Station access and connectivity to the surrounding area, parking, land use and urban design. The major achievements of the Plan are:

- **Identifies a route for the North San Rafael Promenade that connects Northgate Mall to the Civic Center.** The Plan builds on the work done in the Promenade Conceptual Plan with short and long range concepts for connecting the built portion of the Promenade at the Northgate Mall down to the SMART station and multi-use path.
- **Establishes the concept of Complete Streets and identifies where they are needed in the Area.** "Complete Street" designs of roadways keep all users in mind - including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities. The Committee identified several streets where they desired these kinds of improvements.
- **Completes the bicycle and pedestrian network around the Station.** The Plan endorses filling in the gaps of the bicycle and pedestrian connections throughout the area, focusing on

FOR CITY CLERK ONLY

File No.: _____
 Council Meeting: _____
 Disposition: _____

connections to the station and multi-use path. When feasible and in alignment with the Bicycle and Pedestrian Master Plan, upgrades to bicycle facilities are desirable.

- **Identifies a new pedestrian crossing at the west side of the Station.** The Plan identifies a new pedestrian crossing just west of the station platform to facilitate pedestrian connections for residents of the San Rafael Meadows neighborhood.
- **Organizes bus and rail connections at the Station.** The Plan calls for bus and rail schedule coordination and amenities for bus passengers such as scheduling information and shelter.
- **Identifies additional SMART parking opportunities.** The Plan identifies over a hundred additional parking spaces for commuters beyond the 130 spaces SMART plans to provide for its customers.
- **Calls for coordination of parking management by SMART, the County and the City.** The Plan recommends that these agencies coordinate their parking management strategies with the goal of protecting nearby neighborhoods from commuter parking.
- **Identifies housing opportunities in the Area.** Keeping within the development capacity allowed in General Plan 2020, the Plan identifies residential opportunities that focus development around the train station.
- **Identifies overall and area specific Design Guidelines.** Existing San Rafael Design guidelines are intended to promote pedestrian friendly and people oriented design in all new development. The suggested additional guidelines encourage context sensitive design that is in harmony with existing development.

BACKGROUND:

General Plan Foundation. General Plan 2020 contains specific policies relating to planning around the two SMART stations. These include:

NH-88. Sonoma Marin Area Rail Transit (SMART) Station.

If rail service is initiated, support construction of a Civic Center SMART station. Encourage a plan that provides high density housing, bus transit connections, a parking lot, and incorporates pedestrian facilities and bicycle access (including bike storage facilities) consistent with the San Rafael Bike and Pedestrian Master Plan.

NH-88a. Transit-Oriented Development. Work with SMART, Marin County, Golden Gate Bridge Transit District and other transit providers to prepare a site-specific design for a transit-oriented development with housing in the vicinity of the rail station.

NH-88b. Safe Walkways and Bikeways. Encourage the provision of lighting and sidewalks to ensure safe and attractive walkways and bikeways from the transit center, on both sides of Civic Center Drive, to the Northgate area.

NH-148. Residential Use at the End of Merrydale Road.

Evaluate amending the General Plan and Zoning Ordinance to promote residential uses at the end of Merrydale Road.

NH-148a. Zoning Change. Consider amending the General Plan and Zoning Ordinance to allow housing at the end of Merrydale Road.

H-22. Infill Near Transit.

Encourage higher densities on sites adjacent to a transit hub, such as the San Rafael Transportation Center and the Downtown and Civic Center SMART stations, and along major bus corridors.

H-22a. Higher Density Infill Housing Near Transit. Study underutilized sites near transit hubs, SMART stations, and transit corridors that are not currently zoned for housing to evaluate potential for rezoning to allow high-density residential uses.

H-22b. Station Area Plans. Complete the Station Area Plans for the Downtown and Civic Center SMART station areas. Revise the Zoning Ordinance to implement the recommendations of the final plans.

C-20. Intermodal Transit Hubs.

Support efforts to develop intermodal transit hubs in Downtown and at the Civic Center to provide convenient and safe connections and support for bus, rail, shuttle, bicycle, and pedestrian users, as well as automobile drivers using transit services. Hubs should include secure bicycle parking and efficient drop-off and pick-up areas without adversely affecting surrounding traffic flow.

C-20a. Transit Hubs. Work with Marin County, the Marin County Transit District, SMART Commission, the Golden Gate Bridge Transportation District, and other regional agencies to ensure that intermodal transit hubs are designed to be convenient and safe for San Rafael users.

Planning Grant. On May 3, 2010, Council authorized the City Manager to accept a grant in the amount of \$528,000 from MTC for the preparation of both the Downtown and the Civic Center Station Area Plans. An additional \$132,000 in matching funds from various sources was added for a total project cost of \$660,000 for both Plans. The Civic Center Station Area Plan was allocated \$175,000 of which \$140,000 was from the MTC grant. The remaining \$35,000 in matching funds were \$8,000 from the City, \$5,000 from the Redevelopment Agency, \$6,000 from SMART, \$8,000 from the Transportation Authority of Marin (TAM) and \$8,000 from the County of Marin.

Partner Agencies and Joint Project Team. A Joint Project Team (JPT) was convened in 2009 to assist with development of the Plan. The JPT consisted of staff from each public agency associated with the MTC grant, and including SMART, County of Marin, Golden Gate Bridge Highway and Transportation District, Marin Transit District and the Transportation Authority of Marin.

Consultants. The transportation consulting firm of Fehr and Peers was retained to assist the Committee. The consultant fee of \$125,000 was from the MTC and matching funds.

Civic Center Station Area Plan Committee. A 16 member Advisory Committee was appointed by the City Council on July 19, 2010 to represent a variety of interests the surrounding community. There were also ex-officio members representing the Planning Commission, Design Review Board, City Council, Bicycle and Pedestrian Advisory Committee and the Las Gallinas Valley Sanitary District. The Committee developed the Plan through a community-based process over 24 months with input from the public at 19 regular monthly meetings as well as a special meeting, a tour of other areas, two public workshops and numerous public outreach meetings.

Committee Charge. Council charged the Committee to:

- Prepare a Civic Center Station Plan that will address Station Access and Connectivity; Transit Oriented Development; Accessible Design; Parking; and Pedestrian Design.
- Use area resources and assets to building on the design and engineering work for SMART's Civic Center station to create a functional and attractive transit hub for the north San Rafael community.
- Include a multiagency implementation plan that summarizes the plan's recommendations and includes a phasing plan for actions and financing options for the responsible agencies.

Public Input. The Committee met monthly in open public meetings held at the Guide Dogs for the Blind facility on Los Ranchitos Road. Email notices were sent prior to every meeting to a stakeholders group identified by the Committee that included Homeowners Associations (HOA's), interested organizations and individuals. As the process proceeded, any person or organization asking for notification was added to the list. Open time, public comments on each discussion item and a Public Comment time were provided at meetings.

In the first months of the process, informational meetings were held with organizations and HOAs that responded to an invitation extended by the Committee. Those responding were the Contempo Marin HOA, the Chamber of Commerce Housing and Economic Development Committee, a group of Civic Center commercial property owners, the Marin Conservation League, the Marin Environmental Housing Collaborative, Embassy Suites Management Team, Friends of SMART, the League of Women Voters, and Civic Center employees.

The Committee hosted two community workshops. The first was in March 2011 to identify opportunities and challenges and the second in November 2011 for feedback on draft ideas. A total of 67 people attended the first workshop and 37 were at the second. Public notification of these meetings was done by:

- Email notification to stakeholder groups and persons requesting notification
- A post office mailing to all property owners, renters, and businesses in the Plan Area as well as Home Owners Associations in the City's database and various environmental and legislative non profit organizations

- A press release to local print and online newspapers
- An article in *Snapshot*, the City Manager's newsletter
- A posting on the City's homepage.

In June 2012, staff and the Committee presented a Draft Plan at meetings of the Marin County Board of Supervisors, the City's Design Review Board and the Planning Commission, the Federation of San Rafael Neighborhoods, Los Ranchitos HOA, the League of Women Voters, Marin Environmental Housing Collaborative, North San Rafael Collaborative, Rafael Meadows Improvement Association, the Santa Margarita HOA, Transportation Authority of Marin, and received comment letters from the Las Gallinas Watershed Council, the Marin County Bicycle Coalition and Sustainable San Rafael.

ANALYSIS:

Key Elements. The key elements and considerations in the Plan are:

Take Advantage of Previous Extensive Planning Efforts. North San Rafael has been the subject of numerous visioning and planning efforts. Rather than revisit these issues, this Plan includes and builds on those efforts. Specifically, this Plan incorporates elements of the North San Rafael Promenade (Figure 7), bicycle and pedestrian improvements listed in the Bicycle and Pedestrian Master Plan (Figures 8 & 9), roadway improvements described in General Plan 2020 (Section 3.6.2), affordable housing policies from the Housing Element (Section 5.3), environmental resource protection policies from the Conservation Element (Section 5.10), and references to the Climate Change Action Plan (Section 5.10).

Focus on Station Access and Neighborhood Connectivity for Bicycles and Pedestrians. A major focus is improving bicycle and pedestrian connections between the neighborhoods and the station. New and/or improved sidewalks (Figure 8), new bicycle lanes (Figure 10), and adequate bicycle parking at the Station (Section 3.4.3) were identified that will make walking and cycling to the train a pleasant experience. Connections between the existing neighborhoods and the Station are improved by Plan provisions for the completion of the North San Rafael promenade (Figures 5 and 7), connections to the new multiuse pathway along the SMART right of way (Figures 2 and 6), the enhancement of the existing pedestrian rail crossing at Walter Place and a proposal for a new pedestrian only crossing on the west side of the Civic Center Station (Figure 8).

Ensure that Station Parking Does Not Overwhelm Neighborhoods. Members of the public and the Committee expressed concern that the Station would be a park-and-ride destination, with the resulting parking intruding into existing neighborhoods. In addition, there was concern that SMART's leased parking at the County Government Center is on the east of the freeway and users on the west side of the freeway would find it more convenient to park in the residential areas on the west side. To address this, the Plan identifies new on-street spaces on Merrydale Road north of the tracks, includes new turnarounds on Merrydale Road both north and south of the tracks to facilitate drop-offs (Figure 13), and identifies programs that could be implemented to ensure that neighborhood parking is preserved for residents. It also notes that ongoing coordination and management of parking is needed between the City, County and SMART (Section 4.3.3). Overall, new opportunities for additional parking were identified (Figure 14).

New Development Near Station Should Preserve Character of Area. One purpose of this Plan is to identify sites for new residential and commercial development that would encourage use of the train. The Committee endorsed this idea while emphasizing the importance of preserving the existing character of the area, including preserving views and protecting the creeks and wetlands in the area. The Plan recommends new residential development close to the station (Section 5.6), within the traffic capacities identified in the General Plan (Section 5.4), with design guidelines to ensure that the character of existing neighborhoods remains (section 5.11). Specific densities were not identified, but it was noted that it should be higher than the current High Density provisions. Building heights were proposed for evaluation in several areas that are needed to achieve the desired transit oriented development.

Implementation: As a vision document and conceptual plan, the Civic Center Station Area Plan lays out the framework for the future projects and reviews that are necessary to achieve the Plan. The Implementation Section contains the specific actions, responsible parties, priorities and general cost

estimates. The priorities are near, medium and long term, with near term relating to actions that are associated with the commencement of SMART operations. Specific implementation actions will be considered in the scheduling of future Zoning updates and General Plan amendments and the securing of grant funding and the allocation of staff resources in the City budget process.

Committee Split Decision on Height in the Redwood Highway Area. The Committee was not able to come to consensus on the issue of building heights on the Redwood Highway frontage, the Northgate Storage, Public Storage and Marin Ventures properties, and the 3 properties closest to the Station on the west side of the Highway. They have included two height alternatives in the Recommended Plan (Figures 18 A and B) which are attached to this report as Exhibits 2 and 3.

The Committee spent several meetings deliberating building heights. Increasing heights had been explored in the second Community Workshop, where some community support was voiced for increases regulated by design guidelines. This endorsement was not unanimous among the Workshop attendees however. The Committee reached a verbal consensus position that was mapped and included in the Draft Plan distributed for community review in eleven community meetings held in June. At their July 11 meeting, where the Committee reviewed all the community meeting input, the Rafael Meadows neighborhood voiced their concern with four story buildings on the Redwood highway frontage, the Northgate Storage, Public Storage and the Marin Ventures properties. Privacy issues, parking and a change in community character were the primary concerns. The Committee, after much discussion, was not able to come to a consensus decision on height, but agreed to forward two alternatives. Exhibit 2 is the No Change alternative, where the existing 3 story height limit on Redwood Highway and Merrydale Road remain unchanged. Exhibit 3 shows an increase to 4 stories on the Redwood Highway frontage, all of the Marin Ventures and Public Storage lots at the end of Merrydale, and Northgate Storage. The Committee was nearly evenly split between a belief that the height increases were needed to achieve transit related development on Redwood Highway and near the Station, and concern about privacy in the back yards of single family lots that backed up to Merrydale. The recommended Plan reflects this with the inclusion of the following text:

“The Committee reached consensus on the Draft plan to include the italicized text above. After hearing the public comments on the draft, the Committee was not able to reach consensus on heights for the Redwood Highway frontage, the Marin Ventures site, or either storage lot parcel, and were evenly divided between a No Change Alternative and a Four-Story Alternative.”

Council could accept the Plan with no action on the Alternatives. In that instance, further analysis would occur for both alternatives in future General Plan and re-zoning actions. Alternatively, Council could accept the Plan and then select one of the Alternatives. In that instance, future implementation actions would start with the premise that the specified heights could be acceptable, and would be analyzed for impacts.

Public Testimony at Committee Meeting. Substantial public comment was made by the public on the Recommended Plan at the last Committee meeting. The Committee requested that the minutes of the meeting be attached to this staff report (Exhibit 4). Issues raised by the public are discussed in the petitions section below. The Committee felt that the issues had been discussed extensively in the last 2 years, did not further change the Plan and encouraged the public to get involved earlier.

Petitions. A total of four petitions are being circulated. Three were brought to the Committee’s attention at their final meeting; one was hand circulated and two were on-line documents. After the Committee meeting, another online petition was generated. Supporters of the petitions stated that they would be submitted to Council. As of the writing of this staff report, one has been submitted. The text of all four petitions is included in the attached Exhibit 5, and Exhibit 6 is the hand circulated petition from Rafael Meadows.

Rafael Meadows Petition. This is the hand circulated petition attached as Exhibit 6. In response, the request for a 3 story height limit is reflected in Exhibit 2, and is in effect, no change from existing zoning. Limiting heights on Dandy Market and Casa de Rafael to less than that currently allowed could potentially be a taking of property rights. Potential concessions (including height increases) to projects providing more affordable housing than that required by the City’s Affordable Housing regulations are required by the State (California Government Code Section 65915). Concessions

must be reviewed on a case by case basis and a blanket prohibition is not possible. Parking for SMART patrons will be provided by SMART in a lot leased from the County, and the Plan identifies other on street locations on both sides of highway 101. In addition, the Plan recognizes that keeping SMART patrons from parking in residential neighborhoods will require coordinated efforts of the City, County and SMART, and calls for ongoing monitoring efforts, led by the City. Requiring private property owners to provide SMART parking, as a part of development approvals, is beyond the City's authority. Prohibitions on vehicular crossings at Walter Place and Merrydale Road are already included in the Plan on page 28.

Council could amend the height recommendation as discussed in the Split Decision section above, and the vehicular crossing issue has already been addressed in the Plan. The other requests would result in conflicts with land use law.

Quiet Zone Petition. This online petition text was read to the Committee at the meeting. In response, Quiet Zones are areas designated by the Federal Rail Authority and California Public Utilities Commission and areas where additional safety measures are installed at rail crossings so train horns will not sound except for emergencies. Quiet Zones are not in the charge given to the Station Area Committee. The City's Public Works Department is working closely with SMART on Quiet Zones and a number of other train related issues. A City Council SMART Subcommittee has been reviewing Quiet Zone issues with City staff and SMART, and this petition should be addressed to that Subcommittee.

Stop Terra Linda Railroad Sprawl Petition. This online petition was referenced to the Committee at the meeting. In response, the Committee developed a Plan that followed the direction given by General Plan 2020 policies and their charge from the Council. Therefore, the Plan focused on pedestrian, bicycle and transit connections in the Plan Area to the Station and identified transit oriented land use opportunities to leverage rail ridership. The key considerations of the Plan (pages 78-79) included actions to improve station access, ensure that parking does not overwhelm neighborhoods, and allow limited new development near the Station that preserves the character of the area. These key considerations address many of the issues raised in the petition. Specifically, Station access was addressed in Chapter 3, and parking was addressed in Chapter 4. Chapter 5 Land Use and Urban Design proposed that development be focused within a quarter mile of the Station and proposed height and density increases on 8 properties plus the Redwood Highway frontage. Specific zoning provisions are not proposed, as they will require future lot specific analysis and environmental review. The plan identifies those lots which should be studied and sets general development parameters. Overall, the Plan recommends the amount of development not exceed the amount accommodated and mitigated by the traffic improvements included in General Plan 2020 (Section 5.4) which are further specified in Implementation Measures 10, 11 and 12. Increases in density and height are accompanied by a set of design guidelines (Section 5.11 Design Guidelines). The Plan further supports and includes the natural environment policies contained in the General Plan (Section 5.10 Natural Environment). The issues raised in the petition are the issues that the Committee considered over the course of a 2 year process and addressed in the Plan.

Limiting building heights to 3 stories is requested in the petition. The Recommended plan proposes 4 stories with a potential 5 story building on 3 flat properties closest to the Station (Figure 18 A and B). The 5th floor would be for development that proposed a significant public benefit or amenity in the Plan Area. The benefit could be items such as additional affordable housing, additional creek improvements, public plazas or other similar items (Page 61).

During the development of the height recommendations, the Committee considered that transit related development should be located near the station, and these lots were across Civic Center Drive from the Station. They also considered building heights in the Plan Area. Under current regulations, the building height is 36 feet, generally 3 stories. A 4 story building would be about 48 ft. and 5 stories about 60 feet. East of Highway 101, 3900 Civic Center (Auto Desk) is 38 feet and Embassy Suites is 57 feet. In the Northgate area, Macy's is 57 feet, Sears is 54 feet and Kohl's is 43 feet. The Committee reached consensus that these heights were appropriate with design guidelines.

Keep San Rafael Quiet and Safe Petition. This online is an petition that has been sent to the Mayor, but was not presented to the Committee. In response, the Civic Center Station Area Plan is a vision

SAN RAFAEL CITY COUNCIL AGENDA REPORT / Page: 7

for the future, and proposes a framework for future actions. As such, it does not contain the specifics needed to do the level on analysis requested in the petition. Specific densities and development standards have not been developed. No environmental assessment has been done, which is the vehicle for determining areas of potential impacts. As such time as Council directs that zoning or policy changes be developed, additional study will be done on the actual proposals.

ENVIRONMENTAL REVIEW: The Plan sets forth a vision for the area around the SMART Station and identifies areas for future study. As the City Council is accepting the Plan at the completion of the Committee's work and directing staff to consider the recommendations for future study, the Plan is not subject to CEQA review. The plan is classified as a planning and feasibility study which are exempted under CEQA Section 15262. Any future implementation actions will be subject to CEQA review.

FISCAL IMPACT: There is no direct budget implication of accepting the Plan. Subsequent implementation of the Plan will require a budget as well as staff time for grant applications and project management. Council will review and approve any grant funding and staffing allocations for these future actions.

OPTIONS:

1. Accept the Civic Center Station Area Plan with the Committee's split decision on height. Council could accept the Plan with no action on the Height Alternatives. In that instance, further analysis would occur for both alternatives in future General Plan and re-zoning actions.
2. Accept the Civic Center Station Area Plan with modifications. Council could accept the Plan and select one of the Alternatives. In that instance, future implementation actions would start with the premise that the specified heights could be acceptable, and would be analyzed for impacts. Council could indicate other specific modifications.
3. Decline to accept the Plan. This option is not recommended. The majority of the Station Area Plan addresses connectivity and parking issues which would incorporate the Station into the surrounding area and make it easier for residents and workers to get to and from the Station. These improvements are separate from the concerns raised on height and land use. Not accepting any part of the Plan would mean that these items would not move forward on a timely basis. In addition, this planning effort is funded by grant funds that will not be released until the Plan is accepted.

ACTION REQUIRED: Adopt a resolution accepting the Civic Center Station Area Plan.

ATTACHMENTS:

Resolution

1. Executive Summary of the Civic Center Station Area Plan
2. No Change Height Alternative
3. Four Story Height Alternative
4. Civic Center Station Area Plan Committee Minutes of July 25, 2012 (unapproved)
5. Petition text
6. Petition from Rafael Meadows
7. Letter from Sustainable San Rafael

San Rafael Civic Center SMART Station Area Plan

Background Report

January 2011

An illustration of the Civic Center Station building, featuring a long, low profile with a series of arches and a prominent spire. A SMART train is shown in the foreground, moving towards the right. The train is white with a red stripe and a dark window area.

**Civic Center
Station Area Plan**

This project is funded in part through the Metropolitan Transportation Commission's Station Area Planning Program. The preparation of this report has been financed in part by grants from the U.S. Department of Transportation. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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JANUARY 2011

TABLE OF CONTENTS

CHAPTER 1. INTRODUCTION.....	5
1.1 Report Goals and Objectives.....	5
1.2 Project Summary	5
1.3 Summary of Other Relevant Plans	8
1.4 Key Stakeholders.....	8
1.5 Report Organization.....	10
CHAPTER 2. Existing Conditions – Land Use and Urban Design	11
2.1 Historical Background.....	11
2.2 Land Use.....	11
2.2.1 Existing Land Uses, Population and Jobs	12
2.2.2 Vacant and Underutilized Sites	17
2.2.3 Land Use Plans and Policies.....	18
2.2.4 Population and Jobs	18
2.2.5 Summary	19
2.3 Development Form	20
2.3.1 Development Pattern.....	20
2.3.2 Summary	21
2.3.3 Visual Character	25
CHAPTER 3. Existing Conditions – Transportation.....	27
3.1 Access and Circulation	27
3.1.1 Roadways.....	27
3.1.2 Bicycles.....	30
3.1.3 Pedestrian.....	36
3.1.4 Transit.....	40
3.1.5 Traffic.....	44
3.1.6 Corridor Analysis	47
3.2 Parking Supply and Demand.....	49
CHAPTER 4. SMART Civic Center Station	52
4.1 SMART Project Description	52
4.2 Civic Center Station	53
CHAPTER 5. Next Steps.....	56
5.1 Identification of Opportunities and Constraints.....	56
5.2 Community Workshop #1	56
5.3 Alternative Scenarios Analysis	56
5.4 Community Workshop #2	56
5.5 Station Area Plan.....	56

APPENDICES

Appendix A: Detailed Document Review Summary

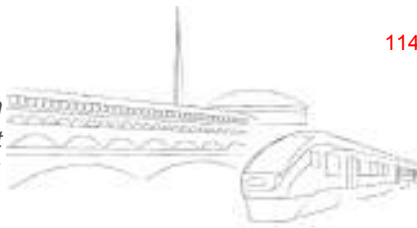
Appendix B: Intersection Level of Service Analysis

LIST OF FIGURES

Figure 1.1	Civic Center Area Location	7
Figure 2.1	Existing Development	14
Figure 2.2	Existing Land Use	22
Figure 2.3	Existing Zoning Map.....	23
Figure 2.4	Existing Development Pattern.....	24
Figure 3.1	Transportation Study Area	28
Figure 3.2	Existing Bicycle Facilities	33
Figure 3.3	15 Minute Bicycle Ride.....	34
Figure 3.4	Existing Pedestrian Facilities	38
Figure 3.5	Pedestrian Connectivity	39
Figure 3.6	Existing Transit Service.....	43
Figure 3.7	Study Locations and Existing Intersection Configuration, Traffic Control, and AM and PM Peak Hour Turning Movement Volumes.....	45
Figure 3.8	Existing Parking Conditions	51

LIST OF TABLES

Table 1.1 Document Review Influence Matrix	9
Table 2.1 Demographic Information for the Area Within a ½-mile Radius of the Proposed SMART Station	19
Table 3.1 Bicycle Connectivity from Civic Center Station to Destination Location	35
Table 3.2 Boardings and Alightings at Civic Center Stations - Existing Conditions	41
Table 3.3 LOS Definitions for Signalized and Unsignalized Intersections	46
Table 3.4 Existing Intersection Operations	47
Table 3.5 LOS Definitions for Urban Street (Class IV)	48
Table 3.6 Civic Center Drive Corridor Operations	49
Table 3.7 Midday Peak Hour Parking Conditions	50



CHAPTER 1. INTRODUCTION

For decades, Marin County's transit system has relied on buses and, in some cases, ferries¹ to move people within the County and throughout the Bay Area. The Sonoma-Marin Area Rail Transit (SMART), which would provide commuter rail service between Cloverdale and the Larkspur Ferry Terminal, has been in the planning stages for over 20 years. The proposed rail corridor will follow tracks along an existing rail line through North San Rafael to Downtown San Rafael on its way to Larkspur from Santa Rosa. Leveraging transit-oriented development opportunities and multi-modal transportation connections can maximize ridership and make the proposed Civic Center SMART station a successful project.

This document presents the background information for the eventual Station Area Plan for the vicinity of the SMART Civic Center Station. This background document will lay the groundwork for the Station Area Plan by summarizing previous planning efforts in the study area and presenting a comprehensive existing conditions report.

1.1 REPORT GOALS AND OBJECTIVES

This background report describes the existing land use, design, and transportation circulation conditions for the Civic Center Station Area Study. The area of influence of the future station, as shown in **Figure 1.1** is generally bounded by Manuel T. Freitas Parkway to the north, Civic Center Drive and the vicinity there of to the east, North San Pedro Road to the south, and Northgate Drive/Los Ranchitos Road to the west. This report will provide a framework for determining the land use and transportation opportunities to support a successful rail system. The land use component of the report will identify existing land uses, zoning, and development potential. The transportation component of the report will document the existing street network, pedestrian and bicycle facilities, and transit service. This will provide a structure to engage the community to determine the modifications needed to support development around the Civic Center SMART Station Area and fulfill the vision and goals identified in previously developed planning documents. Mobility constraints and opportunities for pedestrians, bicyclists, transit operations, and roadways within the study area will also be discussed at a later time based on this document and a series of public engagement events.

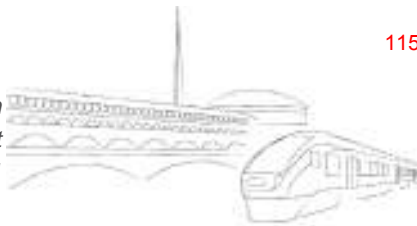
1.2 PROJECT SUMMARY

The SMART project is the culmination of an extensive multi-jurisdictional effort to implement passenger/commuter rail service in the North Bay. The corridor that will be served by SMART is approximately 70 miles and connects Larkspur to Cloverdale.² There will be 14 rail stations, two in San

¹ Ferry service in Marin County is operated by Golden Gate Bridge Highway and Transportation District.

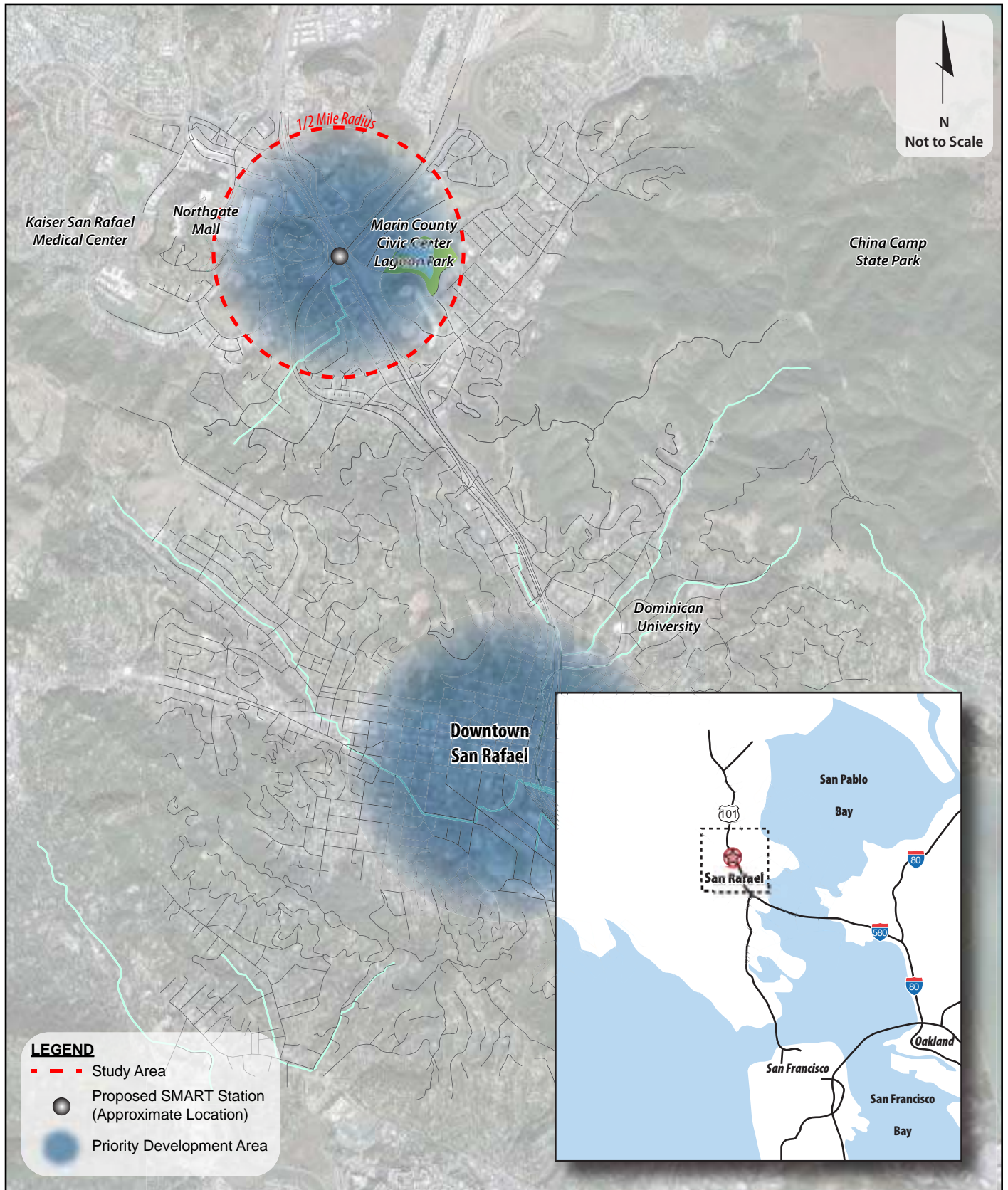
² Phase 1 of the project would connect Santa Rosa to Downtown San Rafael. The Civic Center station is the next station heading north from Downtown San Rafael.

*San Rafael Civic Center SMART Station Area Plan
Background Report
January 2011*



Rafael. This particular report focuses on the Civic Center Station Area in northern San Rafael (location shown on **Figure 1.1**). Project planners and the community have focused on implementing parallel bicycle and pedestrian facilities within or adjacent to the rail corridor. In total, the SMART project includes proposals to construct 54 miles of Class I pathway and 17 miles of Class II pathway improvements.

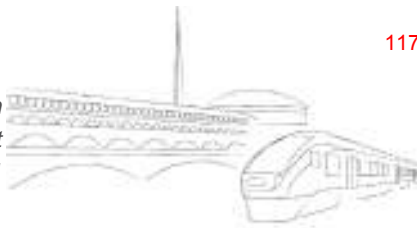
This particular planning effort to plan the Civic Center Station Area will be built upon an extensive public outreach effort in order to develop a plan that represents the desires of the surrounding community. It will focus heavily on key pedestrian and bicycle connections along with critical transit connections and the effect that these improvements may have on automobile operations. Additionally, transit-oriented land use opportunities will be evaluated to leverage rail ridership consistent with the desires of the community and with a complete understanding of the potential effects of increased development on the transportation system and surrounding land uses.



San Rafael Civic Center SAP

CIVIC CENTER AREA LOCATION

FIGURE 1.1



1.3 SUMMARY OF OTHER RELEVANT PLANS

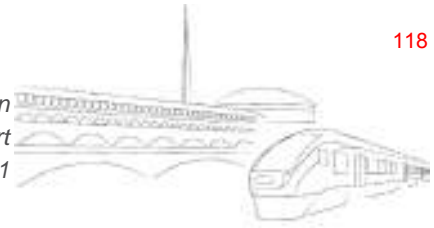
There are several planning documents that drive and guide development within the study area. One of the most relevant plans is the North San Rafael Vision documents, which include the Promenade Conceptual Plan and Design Features (Promenade Plan). The North San Rafael Vision has land use Town Center policies that have been adopted by the General Plan, such as recommendations for bikeways and pathways, promenade amenities, and unifying design themes. The Promenade Plan includes general design guidelines and a series of recommendations for providing a continuous pedestrian and bicycle connection between the Northgate Mall and the Marin County Civic Center. This Plan can form a general framework for establishing recommendations for pedestrian and bicycle connectivity to the proposed Civic Center Station in later stages of this process. In addition, there are a number of other relevant plans and policies related to development and design of the study area. The influential categories of relevant documents on the Civic Center Station Area are summarized below in **Table 1.1**. A detailed summary of the document review is provided in **Appendix A**.

1.4 KEY STAKEHOLDERS

The City of San Rafael staff coordinated a team of stakeholders that are an integral part of planning a successful station area. These stakeholders ensure that the interests of the community and focus groups are met. There are four primary groups: the Steering Committee, the Joint Project Team, the Civic Center Station Advisory Committee, and the community itself. The groups are described below:

- The Project Steering Committee (SC) comprises the executive directors of the participating agencies: City of San Rafael; County of Marin; SMART; Marin Transit; Golden Gate Bridge, Highway and Transportation District; and TAM. This group meets bimonthly to monitor progress and resolve any interagency issues.
- The Joint Project Team (JPT) includes at least one staff from each participating agency and from the Association of Bay Area Governments (ABAG). This group meets monthly to track progress, review draft documents, and provide direction and recommendations on project tasks.
- The Civic Center Station Area Plan Advisory Committee (SAC) includes 16 members appointed by the City Council. They assist in preparing the Civic Center Station Area Plan, providing oversight of the development of the recommendations. Members for this committee were selected by the San Rafael City Council in July 2010 and meet monthly. Also, six ex officio non-voting members from the Planning Commission, Design Review Board, Golden Gate Bridge Highway and Transportation District, Bicycle and Pedestrian Advisory Committee, and Las Gallinas Valley Sanitary District.
- The community will play an integral part in developing the Station Area Plan. There will be two public workshops at critical points in the planning process in which the community will be invited to provide feedback, input, and guidance regarding the station area.

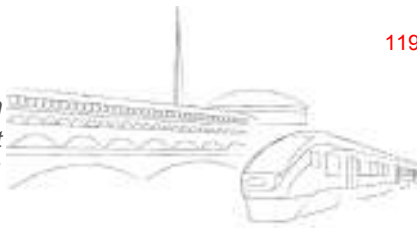
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Background Report
January 2011



**TABLE 1.1
DOCUMENT REVIEW INFLUENCE MATRIX**

Document	Provides General Development Guidelines	Identifies Specific Locations for Development	Provides General Transportation Planning Guidelines	Identifies Specific Modal Project Improvements	Provides General Guidance for Aesthetic/Architectural Details	Identifies Specific Aesthetic/Architectural Guidelines
1. City of San Rafael General Plan 2020	✓	✓	✓	✓	✓	
2. Zoning Map	✓				✓	
3. Marin Countywide Plan	✓					
4. SMART Environmental Impact Report				✓		
5. North San Rafael Vision Promenade Conceptual Plan and Design Features			✓	✓	✓	✓
6. San Rafael Design Guidelines	✓		✓		✓	✓
7. The Marin Center Master Plan		✓		✓		
8. Marin County Civic Center Master Design Guidelines	✓	✓	✓	✓	✓	✓
9. Marin Civic Center Open Space Ordinance	✓				✓	
10. Court Facilities Master Plan		✓				
11. County of Marin RFP for a Partner to Operate and Improve a Farmers' Market		✓				
12. Vision North San Rafael	✓		✓			
13. Golden Gate Short-Range Transit Plan			✓	✓		
14. Marin Transit's Final Short Range Transit Plan			✓	✓		
15. TAM – TPLUS Pedestrian and TOD Toolkit	✓		✓		✓	
16. Miller Creek Road/Las Gallinas Avenue Corridor Study				✓		
17. City of San Rafael Bicycle/ Pedestrian Plan				✓		
18. Walk Bike Marin				✓		
19. Economic Vision 1997	✓		✓			
20. Transportation 2035 Plan (MTC RTP)			✓	✓		

Shaded cells indicate City documents developed by the City of San Rafael.
Source: Fehr & Peers, 2010

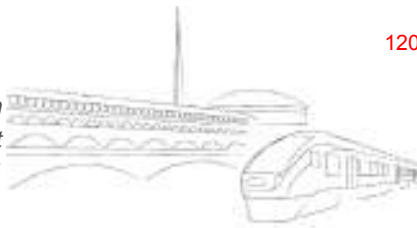


1.5 REPORT ORGANIZATION

The remainder of this report is divided into three chapters that present the existing land use and transportation conditions, and summarizes the next steps to develop the Station Area Plan, including the public process:

- **Chapter 2: Existing Conditions – Land Use and Urban Design** presents the existing land uses and site conditions. Additionally, regulatory context, other planned developments, and vacant or underutilized sites are also discussed.
- **Chapter 3: Existing Conditions – Transportation** describes the access, circulation, and operating conditions of the existing transportation network in the Project vicinity. This includes the roadway network, transit network, bicycle facilities, pedestrian facilities and current on- and off-street parking conditions.
- **Chapter 4: Next Steps** discusses briefly next steps likely to occur in the station area planning process.

The attached Appendix includes additional descriptions of transportation facilities, calculations, and a summary of relevant planning documents.



CHAPTER 2. EXISTING CONDITIONS – LAND USE AND URBAN DESIGN

Supportive land uses and transportation facilities are the two most critical elements to achieve a vibrant and successful Station Area Plan, which in turn, can help realize a thriving Civic Center Station. This chapter describes the land use and urban design characteristics that currently comprise the Civic Center Station Area, including: 1) the existing site conditions, land uses, and population; and 2) the urban design character, including development patterns and visual character.

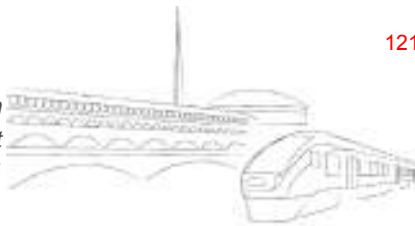
2.1 HISTORICAL BACKGROUND

Marin and southern Sonoma County were originally inhabited by the Coast Miwok, whose villages were most often sited on major creeks. Spanish settlers arrived in San Rafael in the early 1800s, and built the Mission San Rafael Archangel in 1817. The Mission grazed their herds of cows, sheep and horses across most of what is now Marin County. When Mexico became independent of Spain in 1821, the Spanish became aliens in Mexican territory, and after a few years the Mission was secularized, and its land divided up among citizens loyal to Mexico. In 1846, the United States signed a treaty with Mexico, forming the independent California Republic. By 1874, the small town of San Rafael was incorporated. The original city was 160 acres in size and had a population of 600. Six years later the population had grown to 2,276. The seat of Marin County's government and commerce, the town of San Rafael continued to grow to a population of 8,570 in 1940. North San Rafael remained largely ranch and grazing land until the 1950s. During the 1950s and 1960s, the Terra Linda Valley and Northgate east of Highway 101 developed rapidly. Much of this area was originally in County jurisdiction, but was later annexed to the City. Development during this time included residential, the Northgate Industrial Park, Northgate Mall, and the Frank Lloyd Wright-designed Marin County Civic Center. In 1972, the community voted to preserve the surrounding hills as open space in perpetuity. By the 1990s, North San Rafael was largely built out, with a variety of residential, civic, commercial and retail developments.

2.2 LAND USE

Land uses in the vicinity of transit stations are most effective at supporting ridership and the success of the system if they are transit-supportive or transit-oriented. Transit-oriented development is consistent with good town planning and comprises the following elements:

- A development pattern and accompanying circulation framework that supports access via walking, bicycle, transit and vehicle to areas of living, working and services
- A mix of land uses, such as housing, office, retail, and civic and cultural institutions that support transit ridership. A mix of uses supports ridership and alternative modes of transportation by making various land uses accessible in a single short trip from the rail station.
- Sufficient densities of development to support transit and create an attractive, usable, accessible, and enjoyable environment.



2.2.1 Existing Land Uses, Population and Jobs

According to SMART's Environmental Impact Report (EIR), the proposed SMART Civic Center station is located in north San Rafael adjoining McInnis Parkway and Civic Center Drive, just east of Highway 101. This section discusses the general land use characteristics within both a $\frac{1}{4}$ and $\frac{1}{2}$ mile radius of the proposed station. Recent studies of commuter travel patterns have shown that travelers are much more willing to consider taking transit for a trip to work if they live within $\frac{1}{2}$ mile walk of a transit station and work within $\frac{1}{4}$ mile of a station. In other words, commuters are not typically willing to walk more than $\frac{1}{2}$ mile to access transit, and not willing to walk more than $\frac{1}{4}$ mile from transit to reach their workplace. The areas within these boundaries include a wide variety of uses (see **Figure 2.1**). Within the $\frac{1}{2}$ mile radius of the station lies one of Marin County's largest employers, the County of Marin, as well as several other large office buildings, a medical facility, a shopping mall, and single-family and multi-family housing.. The Civic Center is home to the county fair, special events, and a thriving farmer's market. At the same time, however, there are extensive parking lots and the wide freeway right-of-way that also occupy key portions of the study area.



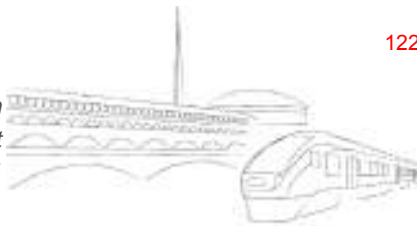
EXHIBIT 2-1 Marin County Civic Center is a regional icon that is listed as a national historic landmark

For purposes of discussion, the area can be subdivided into four quadrants, two to the east of Highway 101 and two to the west.

Land Uses East of 101

The southeast quadrant of the study area is dominated by the Marin County Civic Center, which is bounded by Highway 101 on the west, N. San Pedro Road and residential neighborhoods on the south and east, and Avenue of the Flags on the north. The Civic Center was master planned by famed architect Frank Lloyd Wright in 1957. The Civic Center includes the Marin County Hall of Justice Administration Building, Jail, General Services Building, Armory, Memorial Auditorium, and Exhibit Hall, as well as the lagoon and Lagoon Park. The Frank Lloyd Wright-designed Administration Building, Hall of Justice, and surrounding area, were designated a national historic landmark in 1991 (see Exhibit 2-1). The Civic Center facilities host a variety of events including the County Fair, concerts, and conferences. A vibrant farmers market occupies the Memorial Auditorium parking lot on Thursdays and the parking lots west of Memorial Drive on Sundays. Surface parking lots dominate the edges of the Civic Center site, especially on the west along the Highway 101 right-of-way and along Avenue of the Flags north of the lagoon. The Marin County Civic Center includes a sizeable amount of open space, including the lagoon and Lagoon Park, the landscaped areas around the County Jail, Hall of Justice, and Administration Building, and several undeveloped areas currently used for the Marin County Fair and overflow parking. Overall, the Civic Center encompasses approximately 128 acres of which roughly 10 are occupied by buildings, 90 by open space (including roads), and 30 by surface and overflow parking lots.

North of the Civic Center site, along McInnis Parkway, is a zone of commercial uses, including two office buildings occupied by Autodesk and an Embassy Suites hotel. The residential neighborhood, Marin Lagoon, lies at the eastern end of McInnis Parkway, just beyond the $\frac{1}{2}$ mile radius from the station location. A linear wetland area runs between the railroad tracks and McInnis Parkway.



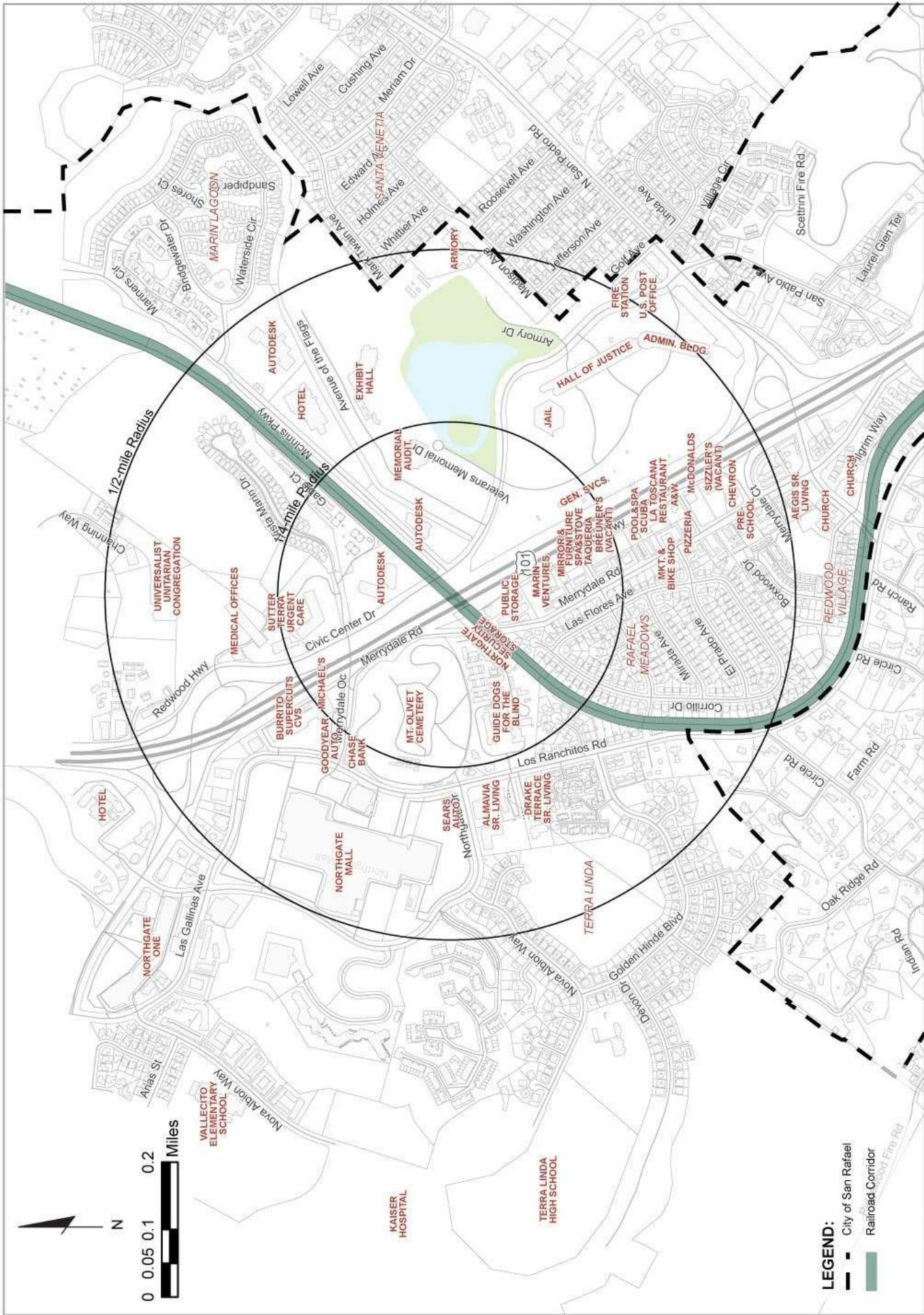
The northeast quadrant, north of the rail line and east of Civic Center Drive and Redwood Highway Frontage Road, is characterized by a mix of large-and small-scale office and institutional uses, housing and hillside open space. Along Civic Center Drive are large office and institutional uses including an additional Autodesk office building, a Sutter Terra Linda Urgent Care facility and related medical offices. This area is a major employment center and is Autodesk's world headquarters. Further north where Civic Center Drive becomes Redwood Highway Frontage Road, and along Professional Center Parkway, the uses are a mix of small-scale office, commercial, assisted living facilities, and multi-family housing. To the east of Autodesk and Sutter Terra Linda are the small hillside residential neighborhood of Vista Marin, the small multi-family development of the Gables, and a large area of hillside open space. Further north lay additional small scale office, commercial and hillside residential uses. A large portion of the hillside has been preserved as open space. The existing development has been sited to retain the hillside's natural beauty and character.

Land Uses West of 101

The southwest quadrant, south of the rail line and west of Highway 101, is characterized by commercial, civic and multi-family housing alongside the highway, and single-family housing further west. The Redwood Highway frontage road is lined with auto-oriented commercial uses, such as McDonalds, A&W, Chevron, a pizzeria and restaurant, and small retail outlets, as well as several vacant buildings (see Exhibit 2-2).

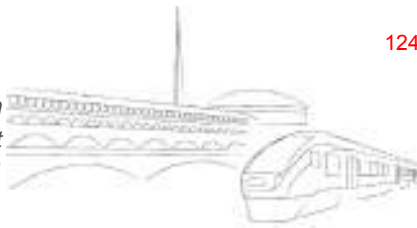


EXHIBIT 2-2 Retail uses along the Redwood Highway frontage road looking south



EXISTING DEVELOPMENT

FIGURE 2.1



*EXHIBIT 2-4 Multi-family housing
along Merrydale Road*

*EXHIBIT 2-3 Residential street of single-family homes
in the San Rafael Meadows neighborhood.*

The commercial parcels are abutted at the rear by multi-family housing which is accessed from Merrydale Road. The Rafael Meadows neighborhood (see Exhibit 2-3) is bounded by the rail line, North San Pedro Road, and Merrydale Road and includes a neighborhood of single-family homes with multi-family apartments along Merrydale Road (see Exhibit 2-4). On the corner of Merrydale Road and El Prado Avenue is the Dandy Market and a bicycle shop, the only commercial uses west of Merrydale Road in this quadrant.

At the north end of Merrydale Road, just south of the rail line, is Public Storage, a large self-service public storage facility. Adjacent to Public Storage is Marin Ventures, a community services facility providing educational and social services for adults with developmental disabilities.

The northwest and southwest quadrants are divided by the rail line right-of-way. Backyards adjoin the railroad right-of-way (see Exhibit 2-5).

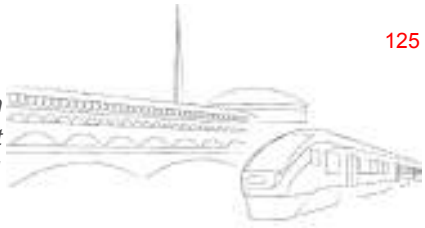


EXHIBIT 2-5 An informal trail runs along the railroad tracks

The northwest quadrant is the commercial heart of North San Rafael and home to the major retail and commercial center for the North San Rafael community. This area lies north of the rail line and is dominated by several large scale land uses, the most prominent of which is Northgate Mall (see Exhibit 2-6). Northgate Mall is a large partially enclosed regional shopping mall surrounded by surface parking, adjacent to Las Gallinas Avenue and Los Ranchitos Road. Recent improvements to the mall include more active retail uses around its edges, such as RiteAID and H&M, as well as site landscaping and signage. The first section of the three-mile San Rafael Promenade bike and pedestrian path was completed in April 2010, and runs along the edge of Northgate Mall. Auto supply stores, banks, office uses and additional retail and parking lie to the north and east of Northgate Mall along Las Gallinas Avenue. Southeast of the intersection of Merrydale Road and east of the Mall is the Mount Olivet Cemetery, occupying a 20-acre hillside site. Immediately south of the cemetery is the main campus of Guide Dogs for the Blind, an organization that provides guide dogs for the visually impaired. Northgate Security Storage is on the west side of Merrydale Road where it dead ends at the railroad tracks.

The remainder of this area to the south and west is occupied by single family neighborhoods, some multi-family housing, several senior living communities, and some hillside open space.

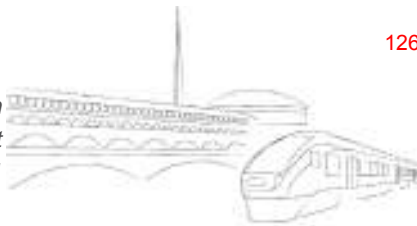


EXHIBIT 2-6 Northgate Mall

2.2.2 Vacant and Underutilized Sites

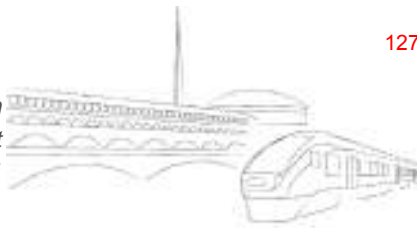
There are two small vacant sites in this area, both located south of North San Pedro Road, just west of Highway 101, and just outside the ½ mile walking radius. They are both challenging sites, and are zoned Public/Quasi-public. (See Figure 2.2 for locations.)

Two vacant buildings, the former Breuner's Furniture and the former Sizzler's Restaurant, are located on the Redwood Highway frontage road within a ¼ mile of the station. The Breuner's building is under renovation to reopen as Hudson Street Design, a window and casement store.



EXHIBIT 2-7 There are some vacant and underutilized buildings and sites along the Redwood Highway frontage road

Other parcels may be considered underutilized and may therefore present development opportunities. For example, the Public Storage and the Northgate Security Storage sites on Merrydale Road at the railroad tracks, are both adjacent to the proposed station (see Exhibits 2-8 and 2-9).. The storage units generate little activity and take up a significant amount of space. The best uses for land in close proximity to a rail station would be a dense mix of retail, residential, and office.



2.2.3 Land Use Plans and Policies

Appendix A includes a summary of relevant plans and policies which are listed in Table 1.1. Regarding land use, it can be noted that while policies encourage transit-supportive infill and development, current maximum allowable housing densities (43 units/acre), height limits (36 feet), and Floor Area Ratio (FAR) (0.30) are at the low end of transit-supportive densities. FAR is a commonly utilized measure of development density that indicates the ratio of building gross square footage (floor) to the land area



EXHIBIT 2-8 The Northgate Storage facility on Merrydale Road north of the railroad tracks

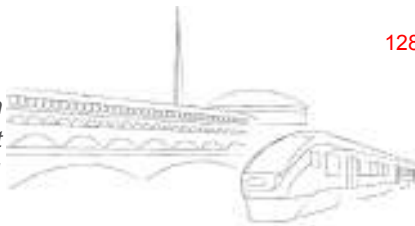


EXHIBIT 2-9 The Public Storage facility on Merrydale Road south of the railroad tracks

associated with the building (area). Thus a 1.0 FAR indicates a 10,000 square foot building on a 10,000 square foot site. At one story, the building occupies the entire site; at two stories the building occupies one-half of the site; at four stories the building occupies one quarter of the site, and so on. FAR is only one indicator of development character, but it does provide a useful benchmark of intensity of building development.

2.2.4 Population and Jobs

Within the ½-mile radius around the proposed SMART Station, the total population is 2,450, with a total household count of 1,522. Total jobs in the area far exceed that, at 4,900. Table 2.1 provides current data and 2035 planning assumptions for the ½-mile radius area.



**TABLE 2.1
DEMOGRAPHIC INFORMATION FOR THE AREA WITHIN A ½-MILE RADIUS OF THE PROPOSED SMART
STATION**

	2000 (1)	2035 – Local Planning Assumptions
Population	2,450	4,584
Household Population	1,522	2,003
Total Housing Units	1,056	1,976
Single-family	307	574
Multi-family	749	1,402
Persons per Unit	2.32	2.32
Employed Residents	809 (2)	NA
Mean Household Income	67,619	NA
Total Jobs	4,900 (3)	8,000

Notes:

1. 2009 numbers not available
2. 2000 U.S. Census shows 34% of residents in census tracts commuted 15 minutes or less.
3. Estimated Station Area Dwelling Unit & Employment Buildout

([http://www.mtc.ca.gov/planning/smart_growth/tod/analyses/SMART\)_Station_Area.pdf](http://www.mtc.ca.gov/planning/smart_growth/tod/analyses/SMART)_Station_Area.pdf))

Data Sources: MTC Resolution 3434 Case Study Corridor Evaluation – SMART Corridor Station Area Analysis 2005; 2000 Census; MTC TOD Policy Implementation & Evaluation 2006.

2.2.5 Summary

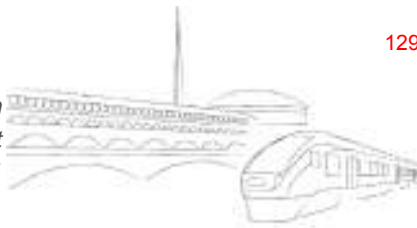
The Civic Center station site is not immediately adjoined by medium to high density housing or employment uses, which are commonly associated with Transit Oriented Development. However, there are many office and residential areas within a reasonable walk of the station.

The Marin County Civic Center offers the largest ridership opportunity, while Autodesk, Sutter Terra Linda Urgent Care, Northgate Mall, and other nearby offices, banks and retail are also potential sources of transit riders.

Station access is good for some uses, such as Autodesk, given its proximity to the station, but improvements to the pedestrian circulation system (including sidewalk and walkway improvements and connectivity) may be required to support ridership from other area employers.

Similarly, especially on the west side of Highway 101, there is a range of residential densities, however, pedestrian connections to the station are not complete, are poorly lit, and/or lack sidewalks, crosswalks and other amenities. In addition, direct access to the station from the Northgate Mall and future town center is limited by large sites occupied by Mt. Olivet Cemetery and Guide Dogs for the Blind.

In the long term, there can be further transit-supportive development in the area, either through the development of existing parking lots or through the redevelopment of existing low density buildings. This, as well as identifying a complete system of pedestrian and bicycle connections to the station, will be the



focus of the next steps in the Station Area Planning process. **Figure 2.2** presents the existing land use designations and **Figure 2.3** presents the current zoning map.

2.3 DEVELOPMENT FORM

Just as the types and densities of uses within the study area are key to understanding the potential for supporting a new transit station, so are less tangible elements, such as the development patterns and visual character of land uses. This section summarizes the key components of the development patterns, also referred to as the urban design character, in the plan area.

2.3.1 Development Pattern

There are two key elements that characterize the development pattern in the immediate vicinity of the proposed Civic Center Station site: the scale of development and the pattern of developable blocks and streets, which constrains connectivity.

This area of San Rafael began to develop rapidly in the 1950s from an area of ranches to the community it is today. The development pattern found in the study area is typical of that era – suburban residential developments with cul de sacs and a predominance of single family units, strip commercial and shopping malls with a decided auto-orientation and generous parking, and large civic and community-serving sites developed with low scale buildings and plenty of surface parking.

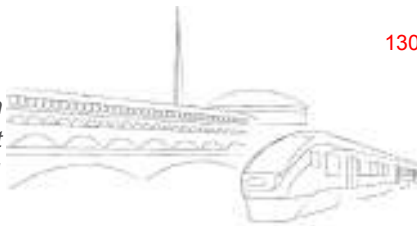
East of 101, the scale of development in the vicinity of the station is quite large. With the exception of two residential communities, the area is dominated by a few large facilities. These large facilities are surrounded by large parking lots, with some dedicated open space also provided. Two large areas of open space, Lagoon Park and the hillside open space, occupy a significant portion of this area. Outside of the 1/2 mile radius a more typical residential-scale pattern with some smaller commercial prevails.

West of Highway 101, a similar scale of suburban development dominates in the north with Northgate Mall, a retail strip mall, and office uses with their respective parking lots. The open space of Mt. Olivet Cemetery and the larger Guide Dogs sites relieve the urban fabric but are a barrier to movement toward the station. Along Highway 101 on Redwood Highway Frontage Road, development consists of individual commercial buildings. The east side of Merrydale Road is lined with close-set, multi-family residential buildings. West of Merrydale Road, the lower-density residential neighborhoods form a smaller scale development pattern.

Figure 2.4 shows the pattern of buildings within the study area. In some areas a fine grained pattern of neighborhood development is contrasted with the larger scale of the Civic Center, Northgate Mall, and the major office, cultural and health care uses that tend to be large buildings on significant sites surrounded by surface parking. In addition, the hillsides on the east side, within the Civic Center, and at the Mt. Olivet Cemetery are important open spaces that lend character and visual relief to the area; note that the topography of the area is not represented on the figure.

The overall development pattern is distinguished by the lack of connectivity between parcels and neighborhoods. Residential neighborhoods are typically organized in patterns with limited numbers of entries and cul de sacs, limiting access through to adjoining areas. The rail and freeway rights-of-way limit potential connections and the ability to develop a more connected pattern of parcels and streets that can facilitate walking and bicycling. Streets, such as Merrydale and Redwood Highway west of US101 end at the rail tracks, limiting connectivity. At the station site, the freeway overpass itself is a significant visual and physical barrier between the west and east sides of this part of San Rafael.

Many streets within the study area, such as Veterans Memorial Drive, the south side of McInnis Parkway, edges of the Northgate Mall site, and various residential areas have an attractive character and are nicely



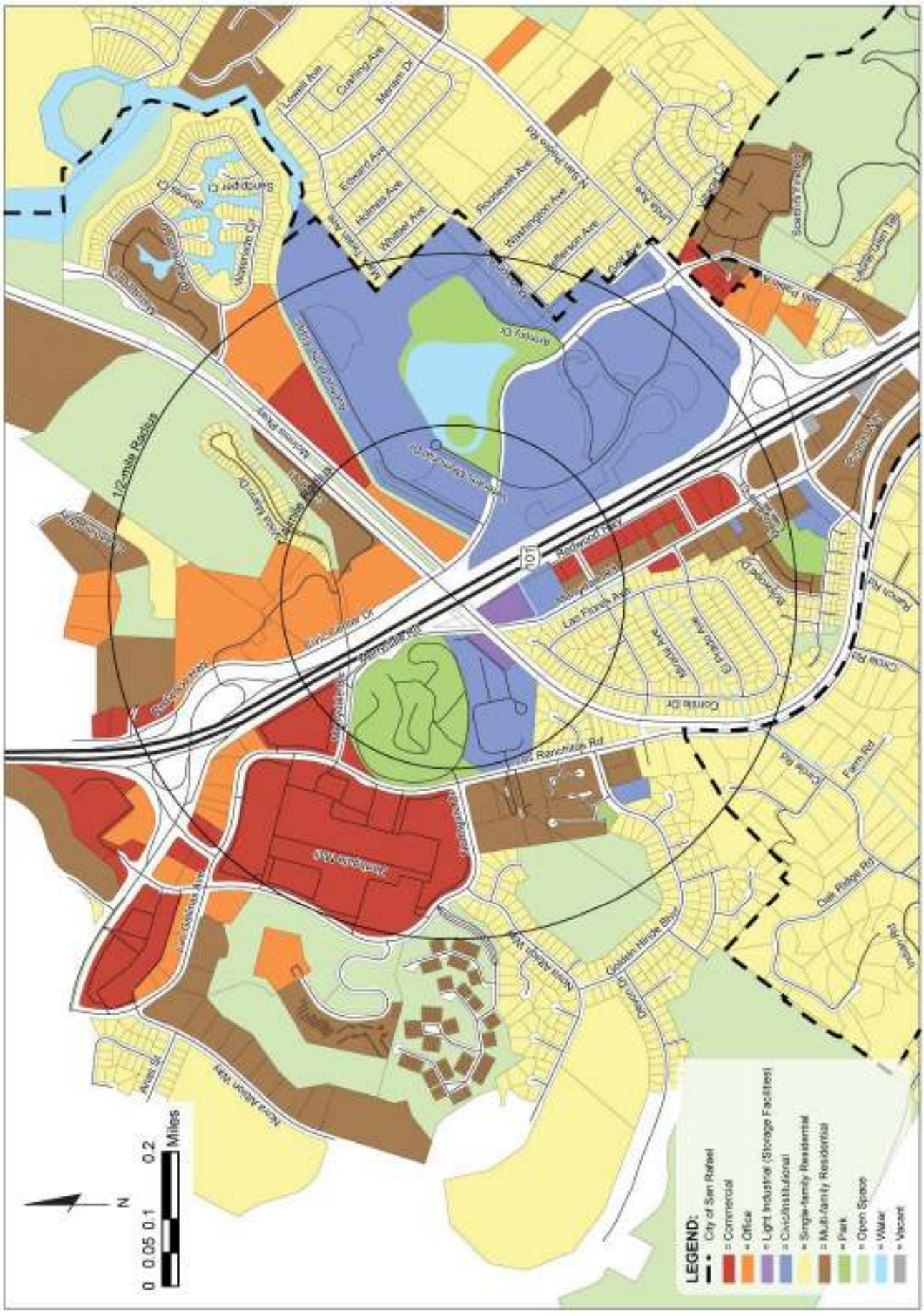
landscaped. However, portions of Civic Center Drive, Redwood Highway, both north and south of the rail line, and Merrydale Road are poorly landscaped and lacking in an attractive character that encourages pedestrian use. Generally, however, streets are not overly wide and are not in and of themselves barriers to movement.

2.3.2 Summary

The study area was developed in a suburban pattern with the resulting auto-dependence and lack of pedestrian connectivity. The area is characterized by a low scale of development and single use buildings.

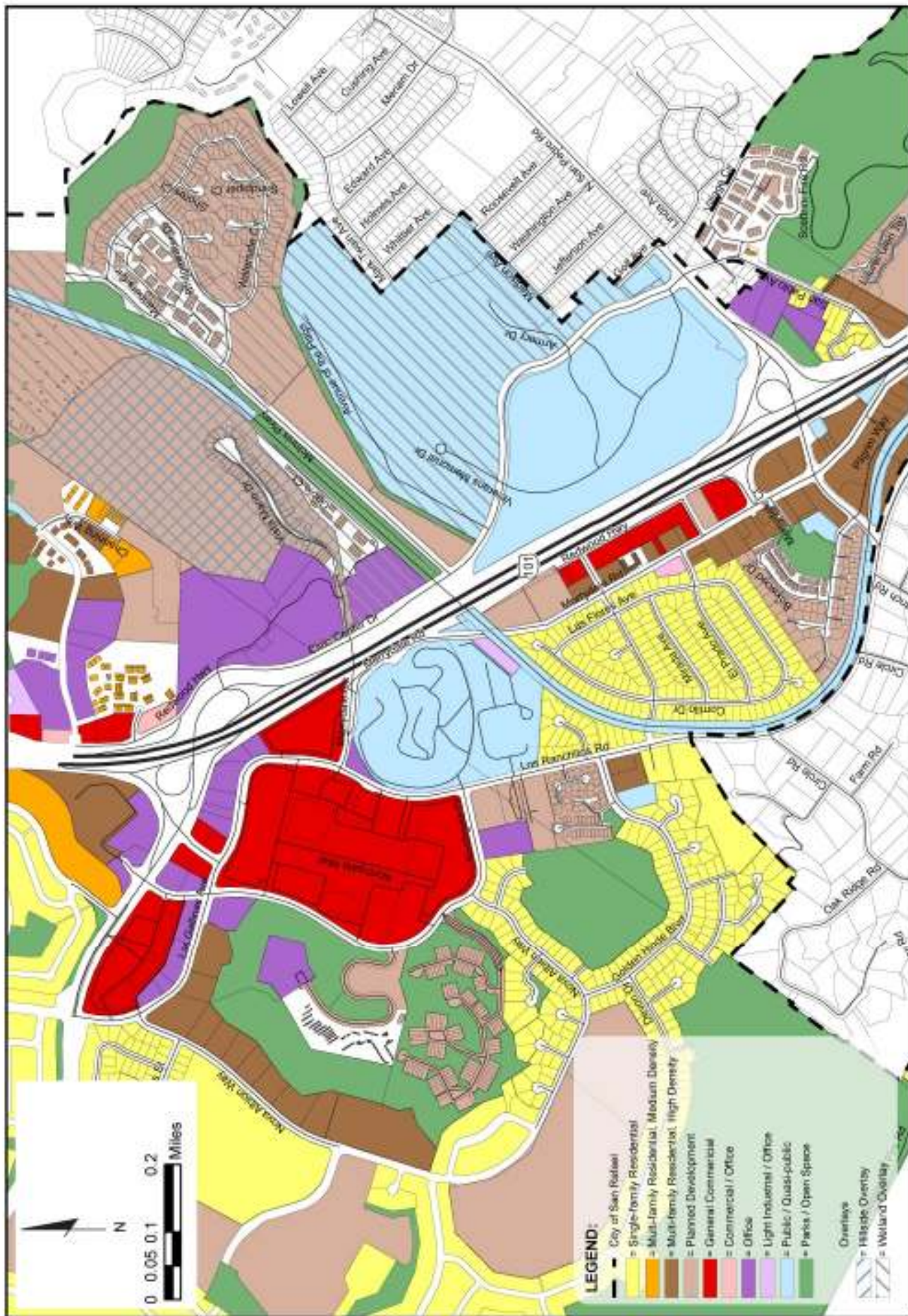
Connectivity in the area is difficult due to 1) the major infrastructure that divides the study area, especially the US101 right-of-way and the rail corridor, and 2) several large land uses that present barriers to pedestrian movement, particularly the Mt. Olivet Cemetery and Guide Dogs for the Blind sites, but also the large office complexes and Northgate Mall.

The area does, however, have significant employment, venues for major events, and is a destination in the region for shoppers, visitors, and others. It is also a visually significant part of the City of San Rafael, with important architecture and visually appealing hillsides and open spaces.



EXISTING LAND USE

FIGURE 2.2



San Rafael Civic Center SAP

EXISTING ZONING MAP

FIGURE 2.3



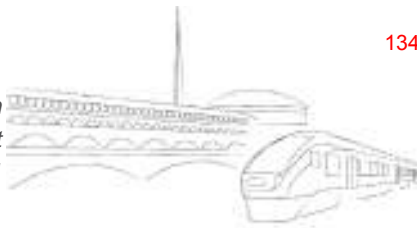
November 2010

EXISTING DEVELOPMENT PATTERN

FIGURE 2.4



fp
FEHR & PEERS
 TRANSPORTATION CONSULTANTS



2.3.3 Visual Character

Views

The area is dominated by the elevated freeway over the railroad tracks and accompanying embankment. Despite this visual barrier, the site enjoys scenic views to the east along Gallinas Creek (see Exhibit 2-10) and the hillsides and open space that follow the rail tracks north of the Civic Center. Long views of the Hall of Justice and Administration Building, the historic structures designed by Frank Lloyd Wright, and surrounding hillsides to the south and west are significant to this area of San Rafael. The rail undercrossing is relatively narrow and dark, although the structural column spacing does not impede visibility (see Exhibit 2-11).



EXHIBIT 2-10 Wetlands

Architectural Character

The Civic Center is the dominant architectural feature of the area and is a notable resource. Elsewhere, architectural character is typical of development in the 1950's through the 1970's. Recent improvements to Northgate Mall have improved its visual character, adding more active uses and transparent facades. Uses along the west side of 101 on Redwood Highway are of the poorest character with few features and site amenities (e.g. narrow sidewalks, minimal landscaping, and poor lighting).

Landscape Character

The Civic Center Lagoon and Lagoon Park are tremendous community resources (see Exhibit 2-12). These well landscaped features provide activity areas and visual amenities for special events and everyday use. Apart from the Autodesk and Embassy Suites sites, much of the east of Highway 101 area is dominated by parking lots with little in the way of site amenities such as street trees, other site landscaping, or benches. There is, however, a multi-use path along McInnis Parkway that can provide access to the station (see Exhibit 2-13). Similarly, the commercial zones along Redwood Highway west of Highway 101 and Merrydale north of the tracks lack site amenities, landscaping, pedestrian lighting or other improvements that help create an attractive pedestrian environment. Merrydale Road south of the railroad tracks only has sidewalks on one side of the street (see Exhibit 2-14). Recent improvements around the periphery of Northgate Mall have improved the streetscape character in this area.



EXHIBIT 2-11 Underpass

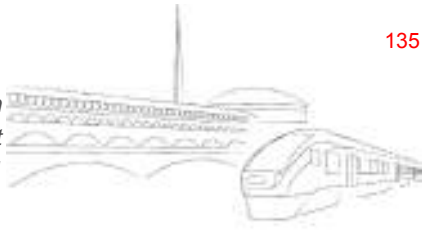


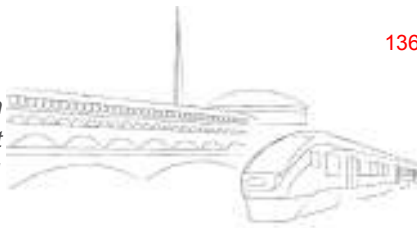
EXHIBIT 2-12 Lagoon Park at the Marin County Civic Center



EXHIBIT 2-13 A multi-use path parallels McInnis Parkway and would provide access to the station site



EXHIBIT 2-14 Merrydale Road looking south



CHAPTER 3. EXISTING CONDITIONS – TRANSPORTATION

A comprehensive, multi-modal, and well-connected transportation network will be essential to linking the Station Area land uses with the new Civic Center Station. This chapter describes the local and regional transportation network serving the Civic Center Station Area, both in terms of their overall adequacy and the degree to which they facilitate connections to the Civic Center Station. These facilities and systems include a network of roadways; local and regional bus lines; parking; and pedestrian and bicycle facilities.

This chapter describes: the transportation study area, existing transportation facilities and services that serve the study area, and existing transportation conditions.

3.1 ACCESS AND CIRCULATION

The transportation study area includes all aspects of the transportation network that may be affected by the proposed SMART Civic Center station or that may influence ridership at the station. The transportation study area is defined by travel corridors and by facilities such as transit stations, the freeway system and local streets, with sidewalks and bike lanes that residents, visitors, and commuters would use in traveling to and from the Station. **Figure 3.1** presents the transportation study area, which is generally bound by Los Ranchitos Road/Las Gallinas Avenue to the west, Civic Center Drive to the east, Manuel T. Freitas Parkway to the north, and North San Pedro Road to the south. These roadways also make-up the major connections surrounding the area that are within a ¼ mile radius of the proposed SMART station.

This section of the report provides a brief general summary of several key roadways in the study area, followed by a more detailed discussion of conditions for each transportation mode.

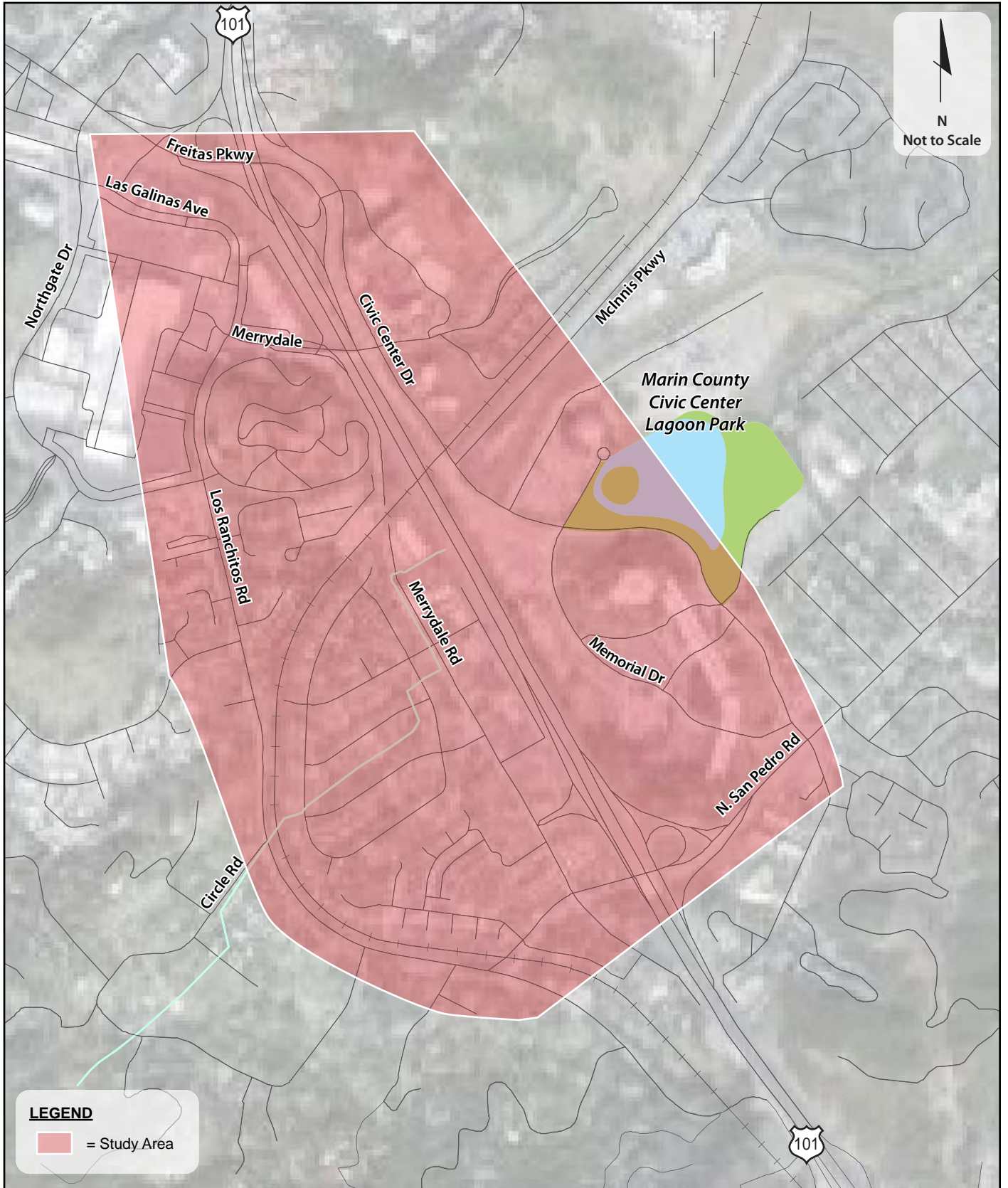
3.1.1 Roadways

This section provides a discussion of the existing roadway system in the Civic Center Station Area, including the roadway designation, number of travel lanes, and traffic flow directions.

US101 (shown in Exhibit 3-1) is the major freeway in the area, which connects to local streets and to regional freeways, such as State Route 37 (SR37) and Interstate 580 (I-580). Local motorists use US101 to travel to other destinations in the North Bay and south to San Francisco. In the vicinity of the Station Area, US101 carries approximately 180,000 vehicles per day on 9 lanes, two of which are high-occupancy vehicle (HOV) lanes. It becomes congested in the southbound direction in the morning peak period and in the northbound direction in the evening peak period as people commute to and from San Francisco. Regional transit routes also use US101 to travel between different transit hubs.



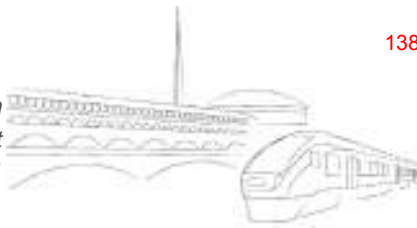
EXHIBIT 3-1 US101 looking south



San Rafael Civic Center SAP

TRANSPORTATION STUDY AREA

FIGURE 3.1



Specifically, Golden Gate Transit routes 70 and 80 are major commuter bus routes that connect to San Francisco to the south and Santa Rosa to the north. They stop at the bus pads located on US101 at the Merrydale and Manuel T. Freitas Parkway interchanges.



EXHIBIT 3-2 Civic Center Drive looking south

Civic Center Drive (shown in Exhibit 3-2) is the principal north-south arterial, parallel to and just east of US101. Civic Center Drive extends from North San Pedro Road to its intersection with Manuel T. Freitas Parkway and Redwood Highway Frontage Road approximately 1/3 mile north of the proposed SMART station. It is the primary access route to key destinations on the east side of US101, including the Civic Center, Autodesk, and Sutter Terra Linda Urgent Care.

Civic Center Drive has a series of discontinuous sidewalks; however, the majority of the east side of the street provides pedestrian facilities. Bicyclists generally share the roadway with motorists.

Marin Transit routes 45, 45K, and 49 run along the length of Civic Center Drive and routes 233 and 259 travel around the Civic Center via Civic Center Drive, Memorial Drive, and Judge Haley Drive. There are bus stops on Civic Center Drive at McInnis Parkway and near both intersections with Memorial Drive and on Judge Haley Drive under the Hall of Justice Arch.

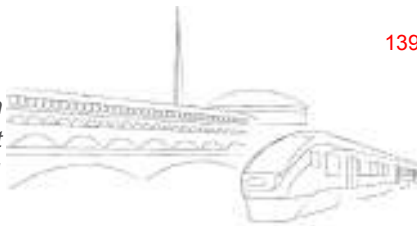
Manuel T. Freitas Parkway provides access to/from US101 via an interchange located north of the Merrydale Overcrossing. The existing configuration presents complicated auto, bus, pedestrian and bicycle interactions at the unsignalized intersection with Civic Center Drive. This makes the Merrydale Overcrossing the preferred east-west access to the Civic Center area. Manuel T. Freitas Parkway provides a westerly connection from Civic Center Drive to Northgate One, the Sheraton Hotel, Northgate Mall, and neighborhoods to the west of US101.

Merrydale Overcrossing (shown in Exhibit 3-3) provides a key connection across US101, north of the proposed SMART station, extending from Civic Center Drive to its intersection with Las Gallinas Avenue. It provides a direct link to the Northgate Mall and the community west of US101.

Merrydale Overcrossing has a continuous sidewalk on the north side of the street, but none on the south side. The lack of strong pedestrian-oriented facilities (such as continuous sidewalks on both sides of the roadway) on this road may make the pedestrian undercrossing near the railroad tracks a more attractive alternative. Further, the topography along the Merrydale Overcrossing and Civic Center Drive creates a more strenuous path compared to the



EXHIBIT 3-3 Merrydale Overcrossing looking west



undercrossing near the railroad tracks. Bicyclists have bike lanes on both sides of the roadway.

Marin Transit route 49 uses Merrydale Road to connect its service along Civic Center Drive to its stop at Northgate Mall.

North San Pedro Road provides a key connection across US101 south of the proposed SMART station, extending from China Camp State Park (east) to Los Ranchitos Road (west). The North San Pedro Road interchange is the major connection between the Civic Center and US101.

North San Pedro Road has a continuous sidewalk on the north side of the street, but a discontinuous facility on the south side. This can be frustrating for pedestrians who are walking on the south side of the street because North San Pedro Road is fairly wide, which is less desirable for pedestrians. Bicyclists generally share the roadway with motorists. Pedestrian and bicycle travel through the US101 interchange is challenging due to required crossings at unsignalized freeway ramps, where merging traffic is not required to stop. Regional bus services along US101 make freeway bus pad stops at this interchange, adding to the pedestrian traffic in the area.

Marin Transit routes 45, 45K, 233, and 259 all use North San Pedro Road between Los Ranchitos Road and Civic Center Drive. There is a bus stop at its intersection with Merrydale Road.

Los Ranchitos Road/Las Gallinas Avenue (shown in Exhibit 3-4) is the principal north-south arterial west of US101, extending from Las Gallinas Avenue and Merrydale Road, past North San Pedro Road, until it becomes Lincoln Avenue near the US101 ramps.

Los Ranchitos Road has a series of discontinuous sidewalks with a large void between Ranch Road and Walter Place, near the Las Gallinas Avenue pedestrian connection. Bicyclists also have inconsistent facilities ranging from bike lanes, to wide shoulders, to shared facilities.

Marin Transit routes 45, 45K and 259 and Golden Gate Transit regional route 38 operate on Los Ranchitos Road between Merrydale Road and North San Pedro Road with four stops within the segment.

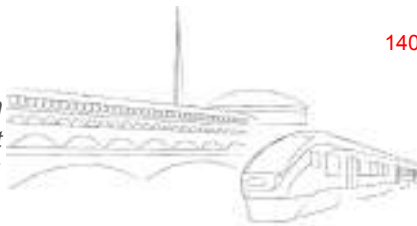
The rest of this chapter provides a more detailed discussion of each transportation mode, including existing facilities and connectivity, and in some cases, a more detailed operational analysis.



EXHIBIT 3-4 Los Ranchitos Road looking north

3.1.2 Bicycles

According to the San Rafael General Plan 2020 and the 2000 Census, the bicycle commute mode share is 2.0%. The goal of the San Rafael Bicycle and Pedestrian Master Plan states that the goal is to “make San Rafael a model community for alternative transportation” and “aim for a 20 percent mode share of all utilitarian trips to be made by bicycling and walking by the year 2020.” The General Plan supports the goal identified by the Bicycle and Pedestrian Master Plan with the following policies:

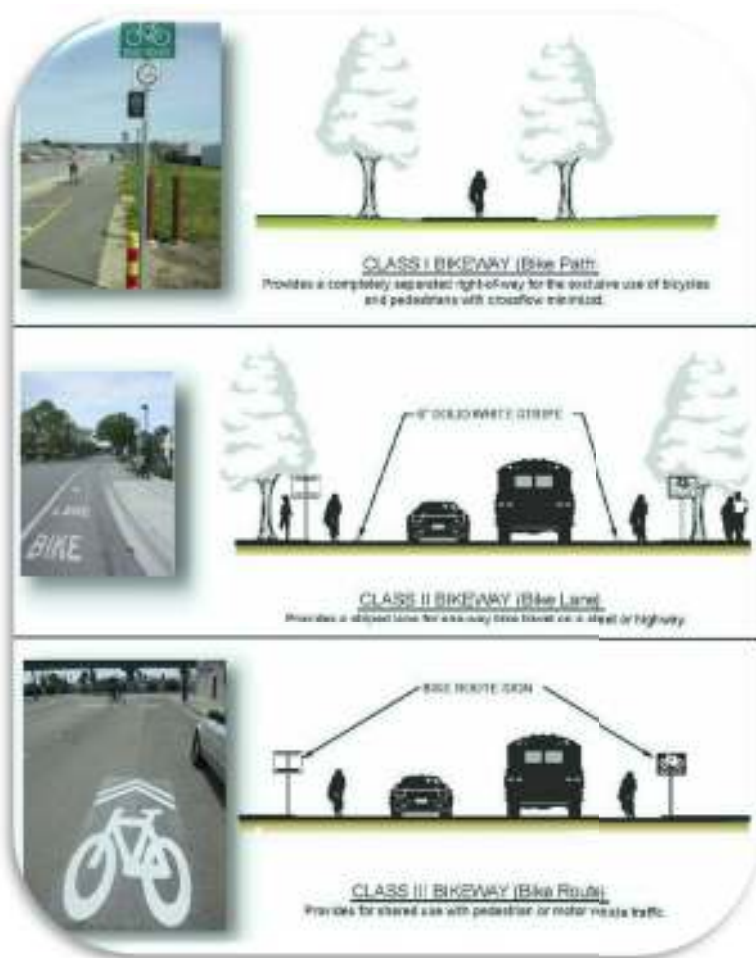


C-11d. Bike to Work Day. Encourage City employees, other San Rafael workers and residents to participate in Bike to Work Days and similar programs and provide support services for the program.

C-11e. Reduction of Single Occupancy Vehicles. Encourage developers of new projects in San Rafael, including City projects, to provide improvements that reduce the use of single occupancy vehicles. These improvements could include preferential parking spaces for car pools, bicycle storage and parking facilities, and bus stop shelters.

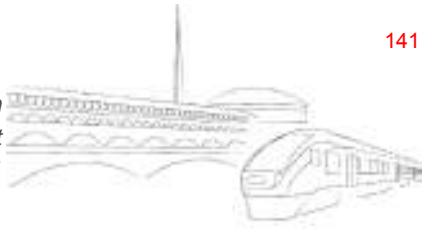
Bicycle infrastructure and encouragement is also identified in section **C-12. Transportation Demand Management**, such as bicycling incentive programs. This includes free bikes, secure parking, restrooms and showers. Although bicycling currently represents only two percent of all work trips in San Rafael, according to the US Census, it is becoming a more popular mode of travel in the area and continues to be an important recreational mode of activity.

Bicycles are an important component of any City's transportation network. A variety of bicycle facilities are located in the study area. Bikeways are typically classified as Class I, Class II, or Class III facilities, as follows and shown in Exhibit 3-5:



- **Class I Bikeway** – bike paths within exclusive right-of-way, sometimes shared with pedestrians
- **Class II Bikeway** – bike lanes for bicycle use only that are striped within the paved area of roadways
- **Class III Bikeway** – bike routes are shared facilities, either with motor vehicles on the street. Class III bikeways may also be defined by a wide curb lane and/or use of a shared use arrow stencil marking on the pavement, known as a “sharrow”.

EXHIBIT 3-5 Bikeway Classification



Bicycling activity relies heavily on the conditions of the existing roadway system, the connectivity of a bicycle network, and can be influenced by vehicular traffic volumes and speeds. **Figure 3.2** depicts the existing bicycle facilities in the Civic Center Station Area. As shown, the majority of the roadways in the study area are either Class III Bikeways or undesignated shared facilities. Class I facilities are provided on the north side of McInnis Parkway and around the north side of Northgate Mall; however the facilities are only 2/3 mile and 1/3 mile long, respectively.

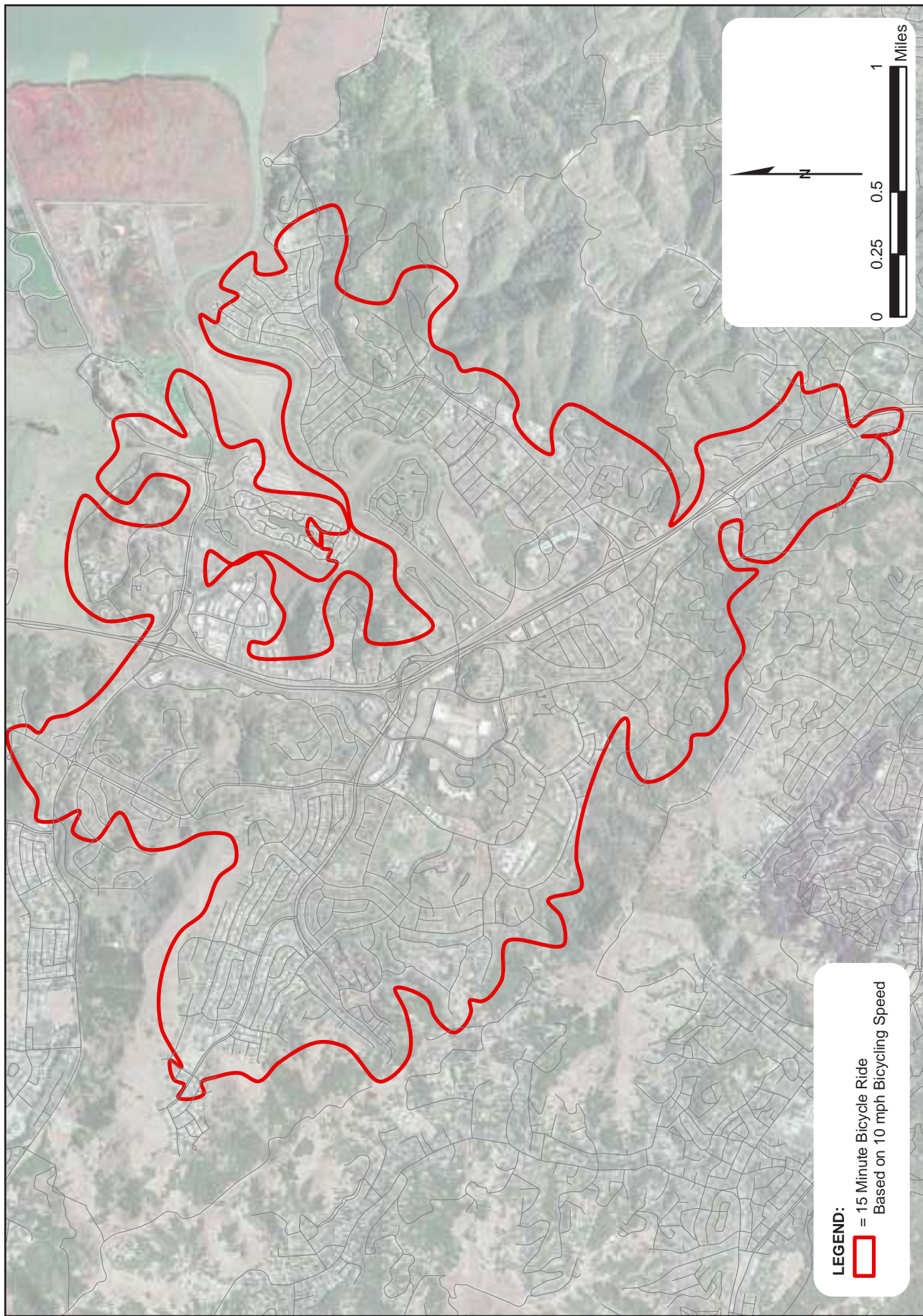
Bicycle traffic is relatively low in the study area. However, as presented in **Figure 3.3**, the entire study area is easily accessible within a 15-minute bicycle ride, which means that with new transit service, bicycling may present an attractive option for potential transit riders who live within a reasonable bicycle trip of the station. Specific routes to select destinations are identified in **Table 3.1**.



San Rafael Civic Center SAP

EXISTING BICYCLE FACILITIES

FIGURE 3.2



San Rafael Civic Center SAP

15 MINUTE BICYCLE RIDE

FIGURE 3.3

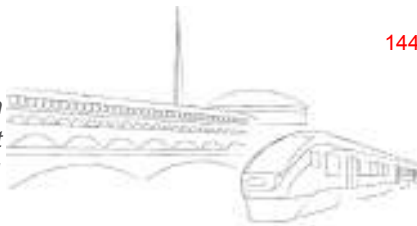


TABLE 3.1 BICYCLE CONNECTIVITY FROM CIVIC CENTER STATION TO DESTINATION LOCATION	
Destination	Description
Northgate Mall Vallecito Elementary School St. Mark's School Kaiser San Rafael Medical Center	Class III and Class II facilities connect the Civic Center Station to Northgate Mall and areas west of Los Ranchitos Road. The Merrydale Overcrossing has Class II bike lanes. The remainder of the connection is a shared roadway with no striped curb lane. There is no on-street parking between the Civic Center and Northgate Mall. There is on-street parking on local streets west of Los Ranchitos Road.
Civic Center	Although cyclists are allowed to share the roadway with motorists, Civic Center Drive south of the station is not designated as a Class III route.
Autodesk (McInnis Parkway) Residential (McInnis Parkway)	A Class I bike path runs along the north side of McInnis Parkway; however, a connection across McInnis Parkway to the commercial office buildings is not provided.

Source: Fehr & Peers 2010.

Some other key connections constructed within the station area provide linkages to key destinations:

Walter Place Pathway (shown in Exhibit 3-6):

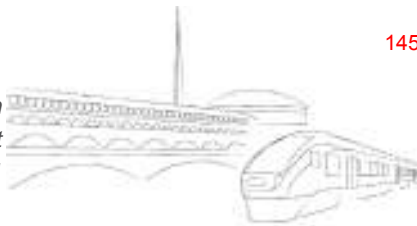
This pathway starts at the "T" intersection of Los Ranchitos Road and Walter Place, just south of Mt. Olivet Cemetery. This pathway is 180 feet long with a five to six foot width, and it crosses the Northwestern Pacific Railway right-of-way (shown in Exhibit 3-5). Although short in distance, the Walter Place Pathway provides a critical link between the residences to the east of Los Ranchitos Road and major land uses, such as the Northgate Mall, Terra Linda High School, and Vallecito Elementary School. This connection (shown on **Figure 3.2**) can save pedestrians and bicyclists from the neighborhood over a mile of additional travel. Patrons from the station can save approximately 1/2 mile of travel distance.



EXHIBIT 3-6 Walter Place Pathway looking east from Los Ranchitos Road

Merrydale Hill (Puerto Suello) Pathway:

Unlike the Walter Place Pathway, which is a short connection of two otherwise disconnected neighborhoods, the Puerto Suello Pathway provides a much longer, but also crucial bicycle link between North San Rafael and Downtown San Rafael. This paved pathway connects North San Pedro Road to Lincoln Avenue to the south by way of Merrydale Road. The Class I pathway is a 12 foot wide paved path with a 2 foot dirt shoulder on either side. This provides a key connection to the south and downtown San Rafael via recently constructed Class I path between Highway 101 and the railroad tracks.



3.1.3 Pedestrian

The pedestrian network in the Civic Center Station Area has a moderate level of connectivity, though there are locations that lack continuity. The majority of the roadways provide a sidewalk on at least one side of the street, but streets frequently do not provide sidewalks on both sides. In addition, certain locations of Civic Center Drive and Memorial Drive near the Civic Center do not have sidewalks on either side. **Figure 3.4** presents the existing pedestrian network, and illustrates where sidewalks are provided on one or both sides, and where no sidewalks are provided.

As discussed in Section 2.2, commuters are not typically willing to walk more than ½ mile to access transit, and not willing to walk more than ¼ mile from transit to reach their workplace. **Figure 3.5** summarizes the portion of the study area within both a ¼ mile and ½ mile radius.

Although planning and designing transportation facilities always involves a series of trade-offs between modes, locations of specific pedestrian circulation challenges in the study area are identified below. The inclusion of these pedestrian challenges is not intended to suggest safety-related deficiencies related to the design of these facilities; rather, the challenges described are to efficient pedestrian circulation and a pedestrian-encouraging environment.

- No crosswalk on the north leg of the signalized Civic Center Drive/McInnis Parkway Intersection
- No sidewalks on the west side of Civic Center Drive from Manuel T. Freitas Parkway to east of Memorial Drive
- Informal pathways often used to cross from the west side of US101 to the east side (as shown in Exhibit 3-7)
- No sidewalks on either side of Memorial Drive between Civic Center Drive and Vera Schultz Drive
- Crosswalks only present on north and east leg of the Civic Center Drive/Merrydale Overcrossing intersection (as shown in Exhibit 3-8)
- Sidewalk not provided on south side of Merrydale Overcrossing
- Merrydale Road (north of the tracks) is devoid of pedestrian facilities
- No crosswalk on the south leg of the Las Gallinas Avenue/Merrydale Road intersection



EXHIBIT 3-7 Informal pathway on west side of US101 underpass



EXHIBIT 3-8 Pedestrian signage at Merrydale Overcrossing and Civic Center Drive

Some improvements included in the *Bicycle/Pedestrian Plan* (August 2001) would provide greater connectivity in the study area. These projects include the following projects:

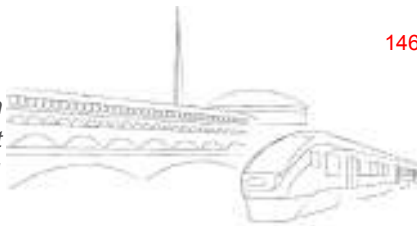


EXHIBIT 3-9 Rail undercrossing of US101

- Formalization of the connection between Merrydale Road to Civic Center Drive under the US101 overpass, which is currently used as an unofficial pathway as shown in Exhibit 3-9. Sidewalks on Civic Center Drive from Manuel T. Freitas Parkway to North San Pedro Road

- Sidewalks on North San Pedro Road from City Limit to Los Ranchitos Road

Additionally, the *North San Rafael Vision Promenade Conceptual Plan* is an element of the *Vision North San Rafael in the Year 2010* report. The plan proposes the following:

- The first section of the three-mile San Rafael Promenade bike and pedestrian path, was completed in April, 2010, and runs along the edge of Northgate Mall.

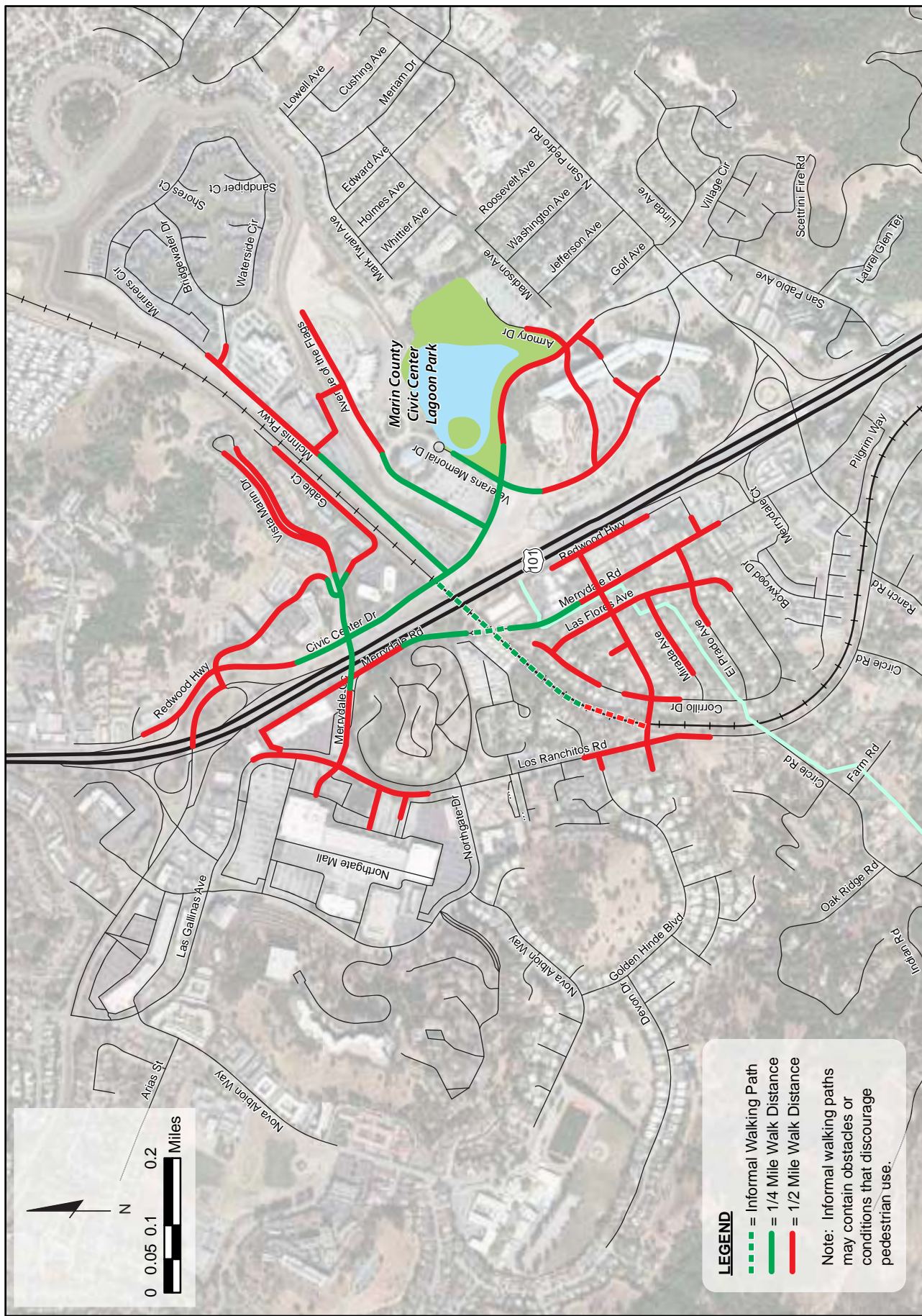
- Improved bicycle and pedestrian linkages between the Terra Linda Recreation Center and Lagoon Park at the Marin County Civic Center
- Amenities such as improved public parks and new plazas
- A repeating and unifying theme which reflects cultural elements, people, local natural history and expresses the community identity of North San Rafael through use of consistent "theme details"

The plan presents a detailed list of pedestrian paths and bikeways, amenities, and unifying themes with specific cross-sections and design elements proposed (see Appendix A for greater detail).

EXISTING PEDESTRIAN FACILITIES

FIGURE 3.4

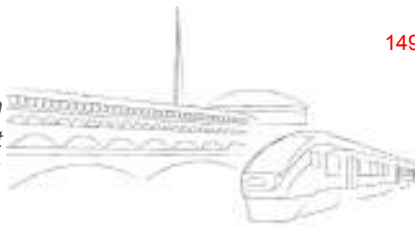




San Rafael Civic Center SAP

PEDESTRIAN CONNECTIVITY

FIGURE 3.5



3.1.4 Transit

The study area is relatively well-served by public transit, with routes providing cross-town, downtown, and regional service. Service within the study area is provided by Marin Transit. The regional routes provide service as far north as Santa Rosa and as far south as San Francisco. A majority of the local routes passing through the Civic Center Station Area provide connections to the Bettini Transit Center in Downtown San Rafael, which is the major transit hub of the North Bay. Service is provided from Santa Rosa to downtown San Francisco, and east to El Cerrito. The routes that serve the Civic Center Station Area are described below.

Figure 3.6 presents the transit routes described below.

Marin Transit 45 - San Rafael / 45K Kaiser Hospital connects Kaiser Hospital, Northgate Mall, the Civic Center, and downtown San Rafael. During the weekdays, it runs on half-hour frequencies between 5:35 AM and 8:55 PM. Service on the weekends and holidays is limited to one-hour frequencies between 7:06 AM and 7:25 PM. There are two stops along Civic Center Drive at the County Civic Center, shared with Routes 49, 233 and 259, and a pair of stops shared with Route 49 directly adjacent to the proposed SMART station at the Civic Center Drive/McInnis Parkway intersection.

Marin Transit 49 - San Rafael/Ignacio connects Ignacio, Hamilton, the Civic Center, and downtown San Rafael. During the weekdays, it runs on one-hour frequencies between 7:00 AM and 6:49 PM. Service on the weekends and holidays also has one-hour frequencies between 7:04 AM and 7:55 PM. There are two stops along Civic Center Drive at the County Civic Center, shared with Route 45, 45k, 233 and 259, and a pair of stops shared with Route 45/45K, directly adjacent to the proposed SMART station at the Civic Center Drive/McInnis Parkway intersection.

Marin Transit 233 - Santa Venetia Shuttle connects Santa Venetia, the Civic Center, the Dominican University, and downtown San Rafael. During the weekdays, it runs on one-hour frequencies between 6:04 AM and 8:55 PM. Service is not provided on the weekends and holidays. There are three stops along Civic Center Drive at the County Civic Center, one of which is shared with Route 259, less than ¼ mile from the proposed SMART station at the Civic Center Drive/McInnis Parkway intersection.

Marin Transit 259 - Marinwood Shuttle connects Marinwood, Terra Linda, Northgate Mall, and the Civic Center. During the weekdays, it runs on one-hour frequencies between 7:41 AM and 5:41 PM. Service is not provided on the weekends and holidays. There are three stops along Civic Center Drive at the County Civic Center, one of which is shared with Route 233, less than ¼ mile from the proposed SMART station at the Civic Center Drive/McInnis parkway intersection.

Ridership information for each stop and for each route in the study area is summarized in **Table 3.2**.

As shown in Table 3.2, the busiest bus stop is located at the Las Gallinas Avenue/Merrydale Road intersection. This stop serves the Northgate Mall and other adjacent uses. The Marin Transit route 45/45K experiences 67 total boardings in the southbound direction during the PM Peak Hour. With 30 minute bus headways, this equates to an average of 34 boardings for each bus.

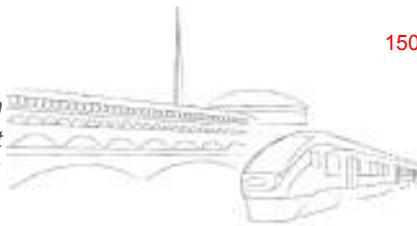


TABLE 3.2
BOARDINGS AND ALIGHTINGS AT CIVIC CENTER STATIONS - EXISTING CONDITIONS

Stop	Local Route	AM Peak Hour		PM Peak Hour	
		On	Off	On	Off
Civic Center Drive/ N. San Pedro Road (Northbound)	Marin Transit 45	0	11	0	12
	Marin Transit 45K	2	3	0	1
	Marin Transit 49	0	4	0	6
	Marin Transit 233	1	0	1	0
	Marin Transit 259	1	0	2	0
Civic Center Drive/ N. San Pedro Road (Southbound)	Marin Transit 45	2	1	15	2
	Marin Transit 45K	2	1	3	1
	Marin Transit 49	1	0	2	1
	Marin Transit 233	4	0	0	0
	Marin Transit 259	0	0	0	0
Civic Center – Hall of Justice Arch (Northbound)	Marin Transit 45	0	7	1	0
	Marin Transit 45K	0	4	0	0
	Marin Transit 49	0	1	1	1
	Marin Transit 233	0	1	3	1
	Marin Transit 259	1	0	2	0
Civic Center – Hall of Justice Arch (Southbound)	Marin Transit 45	1	0	6	1
	Marin Transit 45K	0	1	4	2
	Marin Transit 49	0	1	2	1
	Marin Transit 233	0	0	0	1
	Marin Transit 259	0	2	0	0
Civic Center Drive/ Memorial Drive (Northbound)	Marin Transit 45	0	0	0	0
	Marin Transit 45K	0	0	0	0
	Marin Transit 49	0	0	0	0
	Marin Transit 233	0	1	0	0
	Marin Transit 259	0	0	0	0
Civic Center Drive/ McInnis Parkway (Northbound)	Marin Transit 45	0	2	0	0
	Marin Transit 45K	0	2	0	0
	Marin Transit 49	1	1	0	0
Civic Center Drive/ McInnis Parkway (Southbound)	Marin Transit 45	0	0	1	0
	Marin Transit 45K	0	0	6	0
	Marin Transit 49	0	0	1	0
Las Gallinas Avenue/ Merrydale Road (Northbound)	Marin Transit 45	0	14	0	20
	Marin Transit 45K	0	15	0	12
	Marin Transit 49	2	6	5	4
	Marin Transit 259	0	0	0	0

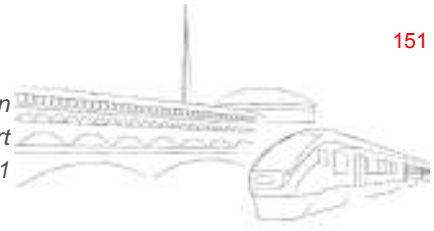
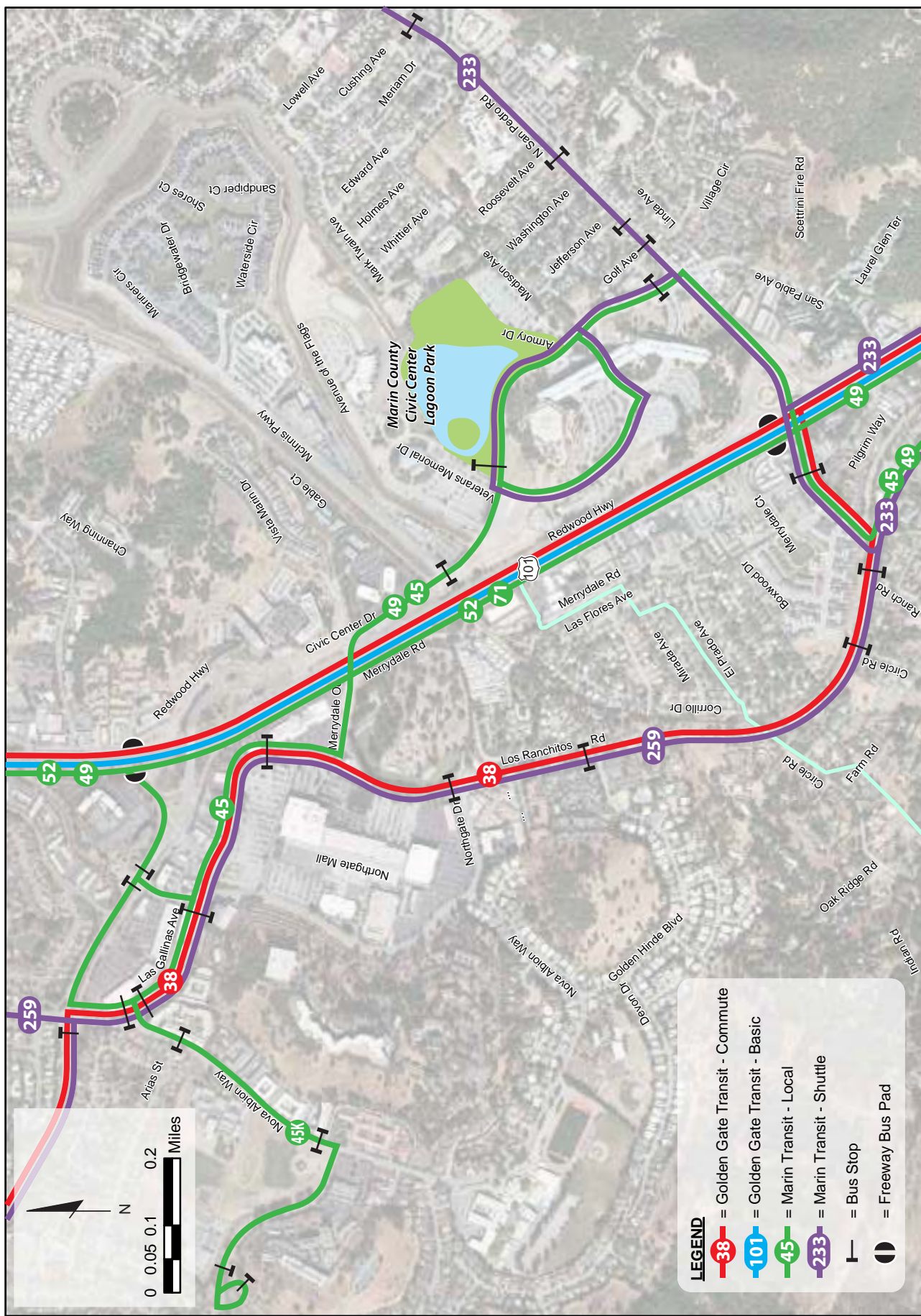


TABLE 3.2
BOARDINGS AND ALIGHTINGS AT CIVIC CENTER STATIONS - EXISTING CONDITIONS

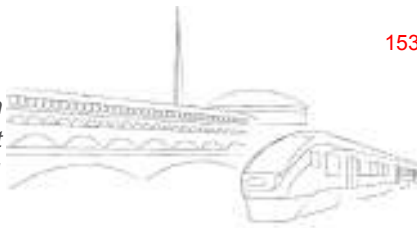
Stop	Local Route	AM Peak Hour		PM Peak Hour	
		On	Off	On	Off
Las Gallinas Avenue/ Merrydale Road (Southbound)	Marin Transit 45	2	0	46	0
	Marin Transit 45K	2	0	21	0
	Marin Transit 49	0	1	5	0
	Marin Transit 259	0	0	0	0

Source: Moore & Associates, 2010.



EXISTING TRANSIT SERVICE

FIGURE 3.6



3.1.5 Traffic

Traffic conditions are typically at their most congested during the weekday AM and PM peak commute periods (7:00 to 9:00 AM and 4:00 to 6:00 PM). For this project, conditions were analyzed for the peak hour within the AM and PM peak periods (generally 7:30 to 8:30 AM and 5:00 to 6:00 PM) in the study area. **Figure 3.7** presents the study area analysis locations. The traffic analysis includes an assessment of intersection operating conditions and roadway corridors, as well as a summary of the area's parking conditions.

Intersection Analysis

Traffic analyses are typically focused on a comparison between the capacity of the roadway system and the amount of traffic attempting to use it. In most cases, traffic analyses focus on the conditions at key intersections in the roadway network, because they often form key bottlenecks, and control the overall roadway capacity. Existing intersection operating conditions were evaluated for six intersections in the study area that are key locations in the Civic Center Station Area. Of the six study intersections, five are signalized and one is unsignalized. Current traffic volumes at the six study intersections are presented on **Figure 3.6** for the weekday AM and PM peak hours.

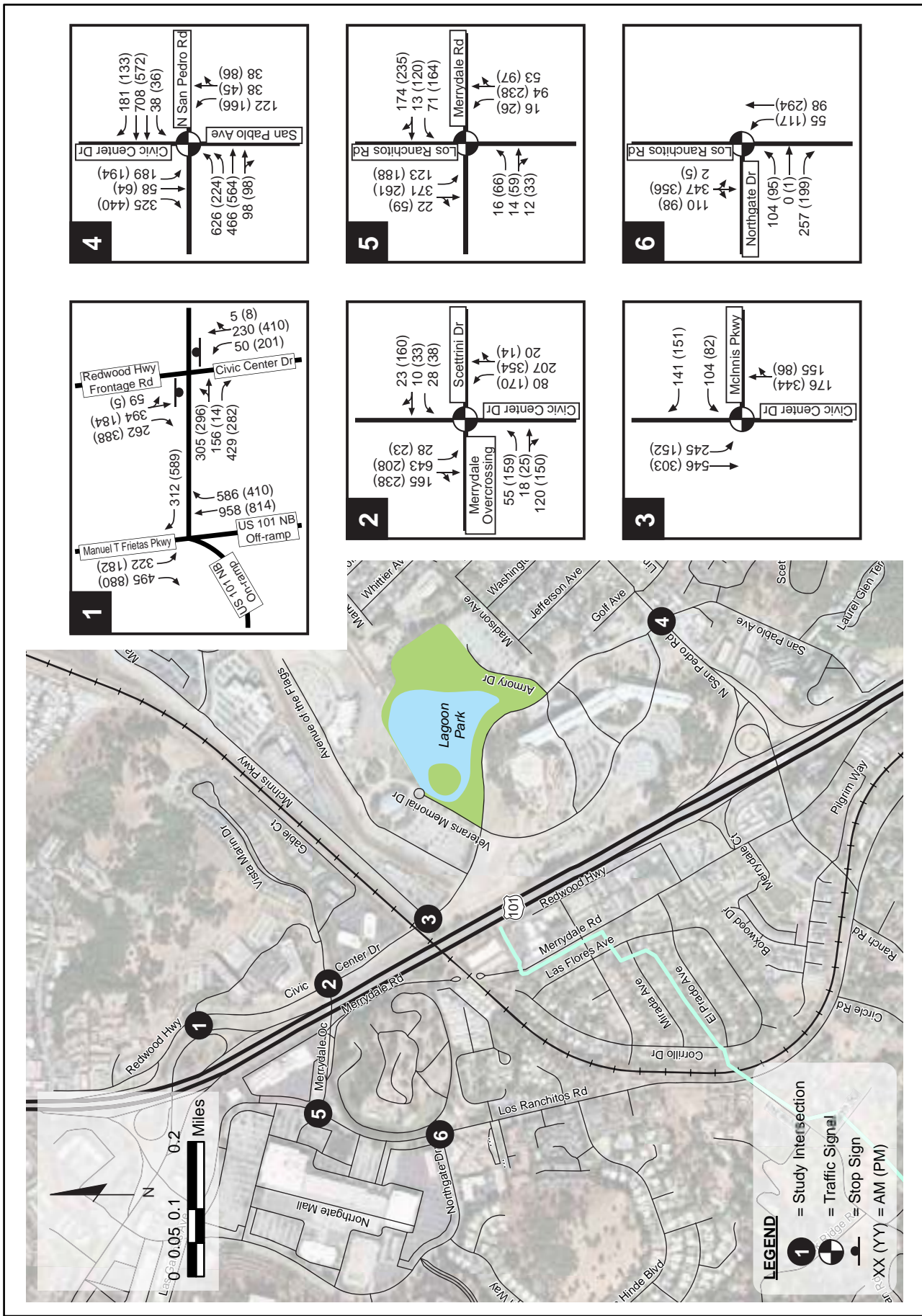
The operating characteristics of signalized and unsignalized intersections are described by the concept of Level of Service ("LOS"). LOS is a qualitative description of a facility's performance based on the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. Per the San Rafael General Plan 2020, the citywide acceptable level of service is LOS D and better, except where noted, and applies only to signalized intersections. The Civic Center Drive/Manuel T. Freitas Parkway intersection was included in the analysis because it will be signalized in the future. Three intersections in the study area are allowed the exception of LOS E as an acceptable operation:

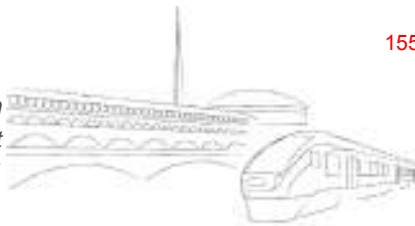
- Civic Center Drive / Freitas Parkway
- Civic Center Drive / Merrydale Road
- Los Ranchitos Road / Merrydale Road

Table 3.3 presents the level of service definitions for signalized and unsignalized intersections.

STUDY LOCATIONS AND EXISTING INTERSECTION CONFIGURATION, TRAFFIC CONTROL, AND AM AND PM PEAK HOUR TURNING MOVEMENT VOLUMES

FIGURE 3.7





**TABLE 3.3
 LOS DEFINITIONS FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS**

Control/ LOS	Description of Operations	Average Control Delay (seconds per vehicle)
Signalized		
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	< 10
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	> 10.0 and ≤ 20.0
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	> 20.0 and ≤ 35.0
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	> 35.0 and ≤ 55.0
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long queues form upstream.	> 55 and ≤ 80
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80.0
Unsignalized		
A	No delay for STOP-controlled approach.	< 10.0
B	Operations with minor delays.	> 10.0 and ≤ 15.0
C	Operations with moderate delays.	> 15 and ≤ 25.0
D	Operations with some delays.	> 25.0 and ≤ 35.0
E	Operations with high delays and long queues.	> 35.0 and ≤ 50.0
F	Operations with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50.0

Source: *Highway Capacity Manual – Special Report 209* (Transportation Research Board, 2000).

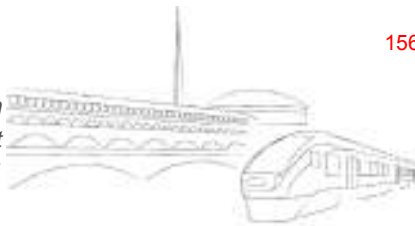


Table 3.4 presents the results of the intersection LOS analysis for the existing weekday AM and PM peak hour conditions.

TABLE 3.4 EXISTING INTERSECTION OPERATIONS						
Intersection		Control	Weekday AM Peak Hour		Weekday PM Peak Hour	
			Del ¹	LOS	Del ¹	LOS
1	Civic Center Drive / Freitas Parkway	SSS ²	>50 (NBTh)	F	>50 (NBTh)	F
2	Civic Center Drive / Merrydale Road	Signal	35	C	33	C
3	Civic Center Drive / McInnis Parkway	Signal	9	A	10	A
4	Civic Center Drive / San Pedro Road	Signal	21	C	13	B
5	Los Ranchitos Road / Merrydale Road	Signal	17	B	40	D
6	Los Ranchitos Road / Northgate Drive	Signal	12	B	13	B

Notes:

Technical Calculations provided in Appendix B.

1. Delay presented in seconds per vehicle. Intersections operating worse than the City's allowable standard are highlighted in bold.

2. SSS= side-street stop-controlled. Delay and LOS presented for worst approach. Worst approach indicated in parenthesis.

Source: Fehr & Peers, 2010

During the weekday AM and PM peak periods, one of the study intersections currently operates at LOS F. The remaining intersections operate at LOS D or better. The congestion at the Civic Center Drive/Manuel T. Freitas Parkway intersection is incurred by the northbound and southbound traffic who must stop and yield to traffic exiting from northbound US101.

3.1.6 Corridor Analysis

Although it can be helpful to identify specific bottleneck locations using an intersection analysis, as described above, it can be equally insightful to examine an entire corridor to understand the combined effect of a series of signals. A corridor analysis of Civic Center Drive was also conducted as a part of the roadway analysis. This is completed by assessing the intersections along a given corridor as a single system, instead of individual operations at each intersection. The procedure identifies delays over the length of the corridor and then considers travel time between intersections to assess the overall average travel speed through the corridor.

The operating characteristics of urban streets are also described by the concept of LOS. Similar to intersection analysis, the San Rafael General Plan identifies LOS D and better as acceptable corridor operations, and LOS E and LOS F are unacceptable operating conditions. **Table 3.5** presents the level of service definitions for a facility with uncongested speeds between 25 and 35 mph.

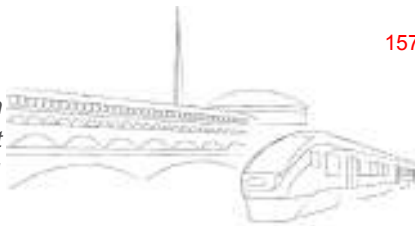
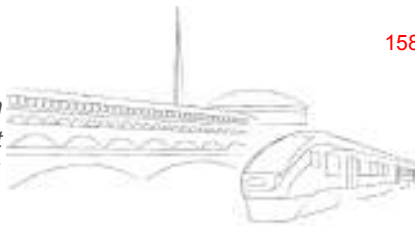


TABLE 3.5
LOS DEFINITIONS FOR URBAN STREET (CLASS IV)

Control/ LOS	Description of Operations	Average Travel Speed (mi/h) for Free-Flow Speed of 25-35 mi/h
Signalized		
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	>25
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	>19-25
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	>13-19
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	>9-13
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long queues form upstream.	>7-9
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	< 7

Source: *Highway Capacity Manual – Chapter 15 Urban Streets* (Transportation Research Board, 2000).

Table 3.6 presents the results of the corridor analysis. The Civic Center Drive corridor currently operates at an average speed of approximately 16 MPH (including stops at signals and other delays) during the AM and PM peak hours, which corresponds to LOS C.



**TABLE 3.6
CIVIC CENTER DRIVE CORRIDOR OPERATIONS**

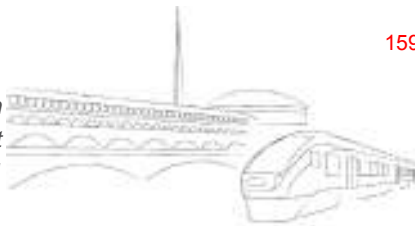
Cross Street	Weekday AM Peak Hour			Weekday PM Peak Hour		
	Travel Time ¹	Arterial Speed ²	Arterial LOS	Travel Time	Arterial Speed	Arterial LOS
<i>Northbound Civic Center Drive</i>						
North San Pedro Road	39.5	6.9	F	29.6	9.2	D
McInnis Parkway	107.1	20.7	B	106.5	20.8	B
Merrydale Overpass	41.5	15.4	C	48.0	13.3	C
Total	188.1	16.6	C	184.1	17.0	C
<i>Southbound Civic Center Drive</i>						
Merrydale Overpass	71.7	10.2	D	73.6	10.0	D
McInnis Parkway	36.8	17.3	C	33.6	19.0	C
North San Pedro Road	121.3	18.3	C	107.1	20.7	B
Total	229.8	15.6	C	214.3	16.7	C
Notes:						
1. Travel Time reported in seconds						
2. Arterial Speed reported in miles-per-hour and includes time stopped at signals.						
Source: Fehr & Peers, 2010						

3.2 PARKING SUPPLY AND DEMAND

Within a ¼ mile radius of the proposed SMART station, there are approximately 201 existing on-street parking spaces and 913 off-street parking spaces. Additionally, there are approximately 300 overflow parking spaces available in the vacant, unimproved lot in the southwest quadrant at the Civic Center Drive/Memorial Drive intersection (Lot A on **Figure 3.8**). Combined, this means there are approximately a total of 1,414 parking spaces within a ¼ mile radius of the SMART station. Lots C, D, and E on **Figure 3.8** account for 551 of the total parking spaces. These lots are private property and reserved for employees and/or patrons of the Autodesk buildings and the Embassy Suites. Although not available to the general public, they are included in this report for informational purposes. The remaining 362 off-street (not including the 300 overflow parking spaces) and 201 on-street parking spaces are available for the general public and are generally unrestricted, but there are several 30-minute zones within some lots. On-street parking on the west side of US101 is generally used by the local retail uses, as well as the residents from the multi-family housing on Merrydale Road and Las Gallinas Avenue.

Most of this parking serves commercial/institutional land uses. As a result, parking is more highly utilized during the day, when employees are at work, and less utilized during the late afternoon and early morning times. Weekday parking observations were conducted throughout the study area to determine general availability and occupancy. Field observations and a quantitative assessment were conducted on October 27, 2010, and again on January 11, 2011, during the peak midday hour (10:30 AM to 11:30 AM). **Figure 3.8** presents the existing on-street and off-street parking restrictions within the study area and the total supply and demand. Supply and demand are also summarized in **Table 3.7**. Generally, on non-event days, there is an abundance of available parking in the public County lots. When there are special events, such as the Farmers' Market, demand is increased substantially. Some overflow parking supply is also reduced. In general, parking is adequately served during these events.

San Rafael Civic Center SMART Station Area Plan
Background Report
January 2011



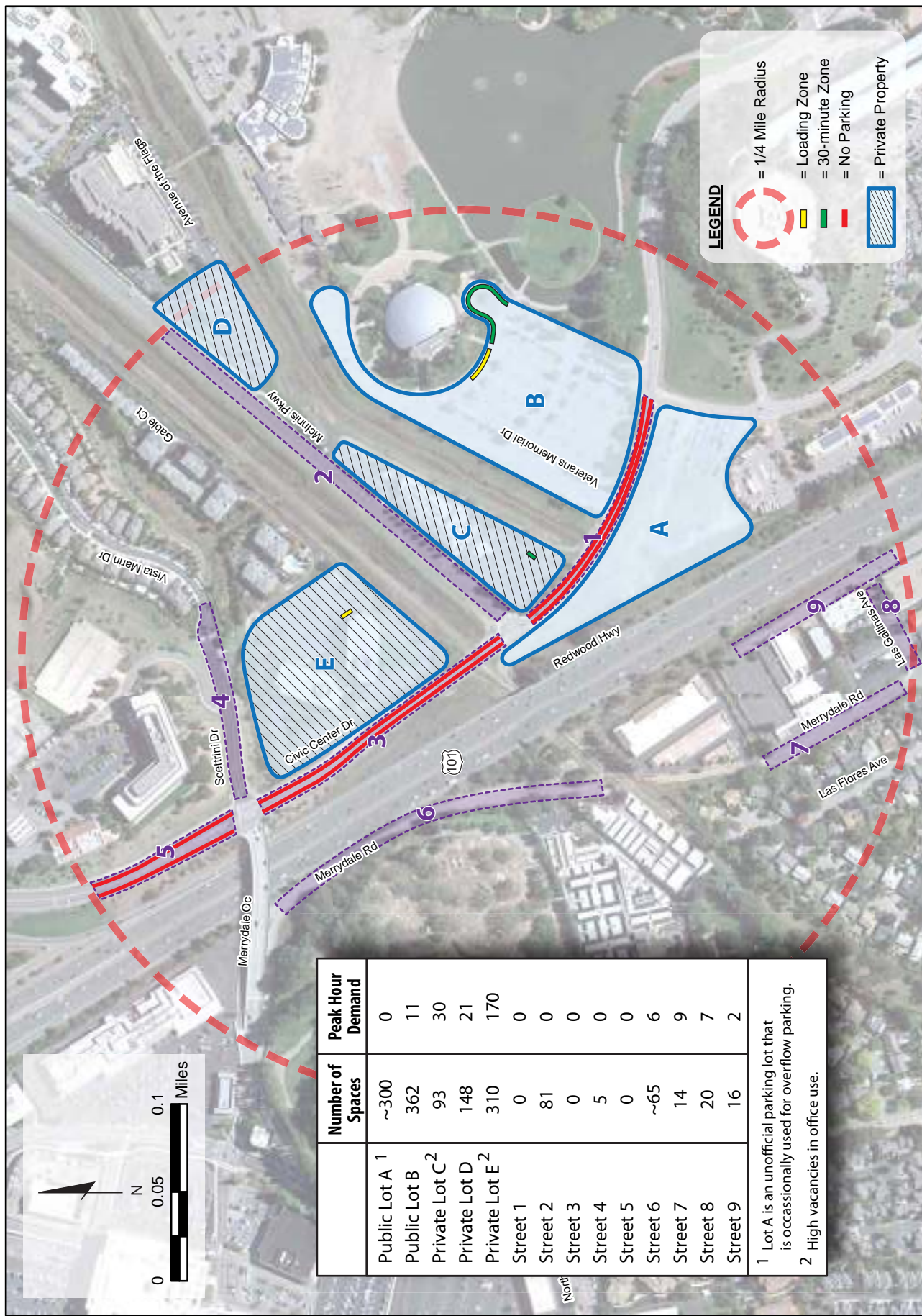
**TABLE 3.7
MIDDAY PEAK HOUR PARKING CONDITIONS**

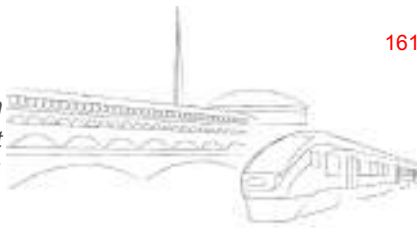
Location	Description	Number of Spaces	Peak Hour Demand	Available Spaces
<i>Public Off-Street Parking</i>				
Lot A	Vacant lot in the southwest quadrant of the Civic Center/ Memorial Drive intersection	300	0	300
Lot B	Avenue of the Flags/Lagoon Parking Lot	362	11	351
Total		662	11	651
<i>Private Off-Street Parking</i>				
Lot C	Parking lot in the southeast quadrant of the Civic Center Drive/McInnis Parkway intersection	93	30	63
Lot D	McInnis Parkway Autodesk Parking Lot	148	21	127
Lot E	Civic Center Drive Autodesk Parking Lot	310	170	140
Total		551	221	330
<i>On-Street Parking</i>				
Street 1	Civic Center Drive from McInnis Parkway to Memorial Drive	0	0	0
Street 2	McInnis Parkway from Civic Center Drive to Autodesk	81	0	81
Street 3	Civic Center Drive from McInnis Parkway to Merrydale Overcrossing	0	0	0
Street 4	Scettrini Drive From Civic Center Drive to Residences	5	0	5
Street 5	Civic Center Drive from Merrydale Overcrossing to Manuel T. Freitas Parkway	0	0	0
Street 6	Merrydale Road between Merrydale Overcrossing and the railroad tracks	~65	6	59
Street 7	Merrydale Road between the railroad tracks and Las Gallinas Avenue	14	9	5
Street 8	Las Gallinas Avenue between Merrydale Road and Redwood Highway	20	7	13
Street 9	Redwood Highway (west of US101) within ¼ mile radius of station	16	2	14
Total		201	24	177
Grand Total		1,414	256	1,158

Source: Fehr & Peers, 2010

EXISTING PARKING CONDITIONS

FIGURE 3.8





CHAPTER 4. SMART CIVIC CENTER STATION

This Chapter introduces the SMART project and the Civic Center Station. This is a brief summary of the project description and what was identified in the EIR as it relates to the Civic Center Station. This will be detailed further in the ultimate Station Area Plan.

4.1 SMART PROJECT DESCRIPTION

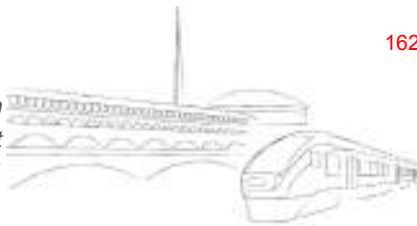
The SMART District is proposing implementation of passenger rail service along a 70-mile rail corridor extending from Cloverdale in Sonoma County to a station located near the Golden Gate Bridge Highway and Transit District Larkspur ferry terminal. SMART would utilize an existing rail corridor, commonly known as the Northwestern Pacific Railroad (NWP). The NWP generally parallels US101 running north-south through Sonoma and Marin Counties. The NWP corridor is owned by the SMART District from Healdsburg in the north, to a location south of the proposed Larkspur station in the Town of Corte Madera.

The total cost for the SMART project from Cloverdale to Larkspur is estimated at \$695 million. A steep drop in sales tax revenue has resulted in a funding shortfall that will require the project to be constructed in phases. As recommended by MTC, the first phase of the project includes the Civic Center SMART station and would connect the Downtown San Rafael station to Railroad Square in Santa Rosa. Forecasts developed for the *SMART Draft Environmental Impact Report (Draft EIR; SMART, 2005)* estimate that 4,756 daily riders are projected to use the system in 2025 between Cloverdale and Larkspur following completion of the entire project.

The latest details regarding SMART's operating and service plans are published in *Sonoma-Marin Area Rail Transit District, Passenger Rail & Pathway Project Description (Project Description; SMART, May 2010)*. Major components of the proposed project identified in the *Project Description* include:

- Implement passenger rail service utilizing a two-way "single-track" system with sidings (strategically placed sections of second track) and appropriate signal and communication systems.
- Rehabilitation of tracks and at-grade crossings (there are approximately 73 public at-grade crossings and numerous private crossings)
- Construction of 14 rail stations (9 in Sonoma and 5 in Marin)
- Park and ride lots at some station locations
- Operation of free shuttle service at selected stations
- A rail maintenance facility
- Train passing sidings, timber trestle and other bridge replacements, and drainage improvements
- Bicycle/pedestrian pathway generally located within or adjacent to the rail corridor and connecting the rail stations, including 54 miles of a separate multi-use pathway and 16 miles of Class II pathway (striped bike lanes)
- Use of either light or heavy diesel multiple units (DMUs)

DMUs are rail cars that contain both passenger accommodations and propulsion systems (diesel engines located below the passenger compartment). "Light" DMUs utilize lighter materials such as aluminum; "heavy" DMUs typically use steel car bodies. These two DMU types have different fuel consumption,



operating performance, and noise impacts. The Federal Railroad Administration (FRA) also has different time separation requirements for operating light or heavy DMUs on single-track facilities shared with freight rail. SMART plans to operate two to three car DMU train sets depending on passenger demand.

4.2 CIVIC CENTER STATION

The proposed Civic Center SMART station is located underneath US101 just north of the Marin County Civic Center and fairgrounds along Civic Center Drive. SMART's proposed weekday service includes 12 southbound and 12 northbound trains (24 total stops per weekday), while weekend service includes 4 southbound and 4 northbound trains (8 total stops per weekday). The peak hour timetable assumptions from the latest Project Description include the following:

- Weekday AM and PM frequency of two trains per hour in each direction
- Peak hour headways of 30 minutes in each direction (headway is the scheduled time between train arrivals)
- 30-second average dwell time

The EIR reported 2025 ridership forecasts for the Civic Center SMART station. These forecasts estimate 388 total daily boardings at the station, with approximately 103 boardings occurring during the peak hour. It was also identified that the peak parking demand for the Civic Center SMART station would be 50 parking stalls.

Although at the time of EIR preparation, the proposed station location was underneath US 101, SMART has recently produced conceptual design plans for two station alternatives:

1. East Platform: platform located on the east side of Civic Center Drive north of the railroad tracks
2. West Platform: platform located on the west side of Civic Center Drive under the freeway overcrossing (consistent with previous proposals)

Exhibits 4-1 and 4-2 show drawings obtained from SMART for the two station options. Two tracks are planned at the station along the length of the SMART right-of-way within the study area. The configuration of the platforms will affect the station footprint and the design and spacing of the tracks at the at-grade crossing with Civic Center Drive. Further analysis of the station, the effect of SMART service on the study area's parking supply, and the local circulation network will occur during the alternatives analysis phase of the Station Area Plan.

San Rafael Civic Center SMART Station Area Plan
 Background Report
 January 2011

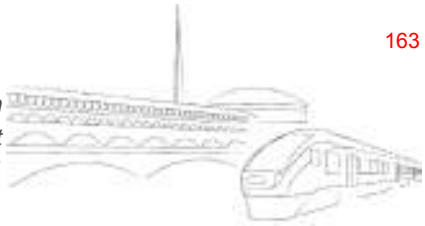


EXHIBIT 4-1 East Platform: located north of the wetlands and the railroad tracks

San Rafael Civic Center SMART Station Area Plan
 Background Report
 January 2011

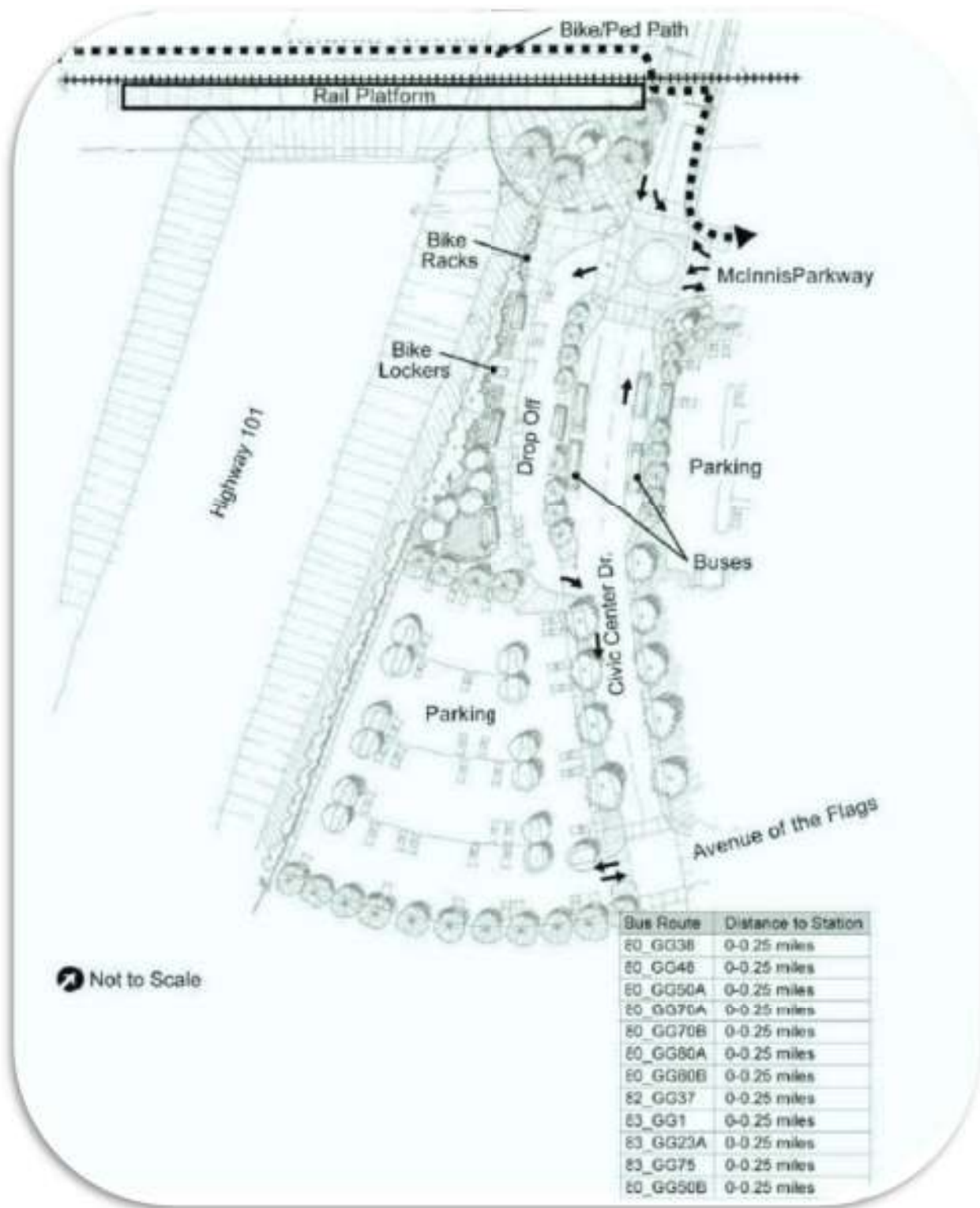
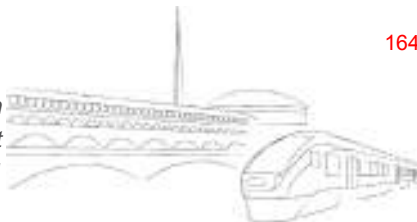
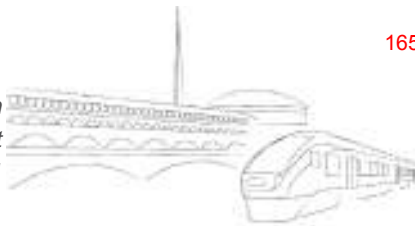


EXHIBIT 4-2 West Platform: EIR Concept showing platform under the US101 overcrossing



CHAPTER 5. NEXT STEPS

This report provides useful information regarding the current state of the area near the proposed Civic Center Station, with respect to both land uses and transportation. However, this represents only the first step in developing the Civic Center Station Area Plan. For any plan to be successful, key input from stakeholders, including neighbors and other members of the public must be incorporated. The next steps for development of the Station Area Plan are described below.

5.1 IDENTIFICATION OF OPPORTUNITIES AND CONSTRAINTS

Based on this background report, the project team and community will develop a summary of opportunities and constraints in regards to transportation circulation and land use, including potential housing opportunity sites, within the Civic Center Station Area.

5.2 COMMUNITY WORKSHOP #1

The project team and the Civic Center Station Area Plan Advisory Committee will facilitate a community workshop to discuss the existing conditions, identify issues and opportunities, and establish a community vision of what this area should be like in 2035. This workshop will be designed to be highly interactive, including activities such as visioning and small group discussions, to engage attendees and gain their insights into issues and opportunities in the study area.

5.3 ALTERNATIVE SCENARIOS ANALYSIS

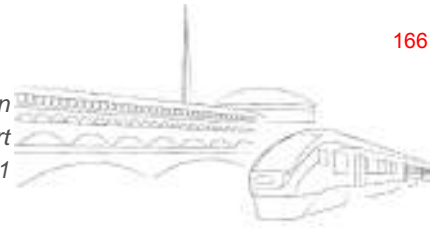
Based on input from the public at the first workshop, the project team will review the station area land uses, transportation facilities, and station access in the context of the overall vision. The team will develop alternative Plan concepts that aim to achieve the overall area vision for 2035. Alternatives will consist of various housing alternatives and transportation alternatives. The team will also conduct a detailed analysis of the alternatives with respect to transportation impacts and improvements to assist the overall choice of a preferred Plan alternative later on in the process.

5.4 COMMUNITY WORKSHOP #2

Based on the alternatives development and analysis, a second community workshop will be held. This workshop will be to review, discuss, and evaluate the plan alternatives with stakeholders and members of the public. This workshop will again be designed to be highly interactive to engage attendees and gain their insights.

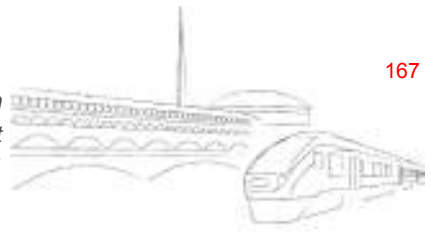
5.5 STATION AREA PLAN

Based on feedback from Workshop #2, the study team will develop a draft Civic Center Station Area Plan for public review. The Draft Station Area Plan will encompass methodologies, approach, findings and information from the approved scope of work. The implementation plan will include improvement measures, implementation time frame (near-term, medium-term, long-term), prioritization, responsible agency, and planning-level cost estimates. Once comments have been incorporated, a Final Plan will be prepared.

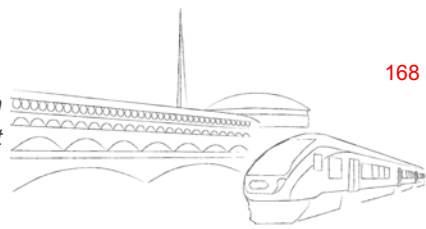


Ultimately, the final plan will include the following:

- Recommendations for land use, zoning, parking, and transportation circulation
- Transportation impact analysis, including the effects to increased development or other physical changes. If deemed consistent with the goals and objectives of the plan and/or feasible within the site context and cost constraints, improvements to offset the impacts of the Plan will be identified
- Multiagency Implementation Plan



APPENDIX A: DETAILED DOCUMENT REVIEW SUMMARY



City of San Rafael General Plan 2020 (City of San Rafael, 2005)

The San Rafael 2020 General Plan serves as the comprehensive long-term plan for the community's growth and development.

The General Plan includes a few mentions of the SMART Civic Center Station. These include the following:

- In the Housing Element (H-22), the General Plan encourages infill near transit, allowing higher densities at transit hubs.
- In the Neighborhoods Element, the General Plan (NH-88) supports construction of the Civic Center SMART station, encouraging “a plan that provides higher density housing, bus transit connections, a parking lot, and incorporates pedestrian facilities and bicycle access (including bicycle storage facilities) consistent with the San Rafael Bike and Pedestrian Master Plan.”
- The Neighborhoods Element also encourages use of the unused portions of the SMART right-of-way “to facilitate desired redevelopment of adjacent parcels and an easement for the North-South bikeway.”

The Civic Center station study area has an FAR designation of 0.30, and a building height limit of 36 feet.

General Plan Land Uses

The study area incorporates several General Plan land use designations.

General Commercial

The General Commercial designation allows general retail and service uses, restaurants, automobile sales and service uses, and hotels/motels. Offices are permitted as a secondary use. Residential uses are allowed at a gross density of 15–32 units/acre.

Office

The Office land use category is intended to accommodate general offices, medical and professional offices, administrative or headquarter offices, and residential uses at a gross density of 15–32 units/acre.

Light Industry/Office

The light industrial/office designation allows for motor vehicle service, contractor uses and yards, light manufacturing, distribution, warehousing and storage, incidental employee-serving retail/service uses, and office uses.

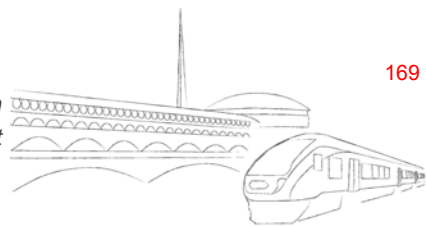
Public/Quasi-public

Public and civic uses, such as government, education, public safety, public utility and similar facilities owned or operated by public or non-profit agencies are included in this category. Residential is also permitted at a density of 15-32 units/acre.

Residential

In the study area, several residential land use categories apply. In addition, open space/conservation, parks and playgrounds, schools, churches, plant nurseries, group day care and large day care facilities are permitted in all residential categories. Public/quasi-public uses such as churches and schools are not to exceed a 1.0 FAR.

Low Density Residential



Single-family neighborhoods are typical of the low density residential category, with a gross density of 2–6.5 units/acre.

Medium Density Residential

Duplex, garden apartment and condominiums are permitted in this residential land use designation. In addition, hotels/motels, clubs and similar uses are allowed. Density is limited to 6.5–15 units/acre.

High Density Residential

Apartments typify the high density residential land use. Hotels/motels, clubs and similar uses are permitted in this category as well. The density permitted is 15–32 units/acre.

Parks

The Parks land use is used to designate the areas of parkland. Lagoon Park in the Civic Center is the largest example in the study area.

Open Space

In the study area, the Gallinas Creek right-of-way is designated open space. Other open spaces include hillsides to the north, south and west.

City of San Rafael Zoning Map (City of San Rafael)

The San Rafael zoning code supports the General plan and sets the land use regulations and development standards for the city. In the study area, single-family residential building heights are limited to 30 feet, while all other uses have building height limits of 36 feet. At Northgate Mall, affordable housing units are afforded an additional two-story height bonus.

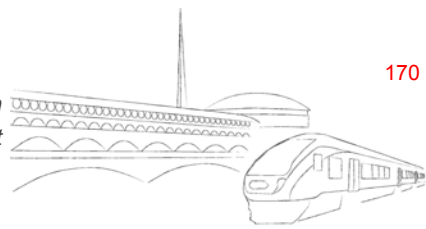
Two overlay districts apply in the area, Hillside and Wetland. The Hillside Overlay encourages the protection of natural hillsides, and protects public health and safety from hazards such as landslides and soil erosion, by requiring a larger percentage of lot area to remain in its natural state, limiting building heights, and avoiding visually significant ridgelines. The Wetland Overlay seeks to preserve and enhance the city's remaining wetlands by prohibiting development that would adversely affect the wetlands. Development in this district is required to provide a 50-100 foot setback, and prohibits filling of the wetland, invasive landscaping and increasing levels of stormwater runoff. See Figure 2.3.

Vision North San Rafael (City of San Rafael, 1997)

In the spring of 1996, the City of San Rafael initiated a community visioning process to plan for the future of city areas north of Puerto Suello hill, an area known as North San Rafael. The City Council and citizens started the effort to learn more about what the people who live, work, and play in North San Rafael would like for their community in the year 2010. *Vision North San Rafael* documents these efforts. People who live, work, shop or own property in the area helped shape the vision described in this document.

Below is a summary of community comments received during the public process phase, including the Partner Group sessions, school curriculum and the Vision festival.





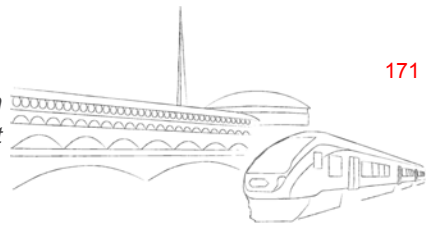
We like:	We don't like:	Changes we'd like are:
<ul style="list-style-type: none"> • Location • Open spaces • Weather • Retail shops and services • Community feeling • Friendly, small town atmosphere • Sense of community • Excellent schools • Beauty of the area • Farmer's Market • Pleasant, clean and quasi-rural ambiance • Proximity to open space • Quiet • Parks and recreation • Feeling of safety • Low traffic levels • Nearby hiking trails • Airport and open space at Marin Ranch Airport 	<ul style="list-style-type: none"> • Traffic congestion • The lack of a center, core or heart of the community • Dearth of social spots • Absence of gathering places • Insufficient landscape maintenance • Inadequate teen activities • Scarcity of safe pedestrian and bike ways • Lack of public transportation • Dangerous Freitas interchange • The idea of 'big box' retail on the now-vacant (Fairchild) site on Redwood Highway along the north side of the North Fork of Las Gallinas Creek. 	<ul style="list-style-type: none"> • A center to the community which brings us together • More community events • Improved landscaping • A public library • More zoning flexibility for small businesses • Housing which is affordable so that people who work here can also live here • Improvements at the mall • More and better restaurants • More "hangout" places • More pedestrian and bike ways

The document identifies various actions and implementation strategies that guide the community in achieving their goals.

***North San Rafael Vision Promenade Conceptual Plan and Design Features
 (The North San Rafael Vision in Action Committee, 2002)***

The *North San Rafael Vision Promenade Conceptual Plan* is an element of the *Vision North San Rafael in the Year 2010* report. The plan proposes the following:

- Improved bicycle and pedestrian linkages between the Terra Linda Recreation Center and Lagoon Park at the Marin County Civic Center
- Amenities such as improved public parks and new plazas

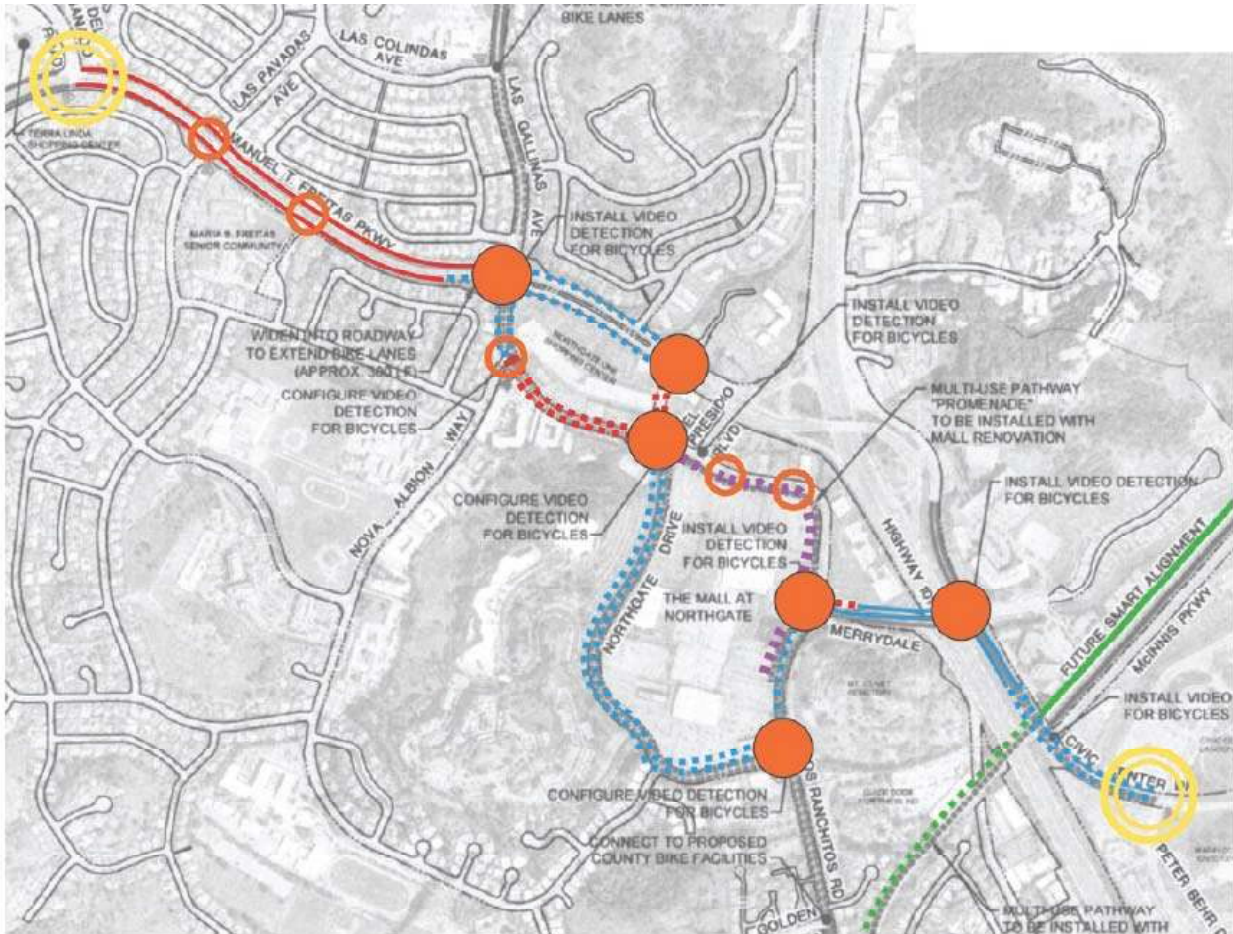


- A repeating and unifying theme which reflects cultural elements, people, local natural history and expresses the community identity of North San Rafael through use of consistent "theme details"

The plan presents a detailed list of pedestrian paths and bikeways, amenities, and unifying themes with specific cross-sections and design elements proposed. The report was a result of an extensive public outreach effort and represents a community consensus. The mission of the plan reads as follows:

To develop a bicycle/pedestrian Promenade that connects the east and west sides of North San Rafael and offers new recreational opportunities and enhanced community identity.

The North San Rafael Promenade proposes to improve the pedestrian and bicycle route that runs east/west through Terra Linda from Freitas Parkway to the Marin Civic Center lagoon. The promenade varies from an on-street bicycle lane and sidewalk to a landscaped Class 1 multi-use path. The design features present a unified plan for enhancing the pedestrian and bicycle experience. **Exhibit 1-2** presents the proposed plan.



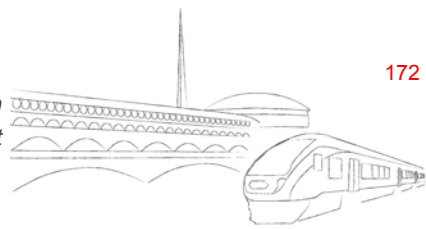


EXHIBIT 1-2 Proposed North San Rafael Promenade
Source: North San Rafael Promenade – Design Features; RHAA, December 2008

The plan then suggests different methods of planting and paving that embodies the history of the study area. This includes sand blasting oak leaf designs in the pavement and planting indigenous trees, in which an appropriate list is identified. A unification theme is also recommended through common signage, furniture, and lighting.

Economic Vision (1997) (City of San Rafael, San Rafael Chamber of Commerce, San Rafael Redevelopment Agency, 1997)

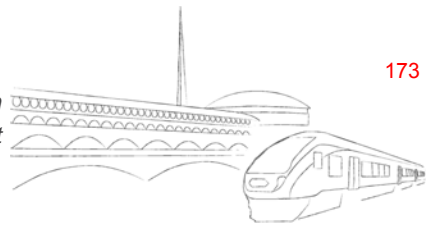
The Economic Vision and Strategies document outlines the high level vision for year 2010 of San Rafael's economic state and addresses several categories, including traffic and circulation. For the traffic and circulation category, the vision includes vigorously addressing the workforce, housing cost, and commuting problems through:

- Aggressively addressing regional transportation issues
- Supporting commute trip reduction measures, provide incentives / support for workforce housing, support businesses that generate local jobs, educate workforce to fill jobs in the community
- Supporting the HOV Gap Closure project
- Supporting a regional revenue generating measure to fund regional traffic improvements
- Using development generated City revenue, bond measure and assessment districts to finance for infrastructure improvements
- Maximizing use of transportation center and improve public transportation within City and County

SMART Environmental Impact Report (SMART, 2008)

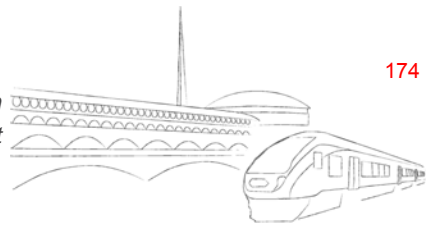
The Environmental Impact Report identified that traffic operations under 2025 proposed project conditions would worsen on various local roadways that serve as primary access routes to proposed stations compared to existing conditions. One of these roadways is southbound Civic Center Drive near the Marin Civic Center. The a.m. peak hour screen line results also indicate that the roadway segment would operate at LOS F worsening from LOS E in the future No-Project conditions. For purposes of the analysis, the impact was identified as potentially significant.

Southbound Civic Center Drive would require mitigations such as traffic signal modifications at Merrydale Road and Civic Center Drive, and possibly a short exclusive right turn lane for the drop off traffic into the site from southbound Civic Center Drive at the intersection of McInnis Parkway. These traffic operation improvements would provide improvement to expected operations with the proposed project and would maintain the traffic circulation within the project vicinity. Because the degree of improvement cannot be quantified until detailed studies are completed during the final engineering design phase of the project, the effectiveness of this mitigation measure cannot be determined. If implementation of the mitigation



measure would not improve LOS conditions to acceptable standards, the potential impact would be significant and unavoidable.

The remainder of the transportation related impacts were deemed beneficial or less-than-significant.

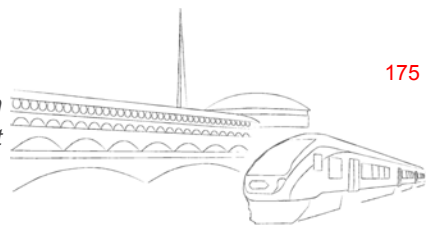


The Marin Center Master Plan (County of Marin, 2005)

The Marin Center Master Plan is also known as a “Vision” plan as it was completed through a public-private group called the Marin Center Renaissance Partnership. Note that the Board of Supervisors never formally adopted this Vision, no funding has ever been identified (estimated at the time to be \$130-150 million), and no environmental review has been completed.

The Marin Center is located within the Marin County Civic Center, and is comprised of the Marin Veterans’ Memorial Auditorium, Exhibit Hall, Showcase Theater, Fairgrounds and Lagoon Park. This 80-acre site is bound by Gallinas Creek to the north and the Civic Center Lagoon to the south. Gallinas Creek flows eastward to the San Francisco Bay.

The Marin Center Master Plan was completed in 2005 with the goal of establishing the Marin Center as the community center of the county. The preferred conceptual design discussed in the Master Plan proposes to eliminate the drop off area by the Auditorium building in order to increase the open space around the lagoon. The Avenue of the Flags will become the main entry to the site, and a new vehicular drop off area will be located adjacent to the auditorium and exhibit hall. The Master Plan also proposes to connect the Marin Veterans’ Memorial Auditorium with the Exhibit Hall building with a new building. The SMART Civic Center Station Area site is called out in this plan.



San Rafael Design Guidelines (City of San Rafael)

The motivation behind the San Rafael Design Guidelines is to promote “pedestrian-friendly and people-oriented” design in new development. The guidelines are discretionary and are intended to assist projects in high-quality design. The City subsequently uses the guidelines to evaluate the quality of project design and to make recommendations regarding design review approval or denial. The guidelines below apply to residential and non-residential development in the study area.

Residential Guidelines

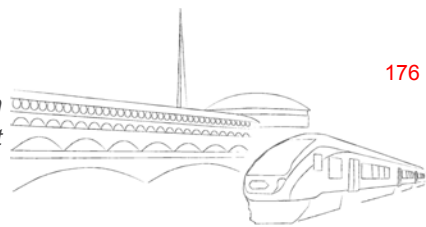
The residential guidelines provide general guidance on residential development aesthetics. They cover the following topics:

- Building Design – consistent streetscape, varied and articulated facades
- Scale – setbacks, stepped facades, varying rooflines
- Building Height – transitional elements
- Driveways and Parking Areas – minimize, parking placed in rear, avoid large paved areas
- Lighting – security and safety, prevent glare, architectural
- Building Entrances – well defined, street-oriented, porches
- Windows – proportion, street- or public area-oriented, consider privacy
- Roof Shapes – reduce visual impact of equipment and vents
- Front Landscaping and Fences – contribute to visual quality, detailed fencing, landscape adjacent to sidewalk
- Additions to Homes – relatable and proportional to original structure

Nonresidential Guidelines

The nonresidential guidelines provide general guidance on nonresidential development aesthetics. They cover the following topics:

- Parking Lots – logical, distributed to provide access, rear or side, maneuverability, screened, minimize curb-cuts, shade trees
- Lighting – security and safety, prevent glare, architectural
- Building Form – relate to pedestrians, spatial and visual relationship with adjacent buildings
- Towers – function, distinctive silhouette
- Awnings – enhance design, human scale, discourage translucent or illuminated awnings
- Landscaping – strong character, property lines, pedestrian areas, street trees
- Pedestrian Circulation – orientate buildings, well-defined walkways, visual design elements, gathering places, bicycle parking
- Entryways – well defined, pedestrian-oriented, architectural elements
- Arcades – weather protection for pedestrians, signage
- Materials and Colors – articulation, texturing, minimize reflectivity



In addition to residential and nonresidential development, the guidelines also provide direction on historic and architecturally significant buildings.

***Marin County Civic Center Master Design Guidelines
(County of Marin, 2005)***

The Civic Center Master Plan Design Guidelines were created to provide a framework for future development at the Civic Center. A key component was analysis and recommendations of sites for future development, as shown in **Exhibit 1-1**. This report recommends that Sites 1-4 and 6 remain in consideration as locations for possible future development and for further evaluation. The Guidelines also outline approaches to enhance pedestrian and bicycle circulation, public transportation, vehicular circulation and parking. Recommendations include:

- Striped bike lanes on Civic Center Drive and other primary streets
- Additional bus service to the Civic Center on evenings and weekends
- Coordination with and support of the SMART project
- Restriping of Civic Center Drive / Peter Behr Drive



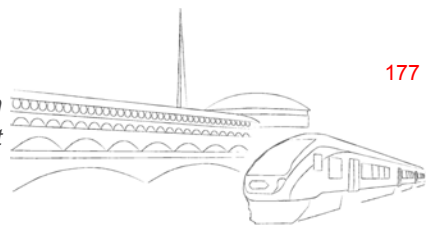
Potential Future Development Sites

- Site 1 - Civic Center Parking "Pit"
- Site 2 - Temporary Dog Park
- Site 3 - East Parking Lot and Armory
- Site 4 - Overflow Parking Lot
- Site 5 - North San Pedro Road
- Site 6 - General Services Building
- Site 7 - Marin Center

*EXHIBIT 1-1 Civic Center Potential Future Development Sites
Source: Civic Center Master Plan; RHAA, December 2005*

Marin Civic Center Open Space Ordinance (County of Marin, 2005)

The intent of the Marin Civic Center Open Space Ordinance, approved in 1992, is to preserve the aesthetic quality of the Frank Lloyd Wright Civic Center buildings and grounds. Any building construction at the Civic Center on the west side of Civic Center Drive is subject to approval by a majority vote of the County electorate. The ordinance does not prevent the County from: maintaining, repairing, restoring, or rebuilding the existing civic Center buildings; maintaining, repairing, altering or adding at-grade parking, pedestrian, or playground facilities; maintaining, altering, improving, or adding landscaping, utilities, or fencing; approving or constructing minor structures that do not exceed 250 square feet and that are incidental to the operation of the Civic Center facilities; or using temporary structures for the purpose of seasonal and temporary activities.



Court Facilities Master Plan (County of Marin, 2003)

In 2003, a 20-year Court Facilities Master Plan was developed to determine the need for renovations and additional facilities for the Superior Court of California, County of Marin. The county and the court were outgrowing their facilities and security was poor. Through the master plan process, the Court selected the option of building a new courthouse, to be constructed in two phases, on the Civic Center campus in the location of the existing General Services Building. In the short term, security upgrades and a modest expansion within the Civic Center were recommended. Note that this study was completed by the State Administrative Office of the Courts, and not the County. It has never been formally presented to the Board of Supervisors, although they are aware of it.

County of Marin Request for Proposal for a Partner to Operate and Improve a Farmers' Market (County of Marin, 2008)

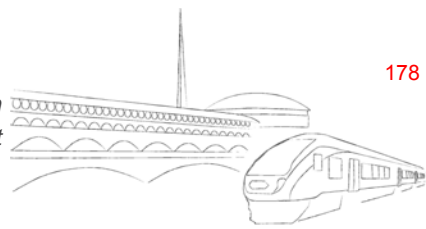
The Marin Center Master Plan includes a proposal for a permanent, multi-purpose site on which a farmers' market would take place. As part of the next steps of the Master Plan, a Research Report was completed in 2007 to assess the feasibility of this idea. The site is bounded by Civic Center Drive, Highway 101 and Peter Behr Drive. It is currently used for seasonal Christmas tree sales and for County Fair overflow parking and is known as the "Christmas Tree Lot". The northern-most area of this site was identified to house parking for the future commuter rail (SMART) project. The new farmers' market site would replace the two separate locations of the current Thursday and Sunday farmers' markets. Any infrastructure and safety improvements should connect with the planning effort for the SMART station area plan.

TAM – TPLUS Pedestrian and TOD Toolkit (Transportation Authority of Marin, 2007)

The Marin Pedestrian and Transit-Oriented Design Toolkit was developed as part of the Transportation and Land Use Solutions program in Marin County to help local planners, engineers, elected officials, and private citizens work together to develop new and coordinated approaches to addressing some of the County's most pervasive transportation and land use challenges. The toolkit provides guidance for density, mixed use, site and project design, building design, and parking design.

City of San Rafael Bicycle/Pedestrian Plan (City of San Rafael, 2001)

This plan proposes a continuous network of bikeways for travel within San Rafael and to surrounding communities. Routes are designated either "north-south" or "east-west." North-south routes have odd numbers, and east-west routes have even numbers. Two of the north-south routes connect San Rafael with other cities, as does one of the east-west routes. The other routes are primarily for travel within the City.



The Plan identifies seventeen north-south routes in San Rafael. Two connect San Rafael with cities to the north and south, and the rest provide connections within the city. North-south routes that connect with Novato through North San Rafael are described below:

01. From Novato to Bellam Blvd, via Las Gallinas, Northgate Dr, Los Ranchitos, Lincoln, Irwin, Woodland.
07. From Novato to Larkspur, via Northwestern Pacific Railway right-of-way through San Rafael.

(Sections of both of these routes are in the County-wide bicycle plan.)

Proposed new north-south routes primarily within North San Rafael

03. Los Gamos Dr from Lucas Valley Rd to Manual T Freitas Pkwy.
05. Redwood Hwy Frontage Rd and Civic Center Drive, from Smith Ranch Rd to North San Pedro Rd.
09. From North San Pedro Rd to the Richmond Bridge, via Hwy 101 shoulder, Villa Ave, Grand Ave & Francisco Blvd. East. (proposed alternative to Lincoln Ave. connection)
23. Nova Albion and Golden Hinde from Las Gallinas to Los Ranchitos.
25. Merrydale from Merrydale 101 Overcrossing to Merrydale Pathway to Los Ranchitos/Lincoln Ave.

Proposed New East-West Bike Routes

Twelve east-west routes the Committee identified in San Rafael. One connects San Rafael with San Anselmo to the west and with San Quentin and the Richmond-San Rafael Bridge to the east, and the rest are important connections within the city.

East-west routes primarily within North San Rafael are:

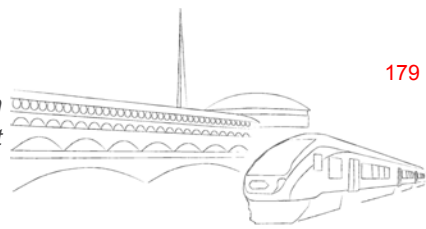
02. Lucas Valley Road from the Lucas Valley area to Redwood Hwy Frontage Rd, and Smith Ranch to McInnis Park.
04. West end of Freitas Parkway from city limit to Las Gallinas Ave.
06. North San Pedro Rd, Point San Pedro Rd, Bay Trail Spur, Third.
08. Bay Trail Extension (Recreational & Park access).
18. Gallinas Creek Pathway from Redwood to Smith Ranch Rd.
22. Walter Place and Las Gallinas from Corillo Dr. to Merrydale

Pedestrian Section

The Pedestrian Improvements section encompasses two elements:

- Sidewalk, intersection, and crossing improvements.
- Multi-use paths (Class I bikeways).

The plan provides a detailed description of proposed site-specific pedestrian improvements.



[Walk Bike Marin \(County of Marin, 2010\)](#)

Per walkbikemarin.org, there are two adopted and one completed projects which fall within the study area. Terra Linda – North San Rafael Improvements (project #2004) will include installation of Class II bicycle lanes, sidewalk improvements and intersection enhancements along Freitas Parkway from Del Ganado Road to Del Presidio Boulevard. The construction contract was awarded March 2010. The Northgate Gap Closure (project #2006) will include installation of Class II lanes on Las Gallinas Avenue south of Las Colindas Road and on Northgate Drive, closing an important gap in the North/South Bikeway. The estimated completion date for this project was August 2010. The Los Rachitos Connector (project #2008) completed construction of Class II bike lanes on Rachitos Road from North San Pedro Road to the Puerto Suello summit.

[Golden Gate Short-Range Transit Plan \(Golden Gate Bridge, Highway and Transportation District, 2007\)](#)

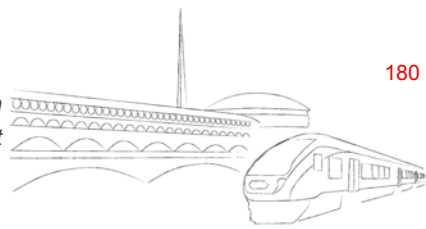
The Short Range Transit Plan identifies the goals that Golden Gate Transit operates under. The Core Goal states the following:

To provide productive, effective, and cost-efficient regional transit services with available resources.

GGBHTD expects bus transit operations to remain relatively stable in the short term with no large increases or decreases. Therefore, its approach to bus equipment and facilities planning is one of making these elements more effective and efficient. Major bus and paratransit vehicle replacement would occur to maintain a modern fleet of comparable size. The paratransit vehicle fleet may need to increase slightly to keep up with demand. The total active bus fleet is now 196 buses, plus another six leased for Club Bus (January 2007). GGT intends to acquire several additional 45-foot over-the-road coaches and 60-foot high-floor articulated buses to meet regional service requirements, and several additional 30-foot buses and 60-foot low-floor articulated buses to meet Marin local service requirements. In addition, the fleet requires new fareboxes and a new communication and information system to efficiently manage transit services and serve customers.

[Marin Transit's Final Short Range Transit Plan \(Marin Transit, 2009\)](#)

The Marin Transit Short Range transit Plan identifies that the service plan is financially constrained, and no funding is projected to be available for service expansion. Service reductions are needed in FY 2010/2011 to maintain a balanced budget. Service operated by Golden Gate Transit will be reduced by 7,660 hours (5.7%) in FY 2010/2011. This is the equivalent of rolling back service improvements made in FY2008/2009, which included frequency improvements on Route 17, Route 29, and Route 71. However,



these routes do not affect the study area. The resulting Golden Gate Transit service hours are still 4,500 hours over the FY2007/2008 service level.

To offset the impact of the service reductions, Marin Transit will continue to pursue opportunities for grant funded and cost neutral service improvements. The local initiative program, outlined in the 2006 Short Range Transit Plan, was designed to provide matching funds to local communities to develop new service. However, the program was suspended in FY 2009/2010 in an effort to minimize the impact of reduced funding on existing service levels. If additional funding is available this program would be restarted and may be a way to create new services.

Marin Countywide Plan (County of Marin, 2007)

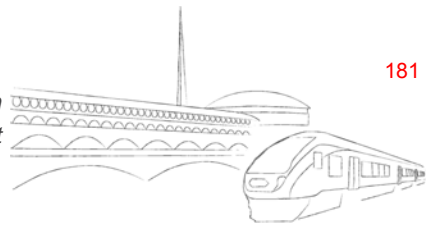
The Marin Countywide Plan was completed in 2007 with the theme of planning sustainable communities by focusing on the Three E's of sustainability: environment, economy, and social equity. The Countywide Plan includes subjects including climate change and social equity, and cultural issues such as public health, environmental justice, child care, the economy, and arts and culture. The Countywide Plan establishes a goal of providing a balanced mix of jobs and housing, and proposes infill development in areas near existing jobs and transit to support affordable workforce housing.

Transportation 2035 Plan (Metropolitan Transportation Commission, 2009)

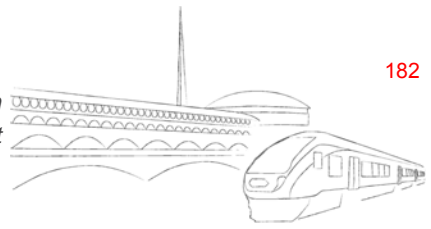
In April 22, 2009, the Metropolitan Transportation Commission (MTC) adopted the *Transportation 2035 Plan for the San Francisco Bay Area*, which specifies how some \$218 billion in anticipated federal, state and local transportation funds will be spent in the nine-county Bay Area during the next 25 years.

Line items that may influence the study area are identified below:

Reference Number	Project/Program	Total Project Cost (in millions)	Committed Funds	Discretionary Funds
22001	Implement Sonoma Marin Area Rail Transit District (SMART) commuter rail project (includes environmental, engineering, right-of-way, construction, vehicle procurement and operations)	\$1,058.0	\$1,058.0	\$0.0
230688	Implement Sonoma Marin Area Rail Transit District (SMART) commuter rail project (includes environmental, engineering, right-of-way, construction, vehicle procurement and operations)	\$212.2	\$212.2	\$0.0



Reference Number	Project/Program	Total Project Cost (in millions)	Committed Funds	Discretionary Funds
21302	Implement Marin County's bicycle and pedestrian program	\$19.9	\$19.9	\$0.0
94563	Widen U.S. 101 for HOV lanes (one in each direction) from Lucky Drive to North San Pedro Road	\$189.8	\$189.8	\$0.0
230516	Implement Marin County's Safe Routes to School Program	\$43.0	\$43.0	\$0.0
Various	Various general improvements to roadway network, bicycle and pedestrian network, and transit service.	-	-	-



APPENDIX B: INTERSECTION LEVEL OF SERVICE ANALYSIS

Civic Center SAP
1: Freitas & Redwood

183

EXISTING AM

HCM Unsignalized Intersection Capacity Analysis

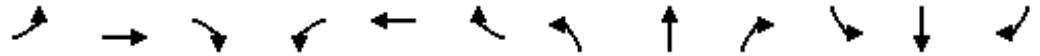


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗				↖	↕			↕	↗
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	305	156	429	0	0	0	50	230	5	59	394	262
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	339	173	477	0	0	0	56	256	6	66	438	291
Pedestrians		1			7			4			5	
Lane Width (ft)		16.0			0.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												8
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	5			654			1221	860	184	996	1337	6
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	5			654			1221	860	184	996	1337	6
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	79			100			0	0	99	0	0	73
cM capacity (veh/h)	1610			930			0	230	855	0	120	1071

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1
Volume Total	512	477	56	261	794
Volume Left	339	0	56	0	66
Volume Right	0	477	0	6	291
cSH	1610	1700	0	234	5
Volume to Capacity	0.21	0.28	Err	1.12	152.46
Queue Length 95th (ft)	20	0	Err	294	Err
Control Delay (s)	5.8	0.0	Err	138.8	Err
Lane LOS	A		F	F	F
Approach Delay (s)	3.0		Err		Err
Approach LOS			F		F

Intersection Summary				
Average Delay			Err	
Intersection Capacity Utilization		107.4%	ICU Level of Service	G
Analysis Period (min)		15		

Civic Center SAP
2: Merrydale Overpass & Civic Ctr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	16	12	11	12	12	11	12	12	12	11	12
Total Lost time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	0.97		1.00	0.98		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.87		1.00	0.89		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1676	1693		1621	1553		1621	1736		1676	1644	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1676	1693		1621	1553		1621	1736		1676	1644	
Volume (vph)	55	18	120	28	10	23	80	207	20	28	643	165
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	61	20	133	31	11	26	89	230	22	31	714	183
RTOR Reduction (vph)	0	114	0	0	23	0	0	2	0	0	4	0
Lane Group Flow (vph)	61	39	0	31	14	0	89	250	0	31	893	0
Conf. Peds. (#/hr)			3			11			6			6
Conf. Bikes (#/hr)						1			3			4
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	4.7	10.3		2.6	8.2		7.3	51.1		2.5	46.3	
Effective Green, g (s)	6.7	12.3		4.6	10.2		9.3	53.1		4.5	48.3	
Actuated g/C Ratio	0.08	0.14		0.05	0.12		0.11	0.61		0.05	0.56	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	130	241		86	183		174	1066		87	918	
v/s Ratio Prot	c0.04	c0.02		0.02	0.01		c0.05	0.14		0.02	c0.54	
v/s Ratio Perm												
v/c Ratio	0.47	0.16		0.36	0.08		0.51	0.23		0.36	0.97	
Uniform Delay, d1	38.2	32.6		39.5	34.0		36.5	7.5		39.6	18.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.0	0.1		0.9	0.1		1.1	0.0		0.9	22.9	
Delay (s)	39.2	32.7		40.5	34.0		37.5	7.6		40.5	41.4	
Level of Service	D	C		D	C		D	A		D	D	
Approach Delay (s)		34.5			37.0			15.4			41.4	
Approach LOS		C			D			B			D	

Intersection Summary			
HCM Average Control Delay	34.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	86.5	Sum of lost time (s)	9.0
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Civic Center SAP
2: Merrydale Overpass & Civic Ctr

185
EXISTING AM

Timing Report, Sorted By Phase

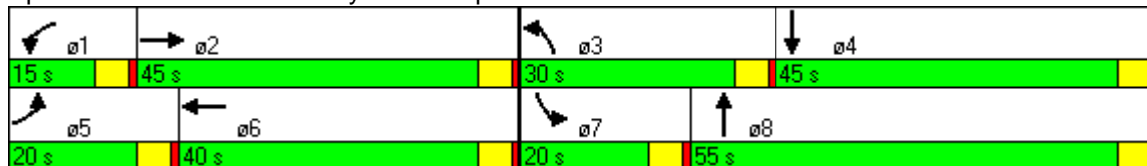


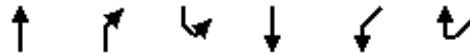
Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize								
Recall Mode	None	None	None	None	None	None	None	None
Maximum Split (s)	15	45	30	45	20	40	20	55
Maximum Split (%)	11.1%	33.3%	22.2%	33.3%	14.8%	29.6%	14.8%	40.7%
Minimum Split (s)	9	9	9	9	9	34	9	26
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	2	2	2	2	2	2	2	2
Minimum Gap (s)	2	2	2	2	2	2	2	2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)						7		7
Flash Dont Walk (s)						22		14
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	15	60	90	0	20	60	80
End Time (s)	15	60	90	0	20	60	80	0
Yield/Force Off (s)	10	55	85	130	15	55	75	130
Yield/Force Off 170(s)	10	55	85	130	15	33	75	116
Local Start Time (s)	45	60	105	0	45	65	105	125
Local Yield (s)	55	100	130	40	60	100	120	40
Local Yield 170(s)	55	100	130	40	60	78	120	26

Intersection Summary

Cycle Length	135
Control Type	Actuated-Uncoordinated
Natural Cycle	120

Splits and Phases: 2: Merrydale Overpass & Civic Ctr





Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑	↗	↙	↓	↙	↗
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width	11	10	10	11	12	11
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	0.97	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1706	1359	1565	1706	1676	1405
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1706	1359	1565	1706	1676	1405
Volume (vph)	176	155	245	546	104	141
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	196	172	272	607	116	157
RTOR Reduction (vph)	0	131	0	0	0	124
Lane Group Flow (vph)	196	41	272	607	116	33
Confl. Peds. (#/hr)		5				11
Confl. Bikes (#/hr)		3				
Turn Type		Perm	Prot			Perm
Protected Phases	2		1	5	4	
Permitted Phases		2				4
Actuated Green, G (s)	7.3	7.3	9.0	20.3	6.2	6.2
Effective Green, g (s)	8.3	8.3	10.0	21.3	7.2	7.2
Actuated g/C Ratio	0.24	0.24	0.29	0.62	0.21	0.21
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.0	2.0	2.0	5.0	2.0	2.0
Lane Grp Cap (vph)	410	327	454	1053	350	293
v/s Ratio Prot	0.11		0.17	c0.36	c0.07	
v/s Ratio Perm		0.03				0.02
v/c Ratio	0.48	0.13	0.60	0.58	0.33	0.11
Uniform Delay, d1	11.2	10.3	10.5	3.9	11.6	11.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.1	1.4	1.2	0.2	0.1
Delay (s)	11.6	10.3	12.0	5.1	11.8	11.1
Level of Service	B	B	B	A	B	B
Approach Delay (s)	11.0			7.3	11.4	
Approach LOS	B			A	B	
Intersection Summary						
HCM Average Control Delay			8.9		HCM Level of Service	A
HCM Volume to Capacity ratio			0.51			
Actuated Cycle Length (s)			34.5		Sum of lost time (s)	6.0
Intersection Capacity Utilization			45.6%		ICU Level of Service	A
Analysis Period (min)			15			

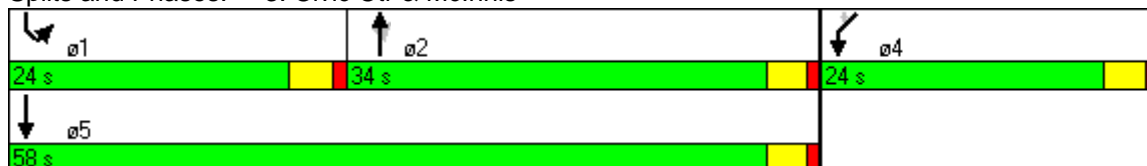
c Critical Lane Group



Phase Number	1	2	4	5
Movement	SBL	NBT	SWL	SBT
Lead/Lag	Lead	Lag		
Lead-Lag Optimize				
Recall Mode	None	None	None	None
Maximum Split (s)	24	34	24	58
Maximum Split (%)	29.3%	41.5%	29.3%	70.7%
Minimum Split (s)	8	21	21	9
Yellow Time (s)	3	3	3	3
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	4	7	4	5
Vehicle Extension (s)	2	2	2	5
Minimum Gap (s)	2	2	2	5
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		5	5	
Flash Dont Walk (s)		12	12	
Dual Entry	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	24	58	0
End Time (s)	24	58	0	58
Yield/Force Off (s)	20	54	78	54
Yield/Force Off 170(s)	20	42	66	54
Local Start Time (s)	58	0	34	58
Local Yield (s)	78	30	54	30
Local Yield 170(s)	78	18	42	30


































Intersection Summary	
Cycle Length	82
Control Type	Actuated-Uncoordinated
Natural Cycle	60

Splits and Phases: 3: Civic Ctr & McInnis



Civic Center SAP
4: N. San Pedro & Civic Ctr

EXISTING AM
HCM Signalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 	 	 	 	 	 	 	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	11	12	13	12	14	12	12	14	14
Total Lost time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	0.99		1.00	1.00	0.98	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3144	3235		1621	3353	1523	1654	1717		1671	1882	1565
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.72	1.00		0.68	1.00	1.00
Satd. Flow (perm)	3144	3235		1621	3353	1523	1245	1717		1205	1882	1565
Volume (vph)	626	466	98	38	708	181	122	38	38	189	58	325
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	696	518	109	42	787	201	136	42	42	210	64	361
RTOR Reduction (vph)	0	8	0	0	0	0	0	25	0	0	0	0
Lane Group Flow (vph)	696	619	0	42	787	201	136	59	0	210	64	361
Conf. Peds. (#/hr)			29			12	22		12	5		29
Conf. Bikes (#/hr)			8			9			8			6
Turn Type	Prot			Prot		Free	Perm			Perm		Free
Protected Phases	5	2		1	6			8				4
Permitted Phases						Free	8			4		Free
Actuated Green, G (s)	24.6	54.6		4.0	34.0	91.9	18.3	18.3		18.3	18.3	91.9
Effective Green, g (s)	26.6	56.6		6.0	36.0	91.9	20.3	20.3		20.3	20.3	91.9
Actuated g/C Ratio	0.29	0.62		0.07	0.39	1.00	0.22	0.22		0.22	0.22	1.00
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.0	1.0		1.0	3.0		1.0	1.0		1.0	1.0	
Lane Grp Cap (vph)	910	1992		106	1313	1523	275	379		266	416	1565
v/s Ratio Prot	c0.22	0.19		0.03	c0.23			0.03			0.03	
v/s Ratio Perm						0.13	0.11			c0.17		0.23
v/c Ratio	0.76	0.31		0.40	0.60	0.13	0.49	0.16		0.79	0.15	0.23
Uniform Delay, d1	29.8	8.4		41.2	22.2	0.0	31.3	28.9		33.8	28.9	0.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.5	0.0		0.9	0.7	0.2	0.5	0.1		13.3	0.1	0.3
Delay (s)	33.3	8.4		42.1	23.0	0.2	31.8	29.0		47.1	28.9	0.3
Level of Service	C	A		D	C	A	C	C		D	C	A
Approach Delay (s)		21.5			19.3			30.7			18.7	
Approach LOS		C			B			C			B	
Intersection Summary												
HCM Average Control Delay			20.9			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			91.9			Sum of lost time (s)				9.0		
Intersection Capacity Utilization			83.0%			ICU Level of Service				E		
Analysis Period (min)			15									

c Critical Lane Group



Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	25	85	51	55	55	51
Maximum Split (%)	15.5%	52.8%	31.7%	34.2%	34.2%	31.7%
Minimum Split (s)	12	50	46	12	50	46
Yellow Time (s)	4	4	4	4	4	4
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	7	7	7	7	7	7
Vehicle Extension (s)	1	1	1	1	3	1
Minimum Gap (s)	1	1	1	1	3	1
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		38	34		38	34
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	25	110	0	55	110
End Time (s)	25	110	0	55	110	0
Yield/Force Off (s)	20	105	156	50	105	156
Yield/Force Off 170(s)	20	67	122	50	67	122
Local Start Time (s)	136	0	85	136	30	85
Local Yield (s)	156	80	131	25	80	131
Local Yield 170(s)	156	42	97	25	42	97

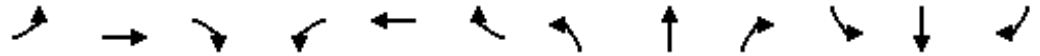
Intersection Summary

Cycle Length	161
Control Type	Actuated-Uncoordinated
Natural Cycle	120

Splits and Phases: 4: N. San Pedro & Civic Ctr



Civic Center SAP
5: Merrydale Overpass & Las Gallinas



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1700	1700	1600	1700	1700	1600	1700	1700	1600	1700	1700
Lane Width	11	12	12	11	11	12	11	12	12	11	11	12
Total Lost time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.93		1.00	0.86		1.00	0.95		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1441	1532		1441	1386		1441	1554		1441	1593	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1441	1532		1441	1386		1441	1554		1441	1593	
Volume (vph)	16	14	12	71	13	174	16	94	53	123	371	22
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	18	16	13	79	14	193	18	104	59	137	412	24
RTOR Reduction (vph)	0	11	0	0	158	0	0	13	0	0	1	0
Lane Group Flow (vph)	18	18	0	79	49	0	18	150	0	137	435	0
Conf. Peds. (#/hr)			1						10			23
Conf. Bikes (#/hr)			3						3			3
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	1.0	6.4		3.8	9.2		1.0	23.5		6.8	29.3	
Effective Green, g (s)	2.0	7.6		4.8	10.4		2.0	25.1		7.8	30.9	
Actuated g/C Ratio	0.03	0.13		0.08	0.18		0.03	0.44		0.14	0.54	
Clearance Time (s)	4.0	4.2		4.0	4.2		4.0	4.6		4.0	4.6	
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lane Grp Cap (vph)	50	203		121	252		50	681		196	859	
v/s Ratio Prot	0.01	0.01		c0.05	c0.04		0.01	0.10		c0.10	c0.27	
v/s Ratio Perm												
v/c Ratio	0.36	0.09		0.65	0.19		0.36	0.22		0.70	0.51	
Uniform Delay, d1	27.0	21.8		25.4	19.9		27.0	10.0		23.6	8.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.6	0.1		9.2	0.1		1.6	0.1		8.5	0.2	
Delay (s)	28.6	21.9		34.7	20.0		28.6	10.1		32.1	8.5	
Level of Service	C	C		C	C		C	B		C	A	
Approach Delay (s)		24.5			24.1			11.9			14.2	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM Average Control Delay			16.8			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			57.3			Sum of lost time (s)			9.0			
Intersection Capacity Utilization			55.9%			ICU Level of Service			B			
Analysis Period (min)			15									

c Critical Lane Group

Civic Center SAP
5: Merrydale Overpass & Las Gallinas

191
EXISTING AM

Timing Report, Sorted By Phase

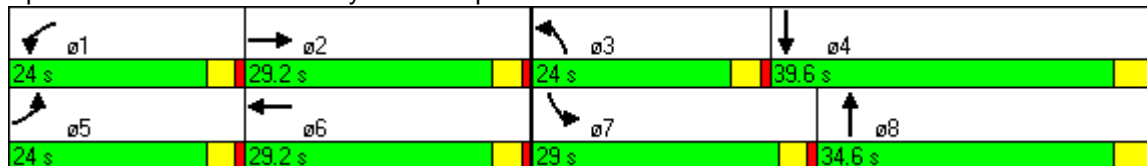


Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize								
Recall Mode	None	None	None	Min	None	None	None	Min
Maximum Split (s)	24	29.2	24	39.6	24	29.2	29	34.6
Maximum Split (%)	20.5%	25.0%	20.5%	33.9%	20.5%	25.0%	24.8%	29.6%
Minimum Split (s)	12	9.2	12	25.6	12	26.2	12	22.6
Yellow Time (s)	3	3.2	3	3.6	3	3.2	3	3.6
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	8	5	8	7	8	8	8	6
Vehicle Extension (s)	1	1	1	1	1	1	1	1
Minimum Gap (s)	1	1	1	1	1	1	1	1
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)				7		7		7
Flash Dont Walk (s)				14		15		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	24	53.2	77.2	0	24	53.2	82.2
End Time (s)	24	53.2	77.2	0	24	53.2	82.2	0
Yield/Force Off (s)	20	49	73.2	112.2	20	49	78.2	112.2
Yield/Force Off 170(s)	20	49	73.2	112.2	20	34	78.2	112.2
Local Start Time (s)	92.8	0	29.2	53.2	92.8	0	29.2	58.2
Local Yield (s)	112.8	25	49.2	88.2	112.8	25	54.2	88.2
Local Yield 170(s)	112.8	25	49.2	88.2	112.8	10	54.2	88.2

Intersection Summary

Cycle Length	116.8
Control Type	Actuated-Uncoordinated
Natural Cycle	80

Splits and Phases: 5: Merrydale Overpass & Las Gallinas



Civic Center SAP
6: Northgate & Los Ranchitos



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	9	16	12	12	11	12	12	14	12	12	16	12
Total Lost time (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Frbp, ped/bikes	1.00	0.96			1.00		1.00	1.00			0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	
Frt	1.00	0.85			0.93		1.00	1.00			0.97	
Flt Protected	0.95	1.00			0.98		0.95	1.00			1.00	
Satd. Flow (prot)	1494	1610			1552		1629	1829			1902	
Flt Permitted	0.95	1.00			0.98		0.95	1.00			1.00	
Satd. Flow (perm)	1494	1610			1552		1629	1829			1901	
Volume (vph)	104	0	257	1	0	1	55	98	0	2	347	110
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	116	0	286	1	0	1	61	109	0	2	386	122
RTOR Reduction (vph)	0	234	0	0	1	0	0	0	0	0	9	0
Lane Group Flow (vph)	116	52	0	0	1	0	61	109	0	0	501	0
Conf. Peds. (#/hr)			20									13
Conf. Bikes (#/hr)			3									2
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	5%	5%	5%	3%	3%	3%
Turn Type	Split		Split			Prot		Perm				
Protected Phases	4	4		3	3		5	2				6
Permitted Phases											6	
Actuated Green, G (s)	7.0	7.0			0.5		2.1	24.2				18.1
Effective Green, g (s)	8.0	8.0			1.5		3.1	25.2				19.1
Actuated g/C Ratio	0.18	0.18			0.03		0.07	0.58				0.44
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0				4.0
Vehicle Extension (s)	0.5	0.5			2.0		1.0	0.5				0.5
Lane Grp Cap (vph)	274	295			53		116	1055				831
v/s Ratio Prot	c0.08	0.03			c0.00		c0.04	0.06				
v/s Ratio Perm												c0.26
v/c Ratio	0.42	0.18			0.02		0.53	0.10				0.60
Uniform Delay, d1	15.8	15.1			20.4		19.6	4.2				9.4
Progression Factor	1.00	1.00			1.00		1.00	1.00				1.00
Incremental Delay, d2	0.4	0.1			0.1		2.0	0.0				0.9
Delay (s)	16.2	15.2			20.4		21.6	4.2				10.3
Level of Service	B	B			C		C	A				B
Approach Delay (s)		15.5			20.4			10.4				10.3
Approach LOS		B			C			B				B

Intersection Summary

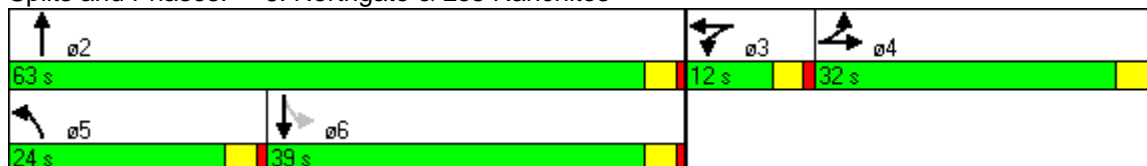
HCM Average Control Delay	12.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	43.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Phase Number	2	3	4	5	6
Movement	NBT	WBTL	EBTL	NBL	SBTL
Lead/Lag		Lead	Lag	Lead	Lag
Lead-Lag Optimize					
Recall Mode	Min	None	None	None	None
Maximum Split (s)	63	12	32	24	39
Maximum Split (%)	58.9%	11.2%	29.9%	22.4%	36.4%
Minimum Split (s)	8	8	28	8	35
Yellow Time (s)	3	3	3	3	3
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	4	4	4	4	4
Vehicle Extension (s)	0.5	2	0.5	1	0.5
Minimum Gap (s)	0.5	2	0.5	1	0.5
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)			7		7
Flash Dont Walk (s)			17		24
Dual Entry	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	63	75	0	24
End Time (s)	63	75	0	24	63
Yield/Force Off (s)	59	71	103	20	59
Yield/Force Off 170(s)	59	71	86	20	35
Local Start Time (s)	0	63	75	0	24
Local Yield (s)	59	71	103	20	59
Local Yield 170(s)	59	71	86	20	35

Intersection Summary	
Cycle Length	107
Control Type	Actuated-Uncoordinated
Natural Cycle	80

Splits and Phases: 6: Northgate & Los Ranchitos





















Intersection Sign configuration not allowed in HCM analysis.

Civic Center SAP
1: Freitas & Redwood

195





















EXISTING PM

HCM Unsignalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	296	14	282	0	0	0	201	410	8	5	184	388
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	329	16	313	0	0	0	223	456	9	6	204	431
Pedestrians		1			8			4			10	
Lane Width (ft)		16.0			0.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			1	
Right turn flare (veh)												8
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	10			333			996	687	28	928	1001	11
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	10			333			996	687	28	928	1001	11
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	79			100			0	0	99	0	0	59
cM capacity (veh/h)	1596			1222			0	290	1044	0	191	1060
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1							
Volume Total	344	313	223	464	641							
Volume Left	329	0	223	0	6							
Volume Right	0	313	0	9	431							
cSH	1596	1700	0	294	453							
Volume to Capacity	0.21	0.18	Err	1.58	1.41							
Queue Length 95th (ft)	19	0	Err	690	780							
Control Delay (s)	7.6	0.0	Err	308.0	223.6							
Lane LOS	A		F	F	F							
Approach Delay (s)	4.0		Err		223.6							
Approach LOS			F		F							
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			87.8%		ICU Level of Service					E		
Analysis Period (min)			15									

Civic Center SAP
2: Merrydale Overpass & Civic Ctr

EXISTING PM
HCM Signalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	12	16	12	11	12	12	11	12	12	12	11	12
Total Lost time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	0.98		1.00	0.97		1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.87		1.00	0.88		1.00	0.99		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1676	1702		1621	1493		1621	1751		1676	1532	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1676	1702		1621	1493		1621	1751		1676	1532	
Volume (vph)	159	25	150	38	33	160	170	354	14	23	208	238
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	177	28	167	42	37	178	189	393	16	26	231	264
RTOR Reduction (vph)	0	124	0	0	147	0	0	1	0	0	26	0
Lane Group Flow (vph)	177	71	0	42	68	0	189	408	0	26	469	0
Conf. Peds. (#/hr)	17						25			8	8	17
Conf. Bikes (#/hr)			5			2			10			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	13.1	24.6		4.4	15.9		15.3	52.5		2.6	39.8	
Effective Green, g (s)	15.1	26.6		6.4	17.9		17.3	54.5		4.6	41.8	
Actuated g/C Ratio	0.15	0.26		0.06	0.17		0.17	0.52		0.04	0.40	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	243	435		100	257		269	917		74	615	
v/s Ratio Prot	c0.11	0.04		0.03	c0.05		c0.12	0.23		0.02	c0.31	
v/s Ratio Perm												
v/c Ratio	0.73	0.16		0.42	0.27		0.70	0.44		0.35	0.76	
Uniform Delay, d1	42.5	30.1		47.1	37.4		41.0	15.4		48.3	26.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.9	0.1		1.0	0.2		6.6	0.1		1.1	5.0	
Delay (s)	51.4	30.2		48.1	37.6		47.6	15.5		49.4	31.9	
Level of Service	D	C		D	D		D	B		D	C	
Approach Delay (s)		40.3			39.3			25.7			32.7	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM Average Control Delay			32.9			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			104.1			Sum of lost time (s)		12.0				
Intersection Capacity Utilization			80.2%			ICU Level of Service		D				
Analysis Period (min)			15									

c Critical Lane Group

Civic Center SAP
2: Merrydale Overpass & Civic Ctr

197
EXISTING PM

Timing Report, Sorted By Phase

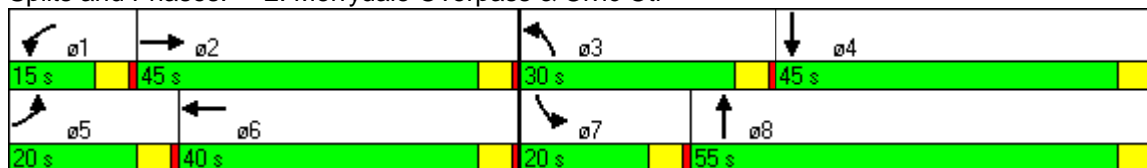


Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize								
Recall Mode	None	None	None	None	None	None	None	None
Maximum Split (s)	15	45	30	45	20	40	20	55
Maximum Split (%)	11.1%	33.3%	22.2%	33.3%	14.8%	29.6%	14.8%	40.7%
Minimum Split (s)	9	9	9	9	9	34	9	26
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	2	2	2	2	2	2	2	2
Minimum Gap (s)	2	2	2	2	2	2	2	2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)						7		7
Flash Dont Walk (s)						22		14
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	15	60	90	0	20	60	80
End Time (s)	15	60	90	0	20	60	80	0
Yield/Force Off (s)	10	55	85	130	15	55	75	130
Yield/Force Off 170(s)	10	55	85	130	15	33	75	116
Local Start Time (s)	45	60	105	0	45	65	105	125
Local Yield (s)	55	100	130	40	60	100	120	40
Local Yield 170(s)	55	100	130	40	60	78	120	26

Intersection Summary

Cycle Length	135
Control Type	Actuated-Uncoordinated
Natural Cycle	90

Splits and Phases: 2: Merrydale Overpass & Civic Ctr



	↑	↗	↖	↓	↙	↘
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑	↗	↖	↑	↙	↘
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width	11	10	10	11	12	11
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	0.95	1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1706	1333	1565	1706	1676	1396
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1706	1333	1565	1706	1676	1396
Volume (vph)	344	86	152	303	82	151
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	382	96	169	337	91	168
RTOR Reduction (vph)	0	40	0	0	0	136
Lane Group Flow (vph)	382	56	169	337	91	32
Conf. Peds. (#/hr)		19	19			11
Conf. Bikes (#/hr)		7				3
Turn Type		Perm	Prot			Perm
Protected Phases	2		1	5	4	
Permitted Phases		2				4
Actuated Green, G (s)	11.4	11.4	7.4	22.8	6.0	6.0
Effective Green, g (s)	12.4	12.4	8.4	23.8	7.0	7.0
Actuated g/C Ratio	0.34	0.34	0.23	0.65	0.19	0.19
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.0	2.0	2.0	5.0	2.0	2.0
Lane Grp Cap (vph)	575	449	357	1103	319	266
v/s Ratio Prot	c0.22		c0.11	0.20	c0.05	
v/s Ratio Perm		0.04				0.02
v/c Ratio	0.66	0.13	0.47	0.31	0.29	0.12
Uniform Delay, d1	10.4	8.4	12.3	2.9	12.8	12.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2	0.0	0.4	0.3	0.2	0.1
Delay (s)	12.7	8.5	12.6	3.2	12.9	12.4
Level of Service	B	A	B	A	B	B
Approach Delay (s)	11.8			6.4	12.6	
Approach LOS	B			A	B	
Intersection Summary						
HCM Average Control Delay			9.8		HCM Level of Service	A
HCM Volume to Capacity ratio			0.51			
Actuated Cycle Length (s)			36.8		Sum of lost time (s)	9.0
Intersection Capacity Utilization			45.7%		ICU Level of Service	A
Analysis Period (min)			15			

c Critical Lane Group



Phase Number	1	2	4	5
Movement	SBL	NBT	SWL	SBT
Lead/Lag	Lead	Lag		
Lead-Lag Optimize				
Recall Mode	None	None	None	None
Maximum Split (s)	24	34	24	58
Maximum Split (%)	29.3%	41.5%	29.3%	70.7%
Minimum Split (s)	8	21	21	21
Yellow Time (s)	3	3	3	3
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	4	7	4	5
Vehicle Extension (s)	2	2	2	5
Minimum Gap (s)	2	2	2	5
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		5	5	
Flash Dont Walk (s)		12	12	
Dual Entry	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	24	58	0
End Time (s)	24	58	0	58
Yield/Force Off (s)	20	54	78	54
Yield/Force Off 170(s)	20	42	66	54
Local Start Time (s)	58	0	34	58
Local Yield (s)	78	30	54	30
Local Yield 170(s)	78	18	42	30

































Intersection Summary	
Cycle Length	82
Control Type	Actuated-Uncoordinated
Natural Cycle	60

Splits and Phases: 3: Civic Ctr & McInnis



Civic Center SAP
4: N. San Pedro & Civic Ctr

200
EXISTING PM
HCM Signalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 	 	 	 		 	 	 
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	11	12	12	11	12	13	12	14	12	12	14	14
Total Lost time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	0.99		1.00	1.00	0.98	1.00	0.98		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3144	3260		1621	3353	1513	1671	1656		1672	1882	1570
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.71	1.00		0.63	1.00	1.00
Satd. Flow (perm)	3144	3260		1621	3353	1513	1250	1656		1101	1882	1570
Volume (vph)	224	564	98	36	572	133	166	45	86	194	64	440
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	249	627	109	40	636	148	184	50	96	216	71	489
RTOR Reduction (vph)	0	9	0	0	0	0	0	43	0	0	0	0
Lane Group Flow (vph)	249	727	0	40	636	148	184	103	0	216	71	489
Conf. Peds. (#/hr)	6		15	8		32	8		33	7		14
Conf. Bikes (#/hr)			10			10			12			12
Turn Type	Prot			Prot		Free	Perm			Perm		Free
Protected Phases	5	2		1	6			8				4
Permitted Phases						Free	8			4		Free
Actuated Green, G (s)	7.4	31.4		2.0	26.0	65.2	16.8	16.8		16.8	16.8	65.2
Effective Green, g (s)	9.4	33.4		4.0	28.0	65.2	18.8	18.8		18.8	18.8	65.2
Actuated g/C Ratio	0.14	0.51		0.06	0.43	1.00	0.29	0.29		0.29	0.29	1.00
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.0	1.0		1.0	3.0		1.0	1.0		1.0	1.0	
Lane Grp Cap (vph)	453	1670		99	1440	1513	360	477		317	543	1570
v/s Ratio Prot	c0.08	c0.22		0.02	0.19			0.06			0.04	
v/s Ratio Perm						0.10	0.15			c0.20		0.31
v/c Ratio	0.55	0.44		0.40	0.44	0.10	0.51	0.22		0.68	0.13	0.31
Uniform Delay, d1	25.9	10.0		29.5	13.1	0.0	19.4	17.6		20.5	17.2	0.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.7	0.1		1.0	0.2	0.1	0.5	0.1		4.7	0.0	0.5
Delay (s)	26.7	10.0		30.4	13.3	0.1	19.9	17.7		25.3	17.2	0.5
Level of Service	C	B		C	B	A	B	B		C	B	A
Approach Delay (s)		14.2			11.8			18.9			8.9	
Approach LOS		B			B			B			A	
Intersection Summary												
HCM Average Control Delay			12.7			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			65.2			Sum of lost time (s)				6.0		
Intersection Capacity Utilization			87.9%			ICU Level of Service				E		
Analysis Period (min)			15									

c Critical Lane Group



Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	25	85	51	55	55	51
Maximum Split (%)	15.5%	52.8%	31.7%	34.2%	34.2%	31.7%
Minimum Split (s)	12	50	46	12	50	46
Yellow Time (s)	4	4	4	4	4	4
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	7	7	7	7	7	7
Vehicle Extension (s)	1	1	1	1	3	1
Minimum Gap (s)	1	1	1	1	3	1
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		38	34		38	34
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	25	110	0	55	110
End Time (s)	25	110	0	55	110	0
Yield/Force Off (s)	20	105	156	50	105	156
Yield/Force Off 170(s)	20	67	122	50	67	122
Local Start Time (s)	136	0	85	136	30	85
Local Yield (s)	156	80	131	25	80	131
Local Yield 170(s)	156	42	97	25	42	97

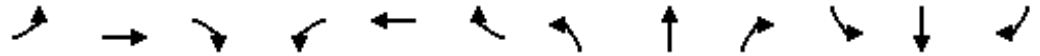
Intersection Summary

Cycle Length	161
Control Type	Semi Act-Uncoord
Natural Cycle	110

Splits and Phases: 4: N. San Pedro & Civic Ctr



Civic Center SAP
5: Merrydale Overpass & Las Gallinas



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1700	1700	1600	1700	1700	1600	1700	1700	1600	1700	1700
Lane Width	11	12	12	11	11	12	11	12	12	11	11	12
Total Lost time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.90		1.00	0.96		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1441	1556		1441	1424		1441	1575		1441	1544	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1441	1556		1441	1424		1441	1575		1441	1544	
Volume (vph)	66	59	33	164	120	235	26	238	97	188	261	59
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	73	66	37	182	133	261	29	264	108	209	290	66
RTOR Reduction (vph)	0	17	0	0	54	0	0	12	0	0	6	0
Lane Group Flow (vph)	73	86	0	182	340	0	29	360	0	209	350	0
Conf. Peds. (#/hr)	4		5	5		4	23		5	5		23
Conf. Bikes (#/hr)			5						7			10
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	7.3	21.7		12.1	26.5		4.3	24.9		16.2	36.8	
Effective Green, g (s)	8.3	22.9		13.1	27.7		5.3	26.5		17.2	38.4	
Actuated g/C Ratio	0.09	0.25		0.14	0.30		0.06	0.29		0.19	0.42	
Clearance Time (s)	4.0	4.2		4.0	4.2		4.0	4.6		4.0	4.6	
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lane Grp Cap (vph)	130	389		206	430		83	455		270	647	
v/s Ratio Prot	0.05	0.06		c0.13	c0.24		0.02	c0.23		c0.15	0.23	
v/s Ratio Perm												
v/c Ratio	0.56	0.22		0.88	0.79		0.35	0.79		0.77	0.54	
Uniform Delay, d1	40.0	27.3		38.6	29.3		41.5	30.0		35.4	20.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.3	0.1		32.2	8.6		0.9	8.5		11.9	0.5	
Delay (s)	43.2	27.4		70.7	38.0		42.5	38.6		47.3	20.5	
Level of Service	D	C		E	D		D	D		D	C	
Approach Delay (s)		34.0			48.3			38.8			30.4	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM Average Control Delay	38.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	91.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Civic Center SAP
5: Merrydale Overpass & Las Gallinas

203
EXISTING PM

Timing Report, Sorted By Phase

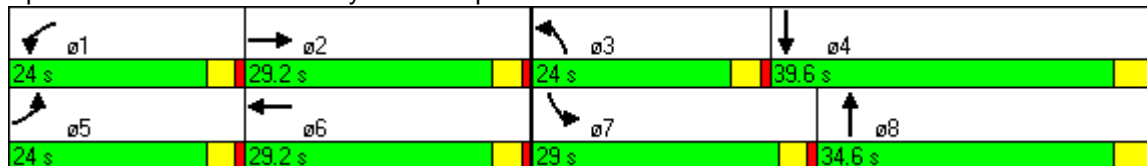


Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize								
Recall Mode	None	None	None	None	None	None	None	None
Maximum Split (s)	24	29.2	24	39.6	24	29.2	29	34.6
Maximum Split (%)	20.5%	25.0%	20.5%	33.9%	20.5%	25.0%	24.8%	29.6%
Minimum Split (s)	12	9.2	12	25.6	12	26.2	12	22.6
Yellow Time (s)	3	3.2	3	3.6	3	3.2	3	3.6
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	8	5	8	7	8	8	8	6
Vehicle Extension (s)	1	1	1	1	1	1	1	1
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)				7		7		7
Flash Dont Walk (s)				14		15		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	24	53.2	77.2	0	24	53.2	82.2
End Time (s)	24	53.2	77.2	0	24	53.2	82.2	0
Yield/Force Off (s)	20	49	73.2	112.2	20	49	78.2	112.2
Yield/Force Off 170(s)	20	49	73.2	98.2	20	34	78.2	101.2
Local Start Time (s)	92.8	0	29.2	53.2	92.8	0	29.2	58.2
Local Yield (s)	112.8	25	49.2	88.2	112.8	25	54.2	88.2
Local Yield 170(s)	112.8	25	49.2	74.2	112.8	10	54.2	77.2

Intersection Summary




















Cycle Length	116.8
Control Type	Actuated-Uncoordinated
Natural Cycle	80

Splits and Phases: 5: Merrydale Overpass & Las Gallinas



Civic Center SAP
6: Northgate & Los Ranchitos

EXISTING PM
HCM Signalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	9	16	12	12	11	12	12	14	12	12	16	12
Total Lost time (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Frbp, ped/bikes	1.00	0.93			1.00		1.00	1.00			0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	
Frt	1.00	0.85			0.86		1.00	1.00			0.97	
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1509	1586			1476		1676	1882			1927	
Flt Permitted	0.95	1.00			1.00		0.95	1.00			1.00	
Satd. Flow (perm)	1509	1586			1476		1676	1882			1922	
Volume (vph)	95	1	199	0	0	1	117	294	0	5	356	98
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	106	1	221	0	0	1	130	327	0	6	396	109
RTOR Reduction (vph)	0	189	0	0	1	0	0	0	0	0	7	0
Lane Group Flow (vph)	106	33	0	0	0	0	130	327	0	0	504	0
Conf. Peds. (#/hr)			22	7					7			15
Conf. Bikes (#/hr)			10									2
Turn Type	Split		Split			Prot		Perm				
Protected Phases	4	4		3	3		5	2				6
Permitted Phases											6	
Actuated Green, G (s)	6.7	6.7			0.5		5.2	33.2			24.0	
Effective Green, g (s)	7.7	7.7			1.5		6.2	34.2			25.0	
Actuated g/C Ratio	0.15	0.15			0.03		0.12	0.65			0.48	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	
Vehicle Extension (s)	0.5	0.5			2.0		1.0	0.5			0.5	
Lane Grp Cap (vph)	222	233			42		198	1228			917	
v/s Ratio Prot	c0.07	0.02			c0.00		c0.08	0.17				
v/s Ratio Perm											c0.26	
v/c Ratio	0.48	0.14			0.00		0.66	0.27			0.55	
Uniform Delay, d1	20.5	19.5			24.7		22.1	3.8			9.7	
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.6	0.1			0.0		5.9	0.0			0.4	
Delay (s)	21.1	19.6			24.7		27.9	3.9			10.1	
Level of Service	C	B			C		C	A			B	
Approach Delay (s)		20.1			24.7			10.7			10.1	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM Average Control Delay			12.8				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			52.4				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			70.7%				ICU Level of Service			C		
Analysis Period (min)			15									

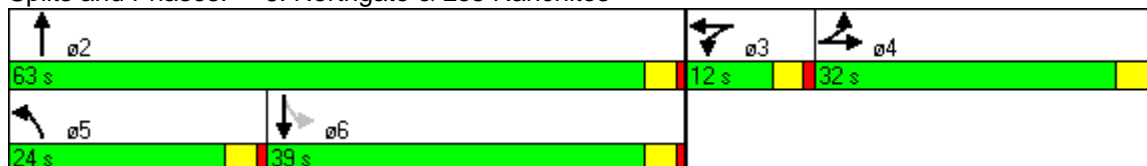
c Critical Lane Group



Phase Number	2	3	4	5	6
Movement	NBT	WBTL	EBTL	NBL	SBTL
Lead/Lag		Lead	Lag	Lead	Lag
Lead-Lag Optimize					
Recall Mode	Min	None	None	None	None
Maximum Split (s)	63	12	32	24	39
Maximum Split (%)	58.9%	11.2%	29.9%	22.4%	36.4%
Minimum Split (s)	20	8	28	8	35
Yellow Time (s)	3	3	3	3	3
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	4	4	4	4	4
Vehicle Extension (s)	0.5	2	0.5	1	0.5
Minimum Gap (s)	0.5	2	0.5	1	0.5
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)			7		7
Flash Dont Walk (s)			17		24
Dual Entry	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	63	75	0	24
End Time (s)	63	75	0	24	63
Yield/Force Off (s)	59	71	103	20	59
Yield/Force Off 170(s)	59	71	86	20	35
Local Start Time (s)	0	63	75	0	24
Local Yield (s)	59	71	103	20	59
Local Yield 170(s)	59	71	86	20	35

Intersection Summary	
Cycle Length	107
Control Type	Actuated-Uncoordinated
Natural Cycle	80

Splits and Phases: 6: Northgate & Los Ranchitos



Intersection Sign configuration not allowed in HCM analysis.

Workshop Summary Report

San Rafael Civic Center Station Area Plan – Community Visioning Workshop



Wednesday March 9th, 2011
San Rafael Corporate Center, 750 Lindero Street



Acknowledgements

The Civic Center Station Area Plan Advisory Committee includes:

- Damon Connolly, City Council*
- Emily Dean
- Michael Fryer
- Elissa Giambastiani
- Bob Huntsberry, Design Review Board*
- Nicholas Kapas
- Stanton Klose, Golden Gate Bus Passenger Advisory Committee*
- Greg Knell
- Marcus Lee
- Casey Mazzoni
- Preston McCoy, Bicycle and Pedestrian Advisory Committee*
- Richard McGrath
- Brigitte Moran
- Andrew Patterson
- Larry Paul, Planning Commission*
- Jeff Schoppert
- Roger Smith
- Judy Schriebman, Las Gallinas Valley Sanitary District*
- Jean Starkweather
- Tammy Taylor
- Gayle Theard
- Craig Thomas Yates

* Ex-officio member

Many people contributed to the success of this visioning workshop. They include:

- City of San Rafael
 - Linda Jackson, Principal Planner
 - Rebecca Woodbury, Planning Coordinator
 - Stephanie Lovette, Economic Development Coordinator
 - Daniele Petrone, Planning Intern
- Fehr & Peers Transportation Consultants
 - Chris Mitchell, Principal
 - Ben Larson, Senior Transportation Engineer/Planner
- BMS Design Group
 - Barbara Maloney, Partner
 - Joy Glasier, Landscape Architect
- Association of Bay Area Governments
 - Jackie Reinhart, Regional Planner
- Volunteers
 - Sahar Shirazi
 - Cheryl Newman

Workshop attendees included Andrew Chance, Austin Sos, Barry Taranto, Bill Carney, Bob Spofford, Cameron Stewart, Carol Harris, Carolyn Lenert, Charles Harris, Dan Steckline, David Schonbrunn, Elaine Lyford-Nojima, Ericka Erickson, Fani Hanson, Gary Ciolino, Gary Hanson, Greg Andrew, Heather Gass, Jack Beggs, Jack Lee, Janet Franklin, Jannicka Murphy, Jean O'Leary, Joakim Osthus, Joanna Jones, Judy Edmonson, Kathy Clinton, Kay Karchevski, Lori Kennelly, Marge Macris, Pat Kendall, Ray O'Leary, Rissa Shaw, Roger Barber, Ron Albert, Ron Giambastiani, Ron Porter, Scott Stokes, Shirley Fisher, Steve Boyer, Stuart Shepherd, Sue Beittel, Sue Mace, Tyler Grossman, Valerie Taylor, Vicky Smirnoff

Table of Contents

Introduction	1
Outreach Efforts	2
Presentation Highlights	3
Visioning 2035	6
Wrap Up	30

To retrieve a copy of this report, visit www.cityofsanrafael.org/stationareaplans or contact Rebecca Woodbury at planning.coordinator@cityofsanrafael.org or 415-485-3076.

Introduction

The San Rafael Civic Center Station Area Plan effort, funded in part by a \$175,000 grant from the Metropolitan Transportation Commission (MTC), is one of two station area plans being created by the City of San Rafael. These plans for the neighborhoods around San Rafael's two new Sonoma Marin Area Rail Transit (SMART) rail stations will set the stage to create vibrant, mixed-use, livable areas supported by a mix of transit opportunities, including passenger rail service. The Civic Center Station Area Plan is a multi-agency collaborative planning effort between the City of San Rafael, SMART, Golden Gate Bridge Highway and Transportation District (GGBHTD), Marin Transit, the San Rafael Redevelopment Agency, the County of Marin, and the Transportation Authority of Marin (TAM). As a partner in MTC's grant program, the Association of Bay Area Governments is also involved in the planning project.

The planning project for the Civic Center Station Area Plan includes two community workshops, the first of which occurred on Wednesday, March 9th, 2011 at the Guide Dogs for Blind Campus, 350 Los Ranchitos Road. This workshop was open and advertised to the public and project stakeholders, and attended by approximately 64 neighbors, property and business owners, civic leaders and interested community members. The event began with introductions and a brief presentation on the progress of the planning effort. The core of the workshop was a series of small group discussions facilitated by volunteers in the community, members of the consultant team, and City staff.

The workshop concluded with facilitator sharing highlights from discussions at each station.

Outreach Efforts

Prior to the first workshop, the Civic Center Station Area Plan Advisory Committee members and City staff conducted extensive outreach efforts through various outlets to maximize public awareness of and involvement in the planning process. These efforts included:

- A series of eight informational loop outs attended by over 200 people in total. The groups included Contempo Marin Homeowners Association, Rafael Meadows HOA, Workforce Housing and Economic Development Committee (San Rafael Chamber of Commerce), Marin Conservation League, Marin Environmental Housing Collaborative, Embassy Suites (Management Team), Friends of SMART, GGBTD Bus Passenger Advisory Committee, League of Women Voters, Community Development Department staff, and County of Marin (Civic Center employees).
- Email notification to various stakeholder groups and their constituents
- A mailing to all property owners in the plan area
- A write-up in *Snapshot*, the newsletter of the San Rafael City Manager
- A press release to local newspapers

As a result, 64 members of the public representing a diverse group of interests engaged in the 3-hour visioning process, providing valuable input and insight as the community plans for the future of San Rafael's Civic Center station area.

Presentation Highlights

To open the workshop, Al Boro, Mayor of San Rafael, offered introductory remarks. He stressed the importance transit plays in reducing Greenhouse gas emissions, and gave workshop attendees an update on the SMART project. Mayor Boro discussed the importance of this area and of *Vision North San Rafael* (1997). The goals defined by that planning process still ring true today, and include protecting natural hillsides and creeks, creating community gathering places, building connections between places, and making improvements to and beautifying the area.



Linda Jackson, Principal Planner, provided participants an overview of the project. The final plan will be completed by May 2012. The overall objective of the planning effort is to set the stage for creating a vibrant, mixed-use, livable area supported by a mix of transit opportunities. Specific objectives include:

- Leverage investments to maximize riders
- Explore opportunities for a bus hub
- Improve access for pedestrians and bicyclists
- Maximize adjacent land uses
- Design an attractive station area
- Leverage the rail station for housing & economic development

The final plan will include the following elements:

- Vision of the Station Area
- Station Access and Connectivity
- Accessible Design
- Pedestrian-Friendly Design
- Housing/Land Use
- Parking
- Implementation Plan

Chris Mitchell, Principal of Fehr & Peers Transportation Consultants, presented key insights based on the consultant team's existing conditions research and site studies. These included current conditions for drivers, walkers, bikers, and transit riders in the Civic Center station area. Key insights from the background report include the following:

- There are missing pedestrian connections and facilities
- There is a large area within a reasonable bike ride of the SMART station
- There exists regular transit service to/from the area
- There is a good amount of available parking
- Traffic conditions at key intersections are currently within the City Standard

Chris Mitchell then introduced Barbara Maloney of BMS design group who discussed the current land uses and urban form of the area around the future rail station. She discussed the essential elements of transit oriented development (TOD), which include an accessible urban framework, supportive land uses and densities, and an attractive urban environment. Successful transit-oriented districts encourage travel by all modes, exhibit a walkable urban fabric, mix a variety of uses at a variety of densities that respect neighboring communities, and exhibit attractive public amenities such as continuous sidewalks, lighting, shade, crosswalks, wayfinding measures, and the like. Maloney then described the design character of the four quadrants of the station planning area.



Following Barbara's presentation, Jackson presented the comments received so far from various outreach efforts conducted by City staff and members of the citizen's advisory committee. These were organized in terms of what respondents like about the current Civic Center area, what they don't like, and what they'd like to see change in the future. A summary of the most common comments is presented below:

- Likes
 - Natural beauty
 - Close to employment centers
 - Marin County Civic Center
 - Attractive neighborhoods
 - Housing for seniors
 - The County Fair
 - Connection east/west under Highway 101
- Dislikes
 - Highway 101 is a noisy barrier
 - Area under and around the freeway is ugly
 - Not comfortable for pedestrians and bicyclists
 - A lot of asphalt
- Changes
 - Better connections for people walking and biking
 - No more ministorage units
 - More attractive appearance
 - Creek restoration
 - New housing
 - Neighborhood restaurants, shops and services



Jeff Schoppert, Co-Chair of the Civic Center Station Area Plan Advisory Committee then shared highlights from various research fact sheets prepared by committee members. The seven fact sheets cover the following topics:

- SMART
- Circulation
- Retail
- Housing
- Parking
- Complete Streets
- Green Streets

The facts sheets have been compiled into a document available online at:

<http://www.cityofsanrafael.org/Assets/CDD/Planning/CC+SAP+Fact+Sheets+03+2011.pdf>

Linda then led participants in an exercise to imagine the station planning area in the year 2035 in preparation for the small group discussions. Participants were asked to focus on their vision of the future of the area in 2035 – how they envisioned it to look 25 years from now – in terms of the physical appearance of the station area, the bicycle and pedestrian experience, the driving and parking experience, the transit rider's experience, and the mix of different land uses (office, retail, and different types of housing). Participants then broke out into small group discussions at each of five stations.

Visioning 2035

Visioning

Each visioning group received a large scale map of the Civic Center area, along with various markers and paper cut outs that represented the following improvements and interventions:

- Higher density housing
- Retail
- Office
- Bike path
- Improved sidewalks
- Pedestrian lighting
- Intersection improvement
- Tree-lined street



Pictures of the maps created by each group are presented in the sections that follow.

Small Group Discussions

The following presents a summary of each visioning group, and the comments from the breakout station discussions. Groups were asked:

General access & connectivity

- Back in 2011, a dislike was difficulty in walking N/S & E/W. What changes were made to improve the pedestrian experience?
- How does the train station fit into the larger context of the area?

Bikes

- What changes have been made since 2011 that made it easier to ride a bike today?

Driving and parking in the Area

- Is there more land dedicated to parking or less than there was in 2010?
- What does the parking look like (structured, surface, on-street)?

Transit

- How has bus transit changed since 2011?
- How do the buses interact with the train station?

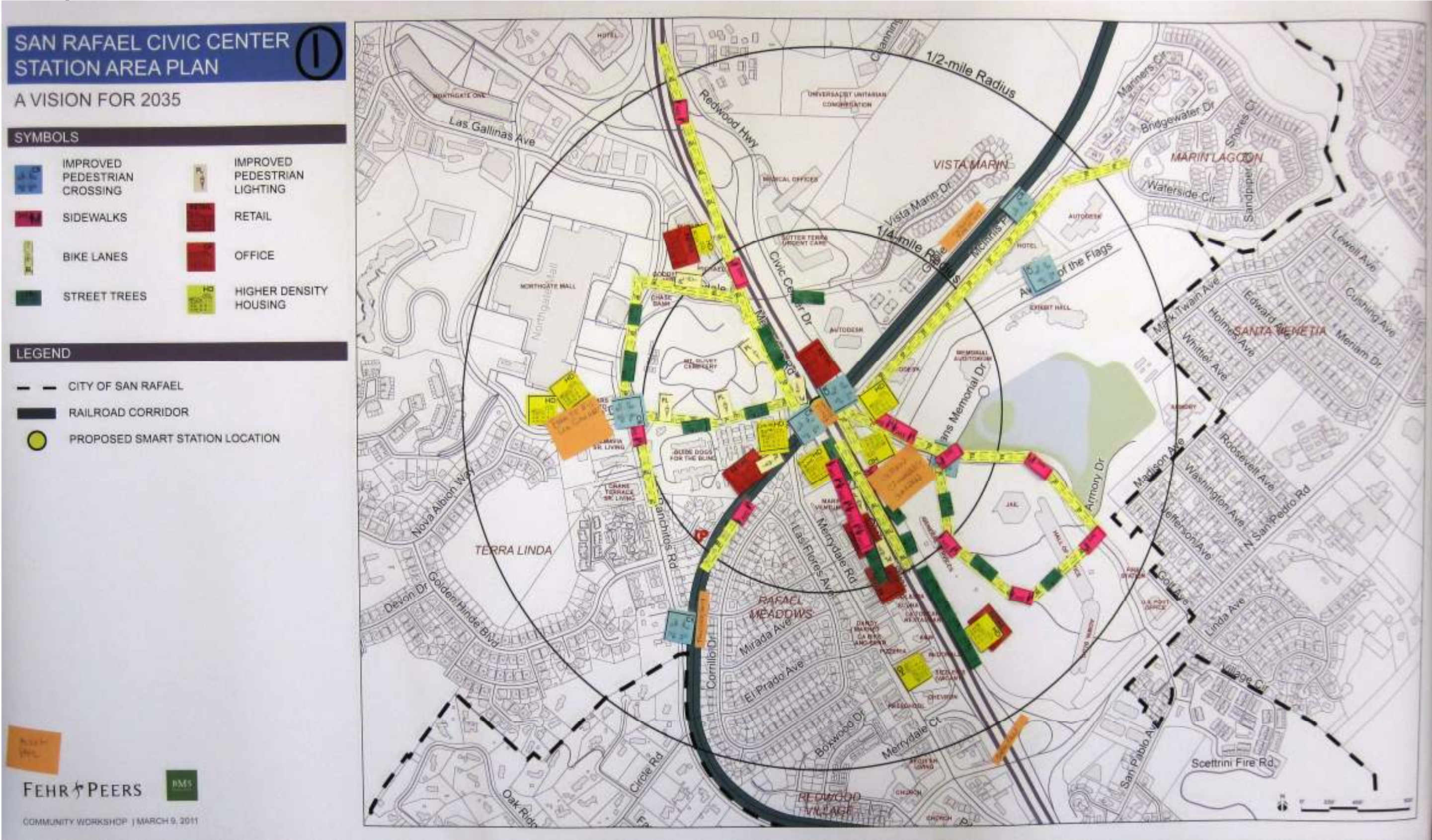


Land use opportunities

- What new businesses have sprung up in the area since 2011? Where?
- There is some new housing in the area. Where is the housing located? What does it look like?

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Group 1



Group 1

Visioning comments:

- Commute in to work, services to cater to commuters (dry cleaning, gym, restaurants, all within walking distance)
- No need for high density housing/retail
- Multi-use path from residential areas to station and mall
- Take over Merrydale for bikes/pedestrians
- Civic Center Drive has bike lanes and sidewalks
- Lighting that does not pollute sky
- Biking/walking prioritized
- Civic Center recreational uses maintained
- Mixed use, retail (local shops/restaurants)
- Storage sites converted to mixed use apartments with decks
- Housing has interior courtyards/gathering spaces
- Parking lots turned into mixed use development and open space
- Parking is tree-lined and covered with solar panels
- People are carpooling/carsharing
- There are electric car charging stations
- Good connections with shuttle bus (connects to big places like Civic Center, Mall, and Senior housing)
- More housing at mall, mixed use at Northgate III
- More attractive mixed-use development along Old Redwood Highway
- The right kind of trees (Redwoods)
- Urban farm/community garden
- More directional signs
- Benches/tables for people to sit and eat outside
- Affordable housing (overlay zones)

What were the major changes in 2035?

- Village feel to the area (bustling)
- Area is designed for bikes and pedestrians
- Urban farm/community garden
- Creeks are open with trees along creeks
- Less cars/parking lots
- Village around the station
- Salt marshes are bigger than ever
- New village-like development along Redwood Highway, Merrydale, storage sites, and the Mall.
- Los Ranchitos Rd is quiet and manageable
- More TOD (2-3 stories)

What stayed the same since 2011?

- East side of 101 stays the same
- Natural setting is preserved (creeks, wetlands, open space)
- Open space around Civic Center

What changes are you most proud of creating?

- Community—people care
- Community where people don't need a car
- Community where walking can be primary means of travel
- Redefining what the Civic Center is for the 21st Century—sense of community
- Continue to protect the environment
- Beautify the Civic Center
- A sustainable community

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Group 2

SAN RAFAEL CIVIC CENTER STATION AREA PLAN ②

A VISION FOR 2035

SYMBOLS

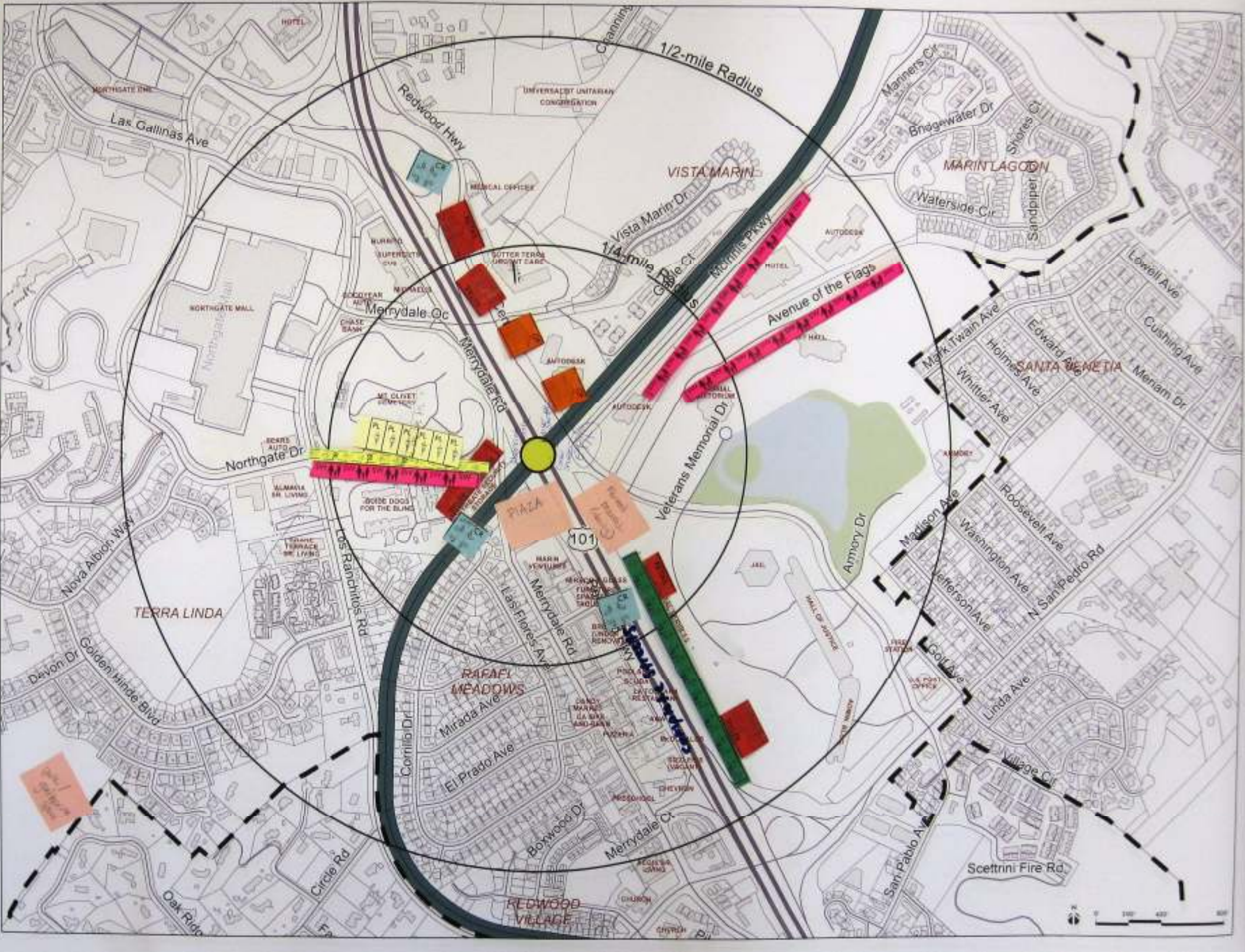
	IMPROVED PEDESTRIAN CROSSING		IMPROVED PEDESTRIAN LIGHTING
	SIDEWALKS		RETAIL
	BIKE LANES		OFFICE
	STREET TREES		HIGHER DENSITY HOUSING

LEGEND

- CITY OF SAN RAFAEL
- RAILROAD CORRIDOR
- PROPOSED SMART STATION LOCATION

FEHR PEERS

COMMUNITY WORKSHOP | MARCH 9, 2011



Group 2

Visioning comments:

- Farmer's Market
- Village feel (grocery stores, dry cleaners, ATM, wine bar, etc.)
- Plaza created at station with train coming through gateway (like West Portal in San Francisco)
- Surrounding neighborhoods to be left as they are
- Adequate corridors for transportation away from the station
- Office space where Autodesk is
- Along Civic Center Drive: pathways/bike lines, wifi opportunities
- Retail on Civic Center Drive where there is currently office space
- Improve pedestrian access from mall and retail to the station
- Shuttles on both sides of the station (one to Kaiser, one to Northgate)
- Keep open space
- Complete Streets along Redwood Highway

What were the major changes in 2035?

- Redwood Highway
- Living locally
- Use of public transportation
- Civic Center Drive
- Walkable community
- Basic retail
- European sensibility
- Living/working locally

What stayed the same since 2011?

- Civic Center
- Guide Dogs campus
- Rafael meadows
- Home town feel
- Open space

What changes are you most proud of creating?

- Bike/pedestrian path from station to Northgate Mall
- Design implemented in all changes
- Another exit from McGinnis
- Retail options for Civic Center employees
- Parkland with mixed-use/village like development

[Intentionally left blank]

Group 3



Group 3

Visioning comments:

- Sea level rise is an issue – water access to the station
- Connection from Northgate Promenade to Merrydale Road
- Daylight the creek, recognize it on both sides of the freeway
- Fix access to/from Chase Bank
- Control access into neighborhoods (Merrydale) for parking during the county fair
- Golden Gate Transit needs to serve this station
- Drop off (roundabout) at the end of Merrydale on the west side of freeway
- Shuttles should serve: Scotty's, Northgate Mall, North San Pedro/Santa Venetia, Kaiser, Sutter Health
- Development should be mixed use with ground floor neighborhood serving retail (15 feet high ceilings) with residential uses on top. No more than 2-stories for a total height limit of about 35 feet
- Mix of types of housing (studios to 3 bedrooms)
- Encourage family housing
- Four stories for housing would be appropriate
- The train should serve the entertainment venues

What were the major changes in 2035?

- Completion of the promenade to go under the freeway and along Civic Center Drive to connect to Santa Venetia
- Sea level rise
- More pedestrian and bike activity

What stayed the same since 2011?

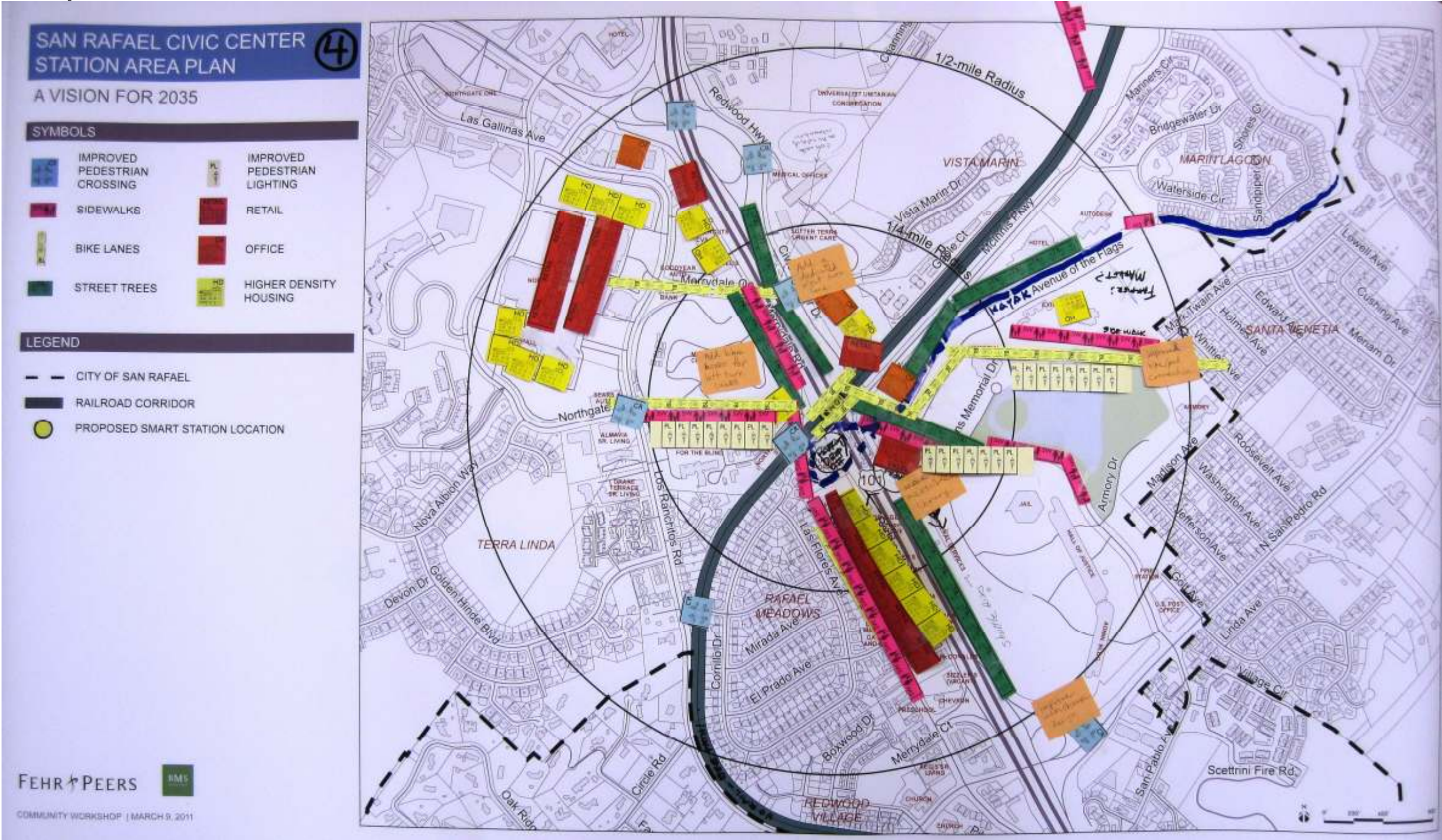
- Open space
- Civic Center and its historic nature

What changes are you most proud of creating?

- Healthy life for people and the environment
- Vibrant/alive
- Natural and man made aesthetics work together
- Diversity
- Families/kids
- Safety
- Pedestrian/bike friendly area
- Accessible to all modes (even horses and kayaks)
- Functional beauty (it works and it's pretty)
- Preserving the environment
- Good design/enlightened design
- Storm water management

[Intentionally left blank]

Group 4



Group 4

Visioning comments:

- Connection between western neighborhoods and the Civic Center (bike/ped infrastructure)
- Housing along Merrydale Rd (mixed use with graduated heights—highest at Highway 101, tapering down to two stories near Rafael Meadows neighborhood)
- Mixed use development at storage sites
- Parking for SMART on west side of 101, at end of Merrydale
- Shuttles pick up/drop off on west side of 101
- Christmas tree lot as a place of civic interaction (gathering, retail, etc). Can accommodate the Farmer's Market, but site needs more frequent activity
- Corresponding improvements to Merrydale (bike lanes, sidewalks, trees)
- Preservation of existing wetlands, restored creek
- Pedestrian pathway between the cemetery and Guide Dogs for the Blind with lighting
- Rafael Meadows preserved as single family
- Move library close to station so it is more accessible

What were the major changes in 2035?

- Mini storage sites become 2-4 story housing developments
- Housing at Northgate Mall
- Repurpose Northgate III with housing/retail
- Trees along Redwood highway to buffer highway noise
- Vibrancy and connectivity
- Enhanced pedestrian environment
- Area is safe and attractive
- Pleasant walk
- Mix of retail and commercial

What stayed the same since 2011?

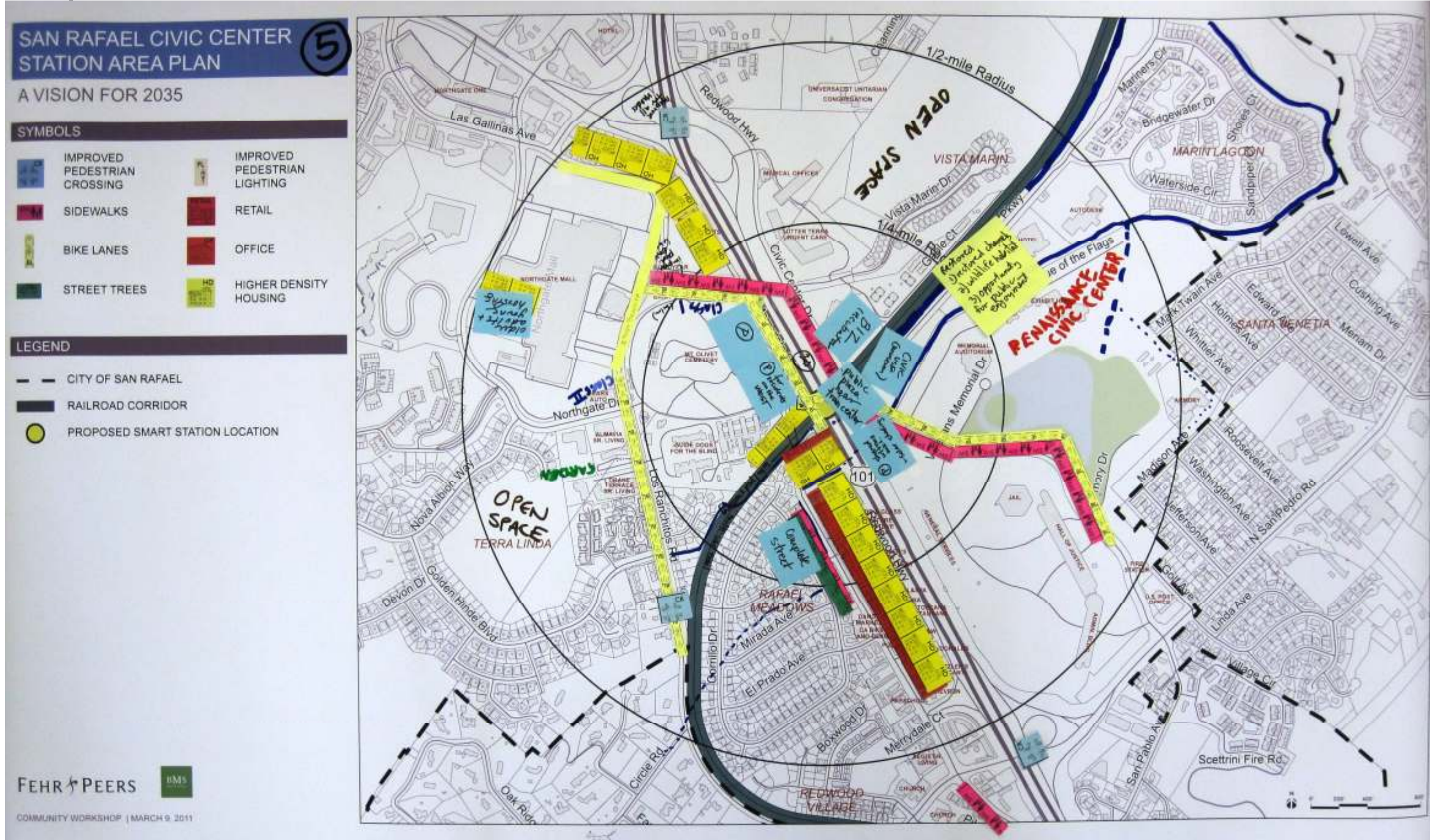
- Civic Center area
- Hall of Justice
- Lagoon/County Fair
- Rafael Meadows neighborhood
- Access to Highway 101
- Natural surroundings preserved

What changes are you most proud of creating?

- Cultural center and vibrancy (people around and "something happening" even after 5 PM)
- Improved access and connections for all modes
- Housing at appropriate sites (Northgate Mall, storage sites)
- Tapered density in respect to existing single-family neighborhoods
- Pedestrian pathway in between cemetery and Guide Dogs for the Blind

[Intentionally left blank]

Group 5



Group 5

Visioning comments:

- Waterways: restore riparian corridor, wildlife corridors, public enjoyment, paths, trees, etc.
- Complete streets (Merrydale)
- Bicycle access (Class II along Los Ranchitos, Class I along promenade)
- Pedestrian access (sidewalks along both sides of Civic Center Drive)
- Automobiles (improve Freitas Parkway/101 interchange)
- Higher density housing/mixed use at storage facility
- Housing at Northgate
- Shaded parking with solar panels
- Housing along Las Gallinas, north of Chevy's
- Merrydale pedestrian/bicycle connection across tracks
- Optimization of safe pedestrian movement

What were the major changes in 2035?

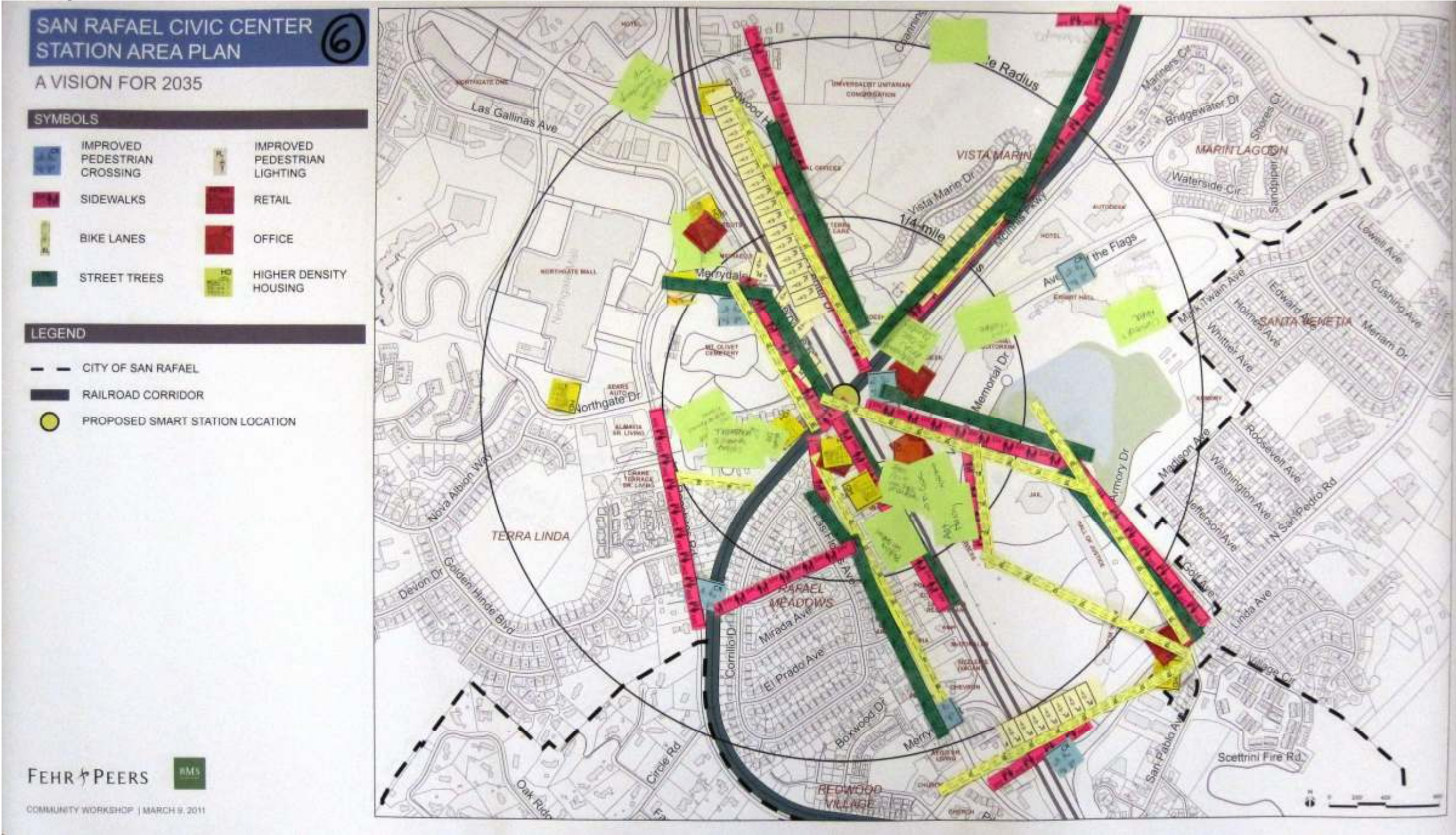
- The station is there; it's the heart of the area; the hub
- Walkable community; safe pedestrian and bicycle connections
- More efficient circulation; less cars on the road
- TOD/mixed-use near the station will take advantage of the station as hub
- Reclaimed the natural environment; reclaimed riparian corridor
- The North San Rafael Promenade is complete!
- Activities for youth
- Renaissance of Civic Center
- Public plaza near station

What stayed the same since 2011?

- Frank Lloyd Wright & the County Fair
- Preserved hillsides and open spaces
- Preserve existing single family neighborhoods
- Preserve the Knoll

[Intentionally left blank]

Group 6



Group 6

Visioning comments:

- Underpass should be multiuse pathway only, no train
- Improve ditch along Merrydale
- Ensure Rafael Meadows residents can walk to station
- Street trees along Merrydale
- Ideal location for transit village at storage area near Guide Dogs for the Blind, should also have affordable housing
- Four stories is out of character with the existing neighborhood
- Others say four stories would be appropriate
- Buildings should not detract from view of historic Civic Center
- Entry to permanent Farmer's Market at Civic Center (with arches)
- Improve interchange at Freitas Parkway for all users
- Sidewalks should be wide enough for strollers and electric wheelchairs
- Redevelop parcels along North San Pedro Road
- Some people will be commuting north to work
- Offices should only be on Civic Center Drive, near station
- Bike shop near station
- Movie theater by Civic Center
- Hard to get to retail area/Mall from station
- Guide Dogs for the Blind should try to find another location
- Old Redwood Highway is underutilized
- Improve sidewalk and path along McInnis Parkway, Avenue of the Flags, Los Ranchitos Rd, Las Gallinas
- Opportunity site at the end of Avenue of the Flags (housing?)

What were the major changes in 2035?

- Pedestrian bridge over/under 101 to connect Merrydale
- Pedestrian improvements along Merrydale through the rail station, North San Pedro Road, and Civic Center Drive (bike lanes and lighting as well)
- New development in northeast quadrant of study area
- Lighting along Merrydale
- Finish the Promenade from Civic Center to Northgate Mall
- Make a permanent home for Farmer's Market
- Add bike lanes on all streets
- Retail and high density housing on storage sites
- Housing at Northgate Mall and Northgate III
- Housing along Old Redwood Highway
- Bike lane behind Guide Dogs for the Blind
- Connection for mobile home park and from Contempo Marin to the train station (sidewalks, trees, bike lanes)

What stayed the same since 2011?

- View of the historic Marin County Civic Center

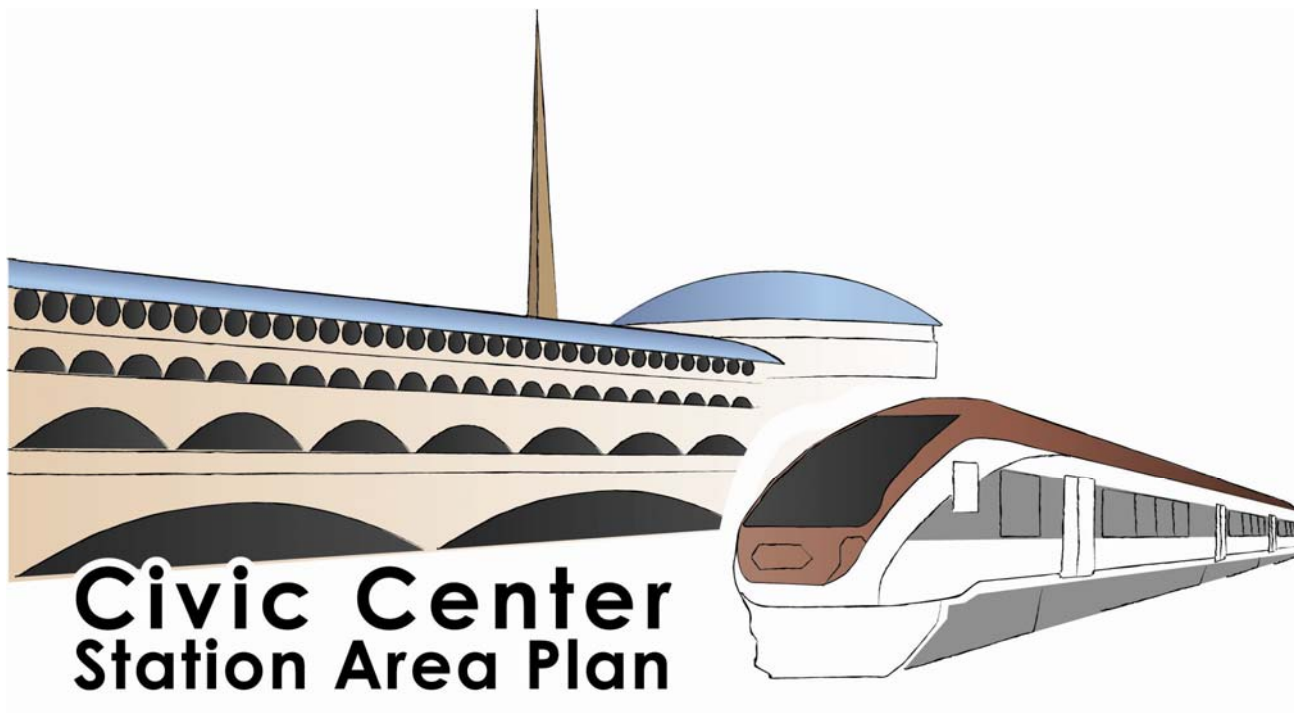
Wrap Up

Following the small group discussions, the facilitators reported back to the larger group on the highlights of public input from each station, as well as the maps created as a part of the visioning processes of each group.

Linda Jackson thanked all the participants and reminded them that they would all be invited to the next public workshop, scheduled for the fall of 2011, after the draft alternatives were developed and evaluated.

Workshop Summary Report

Civic Center Station Area Plan – *Community Visioning Workshop*



Wednesday November 9th, 2011
Guide Dogs for the Blind, 350 Los Ranchitos Road



Acknowledgements

The Civic Center Station Area Plan Advisory Committee includes:

- Damon Connolly, City Council*
- Emily Dean
- Michael Fryer
- Elissa Giambastiani
- Bob Huntsberry, Design Review Board*
- Nicholas Kapas
- Stanton Klose, Golden Gate Bus Passenger Advisory Committee*
- Greg Knell
- Marcus Lee
- Casey Mazzoni
- Preston McCoy, Bicycle and Pedestrian Advisory Committee*
- Richard McGrath
- Brigitte Moran
- Andrew Patterson
- Larry Paul, Planning Commission*
- Jeff Schoppert
- Roger Smith
- Judy Schriebman, Las Gallinas Valley Sanitary District*
- Jean Starkweather
- Tammy Taylor
- Gayle Theard
- Craig Thomas Yates

* Ex-officio member

Many people contributed to the success of this visioning workshop. They include:

- City of San Rafael
 - Katie Korzun, Economic Development Coordinator
 - Paul Jensen, Community Development Director
 - Rebecca Woodbury, Management Analyst
 - Stephanie Lovette, Economic Development Director (Acting)
- Fehr & Peers Transportation Consultants
 - Chris Mitchell, Principal
 - Ben Larson, Senior Transportation Engineer/Planner
- BMS Design Group
 - Barbara Maloney, Partner
 - Joy Glasier, Landscape Architect
- County of Marin
 - David Speer, Facilities Planning & Development Manager
 - Jeff Wong, Capital Planning & Project Manager
- SMART
 - John Nemeth, Planning Manager
 - Linda Meckel, Associate Planner

Workshop attendees included Shirley McGrath, Vera De Ferrari, Stuart Shepard, Jeff Schriebman, Jeff Rhoads, Elaine Lyford-Nojima, Dan Dawson, Kay Karchevski, Councilmember Greg Brockbank, Linda McDougal, Jamie Foehr, Shelly Pintabona, Ed Vorous, Ti Arlom, Valerie Taylor, Mary Archer, Dil Kazaaz, Sue Mace, Barbara Stout, John Eells, Alisha Oloughlin, Linda Johnson, Dennis Johnson, Fawn Yacker, Alicia Yballa, Hobart Bartshire, Pat Sorber, Bria Schlothman, Laurette Rogers, Art and Elaine, Alan Weiler, Sue Beittel, Scott Stokes, Lisa Newman, Rod Blouin, Bill Carney, Don Magdnaz, and Marge Macris.

Table of Contents

Introduction	4
Outreach Efforts	5
Draft Vision Statement	6
Workshop Highlights	7
Display Boards	11
Detailed Survey Results	20
Next Steps	30

To retrieve a copy of this report, visit www.cityofsanrafael.org/stationareaplans or contact Rebecca Woodbury at rebecca.woodbury@cityofsanrafael.org or 415-485-3076.

Introduction

The San Rafael Civic Center Station Area Plan effort, funded in part by a \$175,000 grant from the Metropolitan Transportation Commission (MTC), is one of two station area plans being created by the City of San Rafael. These plans for the neighborhoods around San Rafael's two new Sonoma Marin Area Rail Transit (SMART) rail stations will set the stage to create vibrant, mixed-use, livable areas supported by a mix of transit opportunities, including passenger rail service. The Civic Center Station Area Plan is a multi-agency collaborative planning effort between the City of San Rafael, SMART, Golden Gate Bridge Highway and Transportation District (GGBHTD), Marin Transit, the San Rafael Redevelopment Agency, the County of Marin, and the Transportation Authority of Marin (TAM). As a partner in MTC's grant program, the Association of Bay Area Governments is also involved in the planning project.

The effort includes two public workshops, the first of which occurred on Wednesday, March 9, 2011 at the Guide Dogs for the Blind. The second workshop was Wednesday, November 9, 2011. This workshop was open and advertised to the public and project stakeholders, and attended by approximately 37 members of the public. The open-house style workshop included five themed stations facilitated by members of the consultant team, City staff, and members of the multi-agency project team. The stations were:

- Transit Connections
- Bicycle and Pedestrian Connections
- Parking
- Promenade Connections
- Roundabouts
- Land Use

In addition to these stations, Gallinas Watershed Council and the County of Marin each had informational booths. Staff from SMART was also on hand to answer questions.

Outreach Efforts

Prior to the first workshop, the Civic Center Station Area Plan Advisory Committee members and City staff conducted outreach efforts through various outlets to maximize public awareness of and involvement in the planning process. These efforts included:

- Email notification to various stakeholder groups and their constituents
- A mailing to all property owners, renters, and businesses in the plan area
- A write-up in *Snapshot*, the newsletter of the San Rafael City Manager
- A press release to local newspapers
- A posting on the City of San Rafael's homepage
- A mailing to key stakeholders and nonprofit organizations in the area

As a result, 37 members of the public representing a diverse group of interests engaged in the 3-hour visioning process, providing valuable input and insight as the community plans for the future of San Rafael's Civic Center station area.

Draft Vision Statement

It's 2035; over twenty years after the completion of the Civic Center Station Area Plan. This area is a vibrant and popular destination for North San Rafael residents and visitors. The station is a central hub for connecting to a wide variety of local activities, cultural and natural, including the seat of Marin County government at the landmark Frank Lloyd Wright Civic Center building, Veterans' Memorial Auditorium, lagoon and grounds.

The train station fits well into its niche below the freeway and adjacent to the surrounding neighborhoods. Connecting paths, sidewalks and streets are comfortable, beautifully landscaped and artfully well-lit. There are places to park cars, scooters and bicycles, charge electric vehicles, and rent a bike. People are waiting in comfort for a train or bus, or just enjoying a cup of coffee and the great views of the distinctive rolling hills. There is housing nearby for people who work in the community. A public plaza near the station is a lively local gathering place.

With respect for Marin's landscape, the area is planted with a wide variety of native plants and trees. A small fork of Gallinas Creek that flows through the station delights everyone with its ever-changing parade of wildlife. The whole area feels open and park-like; it's easy to tell that the natural environment is appreciated and important to the community.

The station is at the center of a culturally and economically diverse community. The Marin Farmer's Market has grown into a full-scale daily shopping market, where fresh, locally grown organic produce, crafted cheeses, and quality goods of all kinds can be quickly picked up on the way home from the train.

While the station area is bustling with activity, it still maintains a hometown feel. Buildings are not so tall that they block the views of the hills and the new buildings complement the existing homes and natural areas. There are shops, coffee houses, restaurants, and convenience stores in the station area. Residents and businesses both benefit from having people and needed services within walking distance.

It is safe and easy to get from place to place. Multiple ways to travel are fully integrated and cars no longer dominate. Frequent bus and shuttle services help keep distant areas connected. Bikes, moms with strollers, and pedestrians enjoy easy access to their destinations thanks to thoughtful design changes. The North San Pedro Road underpass, the Merrydale overcrossing, and the station crossing are all pleasant places to experience views of the community and the hills.

To the west, the completed Promenade now allows graceful walking and biking along the beautifully restored Gallinas Creek to the Northgate mall and beyond. Folk of all ages enjoy stopping to relax and watch the steelhead salmon that have returned. To the east, walkways and bikeways stretch all the way to the Civic Center.

The area also offers a variety of housing types for all incomes including housing affordable for the local workforce. The simple, elegantly-designed affordable units have allowed young people to return to Marin, bringing a new vibrancy into the social fabric. Seniors also find these smaller homes near services and transit especially convenient and desirable.

The changes made to this neighborhood center around North San Rafael's new train station have transitioned the area into an exceptionally enjoyable place.

Workshop Highlights

The following presents a summary of each display station and the comments, including both a summary of comments as well as more specific and detailed notes. Displays and materials presented at each station are also included.

Transit Connections

This display showed conceptual shuttle routes for two proposed SMART shuttles that meet train passengers at the station and take them to major employment areas, including Kaiser, Marin County Civic Center, Fair Isaac, Professional Center Parkway, Marin Commons and Northgate Mall.



Comments at the workshop included:

- Consider connections through hospital and office area.
- Who is funding the shuttles? Will they be free to passengers?
- Let shuttle go up to Sutter.
- Santa Venetia has many nursing homes with employees. I'd like to see shuttle service.
- Office buildings at 100 Smith ranch – consider stop here.
- Hospital has 24/7 shifts.
- Would be good to have the SMART shuttles, Marin Transit routes (45, 49), Community shuttles (259, 233), and any other transit converge at a “hubette”.
- Would be good if there was a bus transit hub “hubette” near the SMART station with easy pedestrian access.

Parking

This display showed current parking demand and supply, the location of parking provided for SMART patrons and opportunities for additional parking supply.

Comments at the workshop included:

- Merrydale north needs to be promenade.
- Put parking on west side of freeway to avoid Las Freitas intersection, borrow parking from Marin Ventures.

Bicycle and Pedestrian Connections

This display showed the existing pedestrian and bicycle infrastructure and the gaps to fill in for more complete connections.

Comments at the workshop included:

- A bridge across a tidal creek bed for this bike path here could get real complicated...
- Ped crossing first to main entry road, lagoon. Ped crossing to Contempo.
- Connect Los Ranchitos from Walters north to Constance.
- Meets my needs. Everything is covered!
- Yes on new pedestrian touch crossing.

- What can you do to make safer for bike/ped at Freitas/Old redwood Highway.
- Sidewalks around/on freeways would be great! =)
- On bike – left from Northgate onto Los Ranchitos light doesn't change for bikes.
- Please provide a class II facility vs. a class III along Las Gallinas + wherever/whenever possible for increased safety.
- Please provide a class II facility vs. a class II along Los Ranchitos and Merrydale for increased safety.
- Yes more sidewalks!
- Please provide what the proposed class I along the SMART right of way from the station south along Los Ranchitos interfaces to the Lincoln Hill path.

Promenade Connections

This display showed three options for connecting the North San Rafael Promenade to the SMART station.

Option 1 – “Full-Build”

The northern connection of Merrydale Road to the street network would be provided by a new intersection along Las Gallinas Avenue. The Merrydale Overcrossing slip ramps would be closed to vehicular traffic and would be converted to a multiuse path on the south side of the Merrydale Overcrossing, and made available for development on the north side. This would create a new roadway that would bisect the parcel and create two smaller parcels. This configuration is preferred as it would allow the ability to construct a multi-use pathway along the west side of Merrydale Road from Las Gallinas (where one currently exists around the northern perimeter of Northgate Mall) down to the SMART Civic Center Station.



Comments at the workshop included:

- *Option A*
 - What would be done with the rest of the parking area? Still dedicated as parking?
 - Ped only past overpass.
 - Need pedestrian/bicycle/horse crossing, with grade crossing protect you.
 - Horses on multi-use path.
 - Need at grade crossing.
 - A – best, C – interim

Option 2 – “Phased Build”

Option 2 would be a precursor to Option 1. The Promenade would be constructed between the Merrydale Overcrossing and a transition to the current roadway network would be created at the Merrydale Overcrossing. Class III bicycle routes would be signed/stripped along Merrydale Road and the Merrydale Overcrossing slip ramps as to not force a difficult transition point from the multiuse path at the Merrydale Overcrossing. A crosswalk would provide a connection from the multiuse path on the west side of Merrydale Road to a pedestrian connection to Northgate III on the west side.

Comments at the workshop included:

- *Option B*
 - Consider including a sidewalk along Merrydale in option C (B), which connects with the multi-use pathway. Similar to the sidewalk proposed in option C. Love option A!

Option 3 – “Partial Build”

A wide pedestrian walkway would be provided on the east side of Merrydale Road from the sidewalk on the southern border of Northgate III to the SMART Civic Center Station. A sidewalk would also be constructed on the slip ramp south of the Merrydale Overcrossing to provide a connection to Merrydale Road. At its terminus, a crosswalk would provide a connection to the east side. Class III bicycle routes would be signed/stripped along Merrydale Road and the Merrydale Overcrossing slip ramps.

Comments at the workshop included:

- *Option C*
 - Bike lanes on Merrydale over crossing please.
 - Think that long term option A is best. Do option C as stop gap.

Roundabouts

This display showed conceptual drawings for roundabouts, a tool for increasing traffic capacity.

Comments at the workshop included:

- Roundabouts are terrifying – especially for old folks.
- Love roundabouts ++
- Roundabout doesn't seem to make the intersection safer, why do it? Encourage high ped/bike connections, don't compromise ped/bike safety.
- ADA? (Americans with Disabilities Act)
- Complicated for pedestrians and bikes – why complicate?

Land Use

This display showed land use alternatives developed by the committee that explore higher densities in residential and commercial development in the area.

Workshop participants were asked to fill out a survey based on the alternatives. The survey broke down the alternatives by area and asked participants to denote which alternative they preferred in each area. The overall results showed a slight preference to Alternative A (higher density) except in Area B, where the surveys reflected an equal number of people preferring each alternative.

General comments at the workshop included (not from survey):

Additional Opportunity Areas

- Consider some residential retail here (just north of Medical Offices 'F'). There are many condos/apartments. Retail could make this area more walkable.
- Develop Northgate parking lots?
- Housing at Northgate; “built in” customer base. (at Northgate Mall)
- Grade crossing for Merrydale – vehicles and pedestrians. (Merrydale at McInnis Parkway)
- Put Parking on public storage lot. (public storage just southwest of SMART Station)
- Cut Merrydale through to allow west side auto access.

COMPILED RESULTS

	ALTERNATIVE ONE	ALTERNATIVE TWO
AREA A	13	8
AREA B	10	10
AREA C	14	5
AREA D	11	10
AREA E	12	8
AREA F	12	8
AREA G	11	7
AREA H	10	8



- Use area as a link to join the pond/civic center with Northgate.
- Merrydale is a “complete green street” peds, bikes, vehicles, and creek.
- Area for public space, gathering for neighbors. (near Chevron & McDonalds)

Alternative 1

- Need urban design features – what gives identity to each of these areas and to whole district?
- Limit neighborhood retail on Merrydale. (Area E)
- Limit neighborhood retail on Merrydale. (Area D)

Alternative 2

- Retail on Merrydale backing the project to the freeway.
- Low-income housing. (Area E)
- Limit neighborhood retail on Merrydale. (Area E)
- Limit neighborhood retail on Merrydale. (Area D)

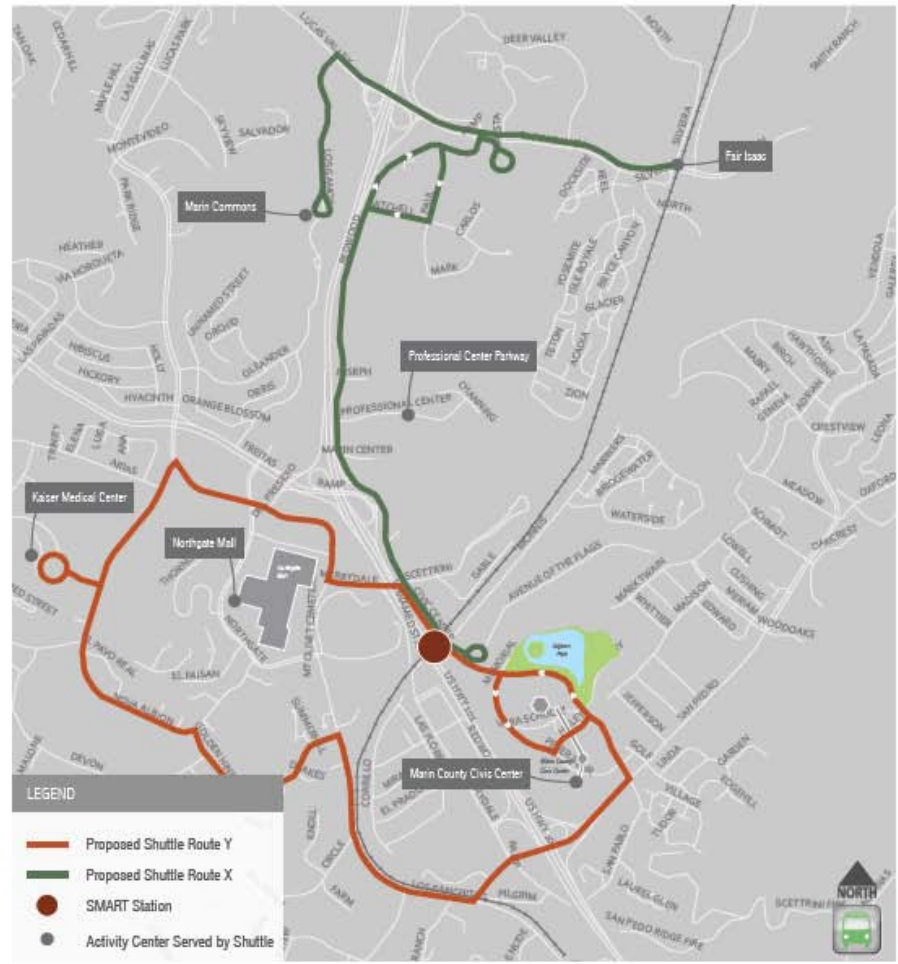
General Comments

- More business related retail on Area H to support hotel
- Attract more businesses like Autodesk
- More events like Bioneers that attract people from outside area

Display Boards

The following pages include the workshop display boards.

TRANSIT CONNECTIONS



PARKING



2



6



7



8



9



BICYCLE AND PEDESTRIAN CONNECTIONS

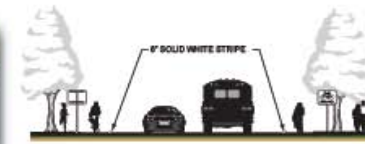
Pedestrian Connections



Bicycle Connections



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



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 motor vehicle traffic.



PROMENADE CONNECTIONS

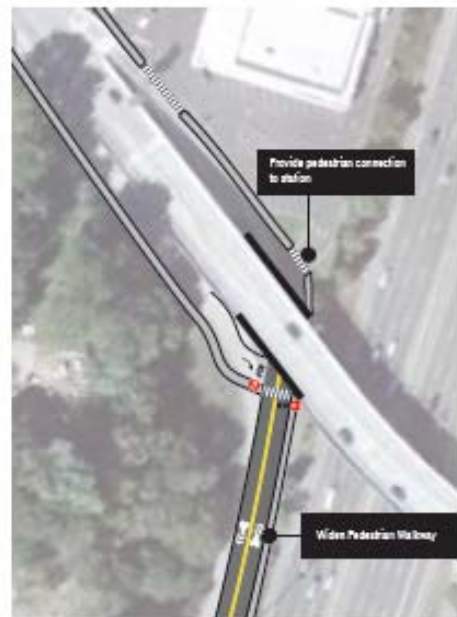
OPTION A



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:

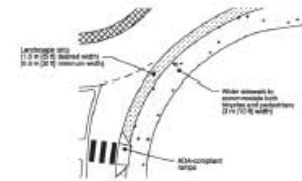
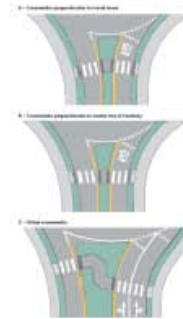


Benefits:

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

Trade offs:

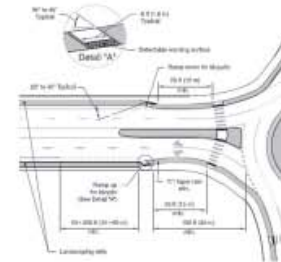
- Pedestrians must assess gaps
- A.D.A issues
- No signal protection



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.



ADDITIONAL OPPORTUNITY AREAS

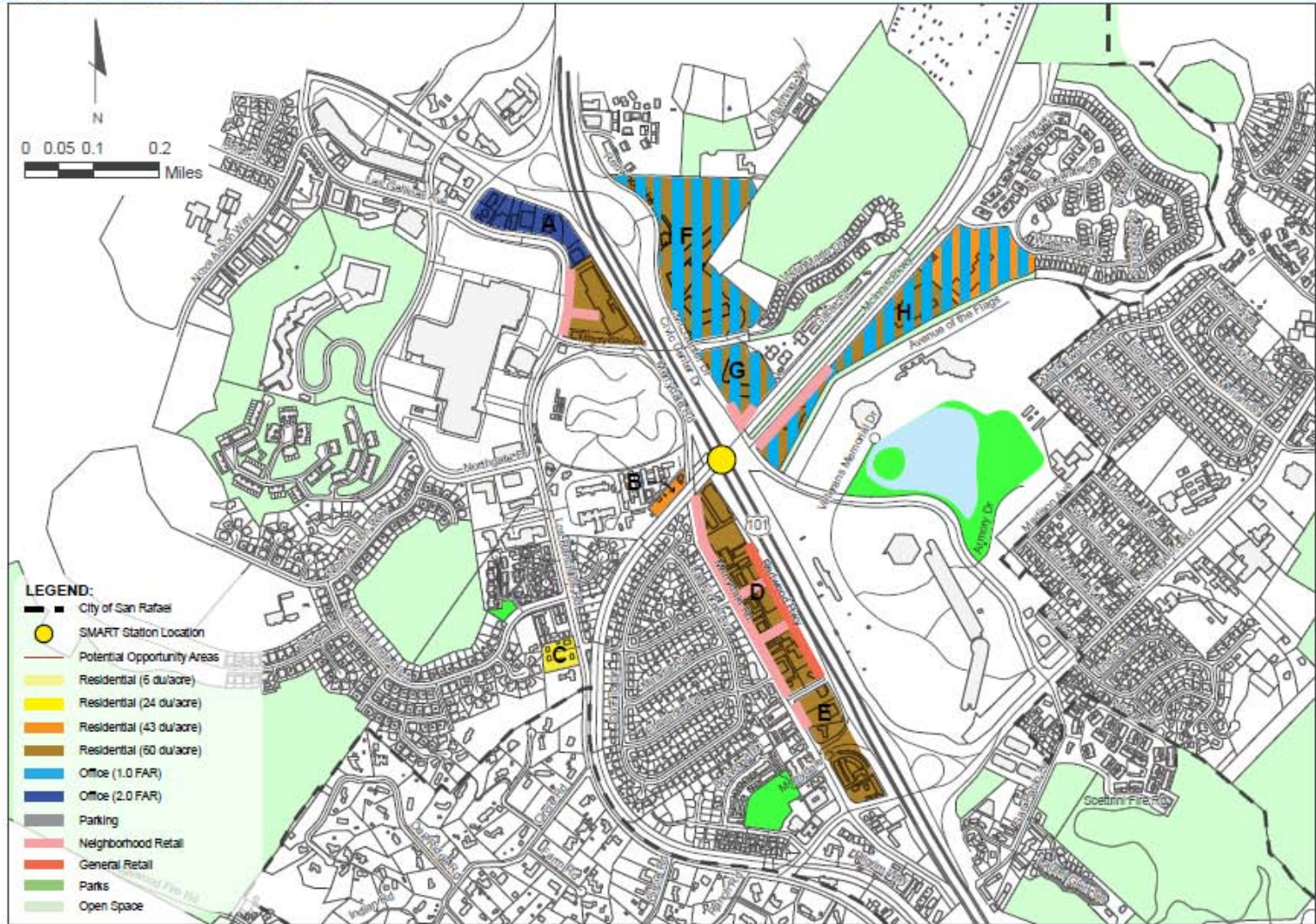
PLEASE INDICATE ADDITIONAL POTENTIAL OPPORTUNITY AREAS ON THE MAP BELOW



SAN RAFAEL CIVIC CENTER STATION AREA PLAN

COMMUNITY MEETING | NOVEMBER 9, 2011

ALTERNATIVE ONE



ALTERNATIVE TWO



Detailed Survey Results

The following pages include the detailed survey results from the land use alternatives survey.

AREA A

HANDOUT #	ALTERNATIVE ONE	ALTERNATIVE TWO	COMMENTS
1		1	General Comments: is this the urbanification of a suburban area... what is the actual versus potential change in autos in these areas... Marin's current bus/public transit does not support the infrastructure depicted in these mock-ups. How will the traffic density in San Rafael be mitigating in these plans? Have you experienced these areas currently with traffic hours? What's the alternative vs. traditional ratio of transport... not sure these plans address this?
2	-	-	Neither - too congested now.
3		1	Can be positive with flourishing business, small and large.
4	-	-	Both are ugly. Too dense.
5		1	Prefer less dense plan
6	1		I think higher density development would offer more choice of housing and retail and offer an example to Marin the benefits to "smart" development. More opportunities to not use a car is where it is at.
7	-	-	Activity going on off Merrydale near Marin Adventures all times of day and night. Sketchy, not safe activity. Please take a look. Thank You. More development here is good!
8	1		Market rate housing should comprise at least 70% of the units in this area.
9	-	-	Keep businesses with ground-level and provide mixed-use and mixed diverse incomes, i.e: studios, 1 & 2-bedroom and suites.
10	1		
11	1		Put lots of affordable housing here
12	1		Not actually in a neighborhood of single family homes so perfect for higher density. [Photos: Crossed-out City Center Plaza, Question-marked Palo Alto, circled Cinnabar Commons; circled Mixed Use Office Santa Cruz]

13	1		Insure low income housing at that side
14	1	1	Either or but prefer circled buildings [Photos circled are City Center Redwood City, and Mixed use Office Santa Cruz, and Pavona]
15	1		Good spot to add back residential to shopping center district (includes affordable housing throughout)
16		1	Residential densities seem more compatible with local and regional context.
17	1		I prefer the higher density zoning alternatives. A challenge in realizing this vision is that individual property owners will develop properties and the end result may not be this convivial, attractive neighborhood. I suggest design guidelines constrain developers.
18		1	
19	1		I would like to maximize the opportunity for affordable, entry-level housing. More opportunities for young people, especially those who grew up in Marin and would like to live and work in the area/ At this point, will leave the specifics to the planners and the committee.
20		1	
21	1		
22		1	
23	1		Consider walkability and bike lanes
24	1		Higher density. Affordable housing. Good pedestrian/bike/bus/train access.
TOTAL	13	8	

AREA B

HANDOUT #	ALTERNATIVE ONE	ALTERNATIVE TWO	COMMENTS
1	1		Please consider noise and traffic at lights near mall. Good land use impact might increase.
2		1	If you have to
3		1	
4	-	-	

5		1	
6	1		
7	-	-	
8	1		You can't put parking here unless you are willing to cut Merrydale through/across the tracks.
9		1	People will complain but they will adjust! For ADA only!
10		1	
11	1		
12		1	Parking - but need more on west of freeway for SMART - very difficult and DANGEROUS to come south on 101 and get to east of freeway at the intersection at ?bright?
13	-	-	
14		1	Prefer parking
15	1		Put parking on street?
16	1		Pretty setting might be a good site for housing.
17	1		
18		1	
19	-	-	
20		1	Must have parking as well as a number of convenience food outlets and stores.
21	1		
22		1	
23	1		
24	1		Higher density. Affordable housing. Good pedestrian/bike/bus/train access.
TOTAL	10	10	

AREA C

HANDOUT #	ALTERNATIVE ONE	ALTERNATIVE TWO	COMMENTS
1	1		High traffic outlet onto the street. Change in flow might allow for this but AM gridlock is difficult.
2	-	-	What's here now? Not here - no more.
3		1	
4		1	Normal house and yard
5		1	
6	1		
7	-	-	
8	-	-	Too far from the station to worry about.
9	-	-	How about working with a non-profit developer on this? How about no longer even thinking about alternative 2 developments in the future!
10	1		
11	1		
12	1		No parking
13	1		Complex units are compatible
14	1		Higher density
15	1		
16	1		Good site for higher density
17	1		
18		1	
19	-	-	
20	1		
21	1		
22		1	
23	1		
24	1		Higher density. Affordable housing. Good pedestrian/bike/bus/train access.
TOTAL	14	5	

AREA D

HANDOUT #	ALTERNATIVE ONE	ALTERNATIVE TWO	COMMENTS
1		1	
2		1	
3		1	
4	-	-	Whose fantasy?
5		1	
6	1		
7	-	-	
8	1		Put parking at the end of Redwood Highway in place of the self-storage units. Civic Center Drive auto access will not work because passengers cannot get to the station in a reliable time.
9	-	-	Mixed use. Work live spaces. Studios. Upper income units in same building with boutiques at ground. More green areas!
10	1		
11	-	-	Split Area D lengthwise. Make higher density along Redwood Highway (4 stories), and 3 stories along Merrydale.
12	1	1	Alternative 1 along Redwood Highway. Alternative 2 along Merrydale.
13	1		Same as E - both areas need a sense of guidelines for unified, not uniform, development
14	1	1	Alternative 1 along Redwood highway; Alternative 2 along Merrydale.
15	1		Develop "village commons" public use areas, at north end especially - need to create a "village center" identity. Not sure about "general retail" - why not use full depth for residential BACKING on freeway? (with Merrydale as front "main street.")
16		1	
17	1		

18		1	Limit of remove neighborhood retail on Merrydale. Frontage and Las Gallinas OK.
19	-	-	
20		1	
21	1		
22		1	
23	1		
24	1		Higher density. Affordable housing. Good pedestrian/bike/bus/train access.
TOTAL	11	10	

AREA E

HANDOUT #	ALTERNATIVE ONE	ALTERNATIVE TWO	COMMENTS
1		1	
2		1	
3		1	
4	-	-	No density
5		1	
6	1		
7	-	-	
8	1		
9	-	-	Mixed use. Live work units - both affordable and work force and upper income units with boutiques below. You can do better than what you are offering. Push Dandy Market to Merrydale, build above and town houses behind.
10	1		
11	1		
12	1		Apartments and Aegis on west side already. [Photos: Crossed-out City Center Redwood City, circled Cinnabar Commons and Redmond; circled Elmwood Retail]
13	1		3 stories are common all over San Rafael, why not here as well.
14	1		More smaller shops. But keep Micky D's and Hardware Store.

15	1		
16		1	
17	1		
18		1	
19	-	-	
20		1	
21	1		
22		1	
23	1		
24	1		Higher density. Affordable housing. Good pedestrian/bike/bus/train access.
TOTAL	12	8	

AREA F

HANDOUT #	ALTERNATIVE ONE	ALTERNATIVE TWO	COMMENTS
1		1	
2		1	Area F is a hard area to get in and out of.
3		1	
4		1	
5		1	Alternative 1 presents traffic and parking issues
6	1		As long as strong consideration for the wetlands/streams is provided, higher density could work fine.
7	-	-	
8	-	-	Too far to care. Topography is too difficult.
9	1		Mixed use with live work and businesses on ground floor
10	1		
11	1		
12	1		Mixed office and density housing
13	1		

14		1	Leave as is
15	1		
16	-	-	
17	1		
18		1	
19	-	-	
20	1		
21	1		
22		1	
23	1		
24	1		Higher density. Affordable housing. Good pedestrian/bike/bus/train access.
TOTAL	12	8	

AREA G

HANDOUT #	ALTERNATIVE ONE	ALTERNATIVE TWO	COMMENTS
1		1	
2	-	-	Neither. Wetlands close to office building, needs to be taken into account.
3		1	
4		1	
5		1	
6	1		
7	-	-	
8	1		Maybe you ought to ask Autodesk what they think.
9	-	-	None. Too close to the creek and natural habitats. The east side south of Scetrini should remain as is.
10		1	
11	1		Get rid of office building and build housing.

12	1		If not underwater [Photos: Crossed-out existing to remain; Crossed out City Center Redwood City; circled Redmond; circled SLO office and top retail photo]
13	1		
14	1		Do away with office complex.
15	1		Allow mixed use
16	-	-	
17	1		
18	1		
19	-	-	
20	-	-	Should have convenience shops for quick food and groceries, and some restaurants.
21	1		
22		1	
23		1	
24	1		Higher density. Affordable housing. Good pedestrian/bike/bus/train access.
TOTAL	11	7	

AREA H

HANDOUT #	ALTERNATIVE ONE	ALTERNATIVE TWO	COMMENTS
1		1	
2	-	-	Next to a sensitive wetland. Lights and traffic would bother wildlife. Marin Lagoon houses are sinking.
3		1	Thank you for presenting detail on where this info will be used.
4		1	Less is better
5		1	
6	1		
7	-	-	
8	1		

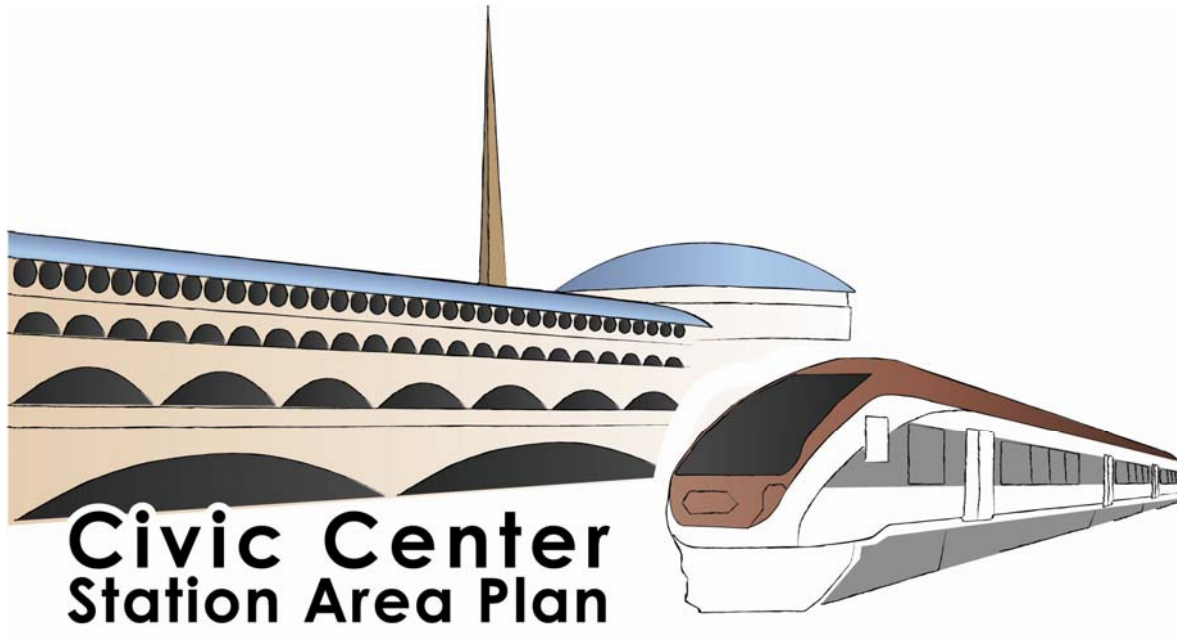
9	-	-	None. This area will be impacted by sea level rise. It also borders the creek which will have a negative impact on the creek. This is poor planning.
10		1	Prefer less development here near the wetlands.
11	1		Put affordable housing.
12	1		{Photos: Crossed out City Center Redwood City; Circled Palo Alto (60) and Palo Alto (43); crossed out top office bldg}
13	1		Go with higher density anywhere close to the station.
14		1	Lower density
15	1		
16	-	-	
17	1		
18		1	
19	-	-	
20	-	-	H should be parking
21	1		
22		1	
23	1		
24	1		Higher density. Affordable housing. Good pedestrian/bike/bus/train access.
TOTAL	10	8	

Next Steps

The Committee will be reviewing a draft plan and related topics during the next several months. The Committee meets second Wednesdays each month from 7-9 p.m. at Guide Dogs for the Blind and all meetings are open to the public. There will also be Design Review Board and Planning Commission meetings scheduled in Spring 2012. The public is invited to attend these meetings and provide feedback to the committee on the suggested recommendations.

Alternatives Analysis Report

Civic Center Station Area Plan



January 27, 2012



This project is funded in part through the Metropolitan Transportation Commission's Station Area Planning Program. The preparation of this report has been financed in part by grants from the U.S. Department of Transportation. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

This report summarizes the process for developing and testing alternative land use and circulation scenarios for the proposed San Rafael Civic Center SMART Station Area Plan (the Plan). The Plan development process consists of a number of milestones, as outlined below:

- Background Report (Complete)
- Community Workshop #1 (Complete)
- Development and Evaluation of Alternatives (Complete)
- Community Workshop #2 (Complete)
- Alternatives Analysis Report
- Station Area Plan

The City and the Consultant team (collectively, the Project Team) have completed the Background Report, two community workshops, and the alternatives development. This Alternative Analysis Report documents the process by which alternatives were developed, summarizes the results of community outreach and transportation analysis, and concludes with some generalized findings.

ALTERNATIVES DEVELOPMENT

The Background Report documents a comprehensive review of existing conditions in the study area and forms a baseline against which alternatives will be evaluated. The existing land uses in the study area, as well as ¼-mile and ½-mile radii from the Station are shown on Figure 1. Following completion of the Background Report, the Project Team facilitated discussions with the project's Advisory Committee to develop a project vision statement.

The vision statement generally foresees that by year 2035, the station area would become a neighborhood gathering point, through continuance of community cultural and civic activities; increased neighborhood-serving retail, such as coffee shops and small stores; and diverse, appropriately scaled, new housing options. Connectivity between the surrounding neighborhoods and the station would be greatly improved through extension of the Promenade, the proposed Multi-Use Pathway along the SMART right-of-way, and improved sidewalk and bicycle facilities throughout the area. In summary, the vision statement describes a modest increase in development in the area – enough to support an improvement in vibrancy and identity of the surrounding neighborhoods without fundamentally changing the character of the area.

Using this vision as a guiding principle, in June 2011 the Project Team solicited feedback from the Advisory Committee regarding land uses that could be considered within the study area. The Project Team provided the Advisory Committee with mapping of various opportunity zones within a ½ mile radius of the SMART station. Images representing various land uses and corresponding building types and urban design considerations were also provided. The Advisory Committee used this information to complete a building design survey that indicated which land uses, design amenities, and building types were considered to be most appropriate in each opportunity area, thus providing the Project Team with information regarding preferred land uses and design issues of importance to the committee.

In July 2011, the Project Team held a mini-workshop for the Advisory Committee to further refine the results of the June workshop, focusing on identifying preferred land uses in each opportunity area. Based on the results of those two exercises, the Project Team developed and presented two land use alternatives for the committee to consider. The two alternatives proposed a mix of new land uses including residential, office, and retail; variations between the alternatives were due to the amount of each of these uses in each.

In the August 2011 meeting, the Advisory Committee reviewed the two alternatives (using maps and spreadsheets), made revisions, and approved these alternatives for further analysis (specifically, traffic analysis) by the Project Team.

The purpose of developing the alternatives was not to provide only two rigid options to select from. Rather, the intent was to develop two somewhat different visions of the future, and perform technical analysis (mainly traffic) on both to better understand the relationship between different land use changes and traffic impacts. The results of the traffic analysis, described in the following section, will be ultimately used by the Advisory Committee to develop well-informed and more formal land use recommendations for inclusion in the Plan.

Upon further consideration of the two land use alternatives, the Project Team determined that the alternatives were too similar to garner any meaningful information from the transportation analysis. Rather than conduct the analysis for two very similar alternatives the Project Team convened a subcommittee of the larger Advisory Committee to revisit the land use concepts. The subcommittee was charged with making the alternatives distinct while preserving the Advisory Committee's intent. They directed the Project Team to make a variety of changes for purposes of conducting traffic analysis. The resulting land use alternatives are summarized in Table 1.

Land Use	Alternative 1	Alternative 2
Residential	1,414 Dwelling Units	865 Dwelling Units
Office	751,000 Square Feet	322,000 Square Feet
Retail	106,000 Square Feet	37,000 Square Feet

The land use alternatives represent two intensities or scales of future development. One represents a larger increase in development in the station area. In the second, new development is an increase over that currently envisioned in the city's General Plan 2020.

ALTERNATIVES ANALYSIS

The intent of considering new development in the station area is to put new development closer to transit facilities, increasing the likelihood that trips from new development would use transit and not increase congestion in the area. However, even the most transit-oriented development will still generate new automobile traffic. The Advisory Committee indicated concern with overwhelming the surrounding transportation system, which is already frequently congested, particularly at the Civic Center Drive / Freitas Parkway intersection. In fact, the Advisory

Committee indicated that in their view, the primary constraint to development in the station area is the ability of the adjacent roadways to handle increased traffic, even with planned improvements.

Therefore, the City conducted detailed analysis of traffic conditions with each of the two alternatives to inform further discussion regarding land use recommendations. Table 2 summarizes the forecasted increase in vehicle traffic associated with the two alternatives.

Table 2		
Forecasted Traffic Increases (Vehicle Trips)		
Land Use	Alternative 1	Alternative 2
AM Peak Hour	2,676	1,262
PM Peak Hour	2,830	1,099
Source: City of San Rafael, January 2012		

For purposes of comparison with other scenarios, the City forecasted traffic volumes throughout the study area for a total of 18 scenarios:

- Existing AM Peak Hour
- Existing PM Peak Hour
- Existing AM Peak Hour with Alternative 1
- Existing PM Peak Hour with Alternative 1
- Existing AM Peak Hour with Alternative 2
- Existing PM Peak Hour with Alternative 2
- Baseline Conditions (Existing + Approved Projects) AM Peak Hour
- Baseline Conditions (Existing + Approved Projects) PM Peak Hour
- Baseline Conditions (Existing + Approved Projects) AM Peak Hour with Alternative 1
- Baseline Conditions (Existing + Approved Projects) PM Peak Hour with Alternative 1
- Baseline Conditions (Existing + Approved Projects) AM Peak Hour with Alternative 2
- Baseline Conditions (Existing + Approved Projects) PM Peak Hour with Alternative 2
- General Plan 2020 AM Peak Hour
- General Plan 2020 PM Peak Hour
- General Plan 2020 AM Peak Hour with Alternative 1
- General Plan 2020 PM Peak Hour with Alternative 1
- General Plan 2020 AM Peak Hour with Alternative 2
- General Plan 2020 PM Peak Hour with Alternative 2

In general, the analysis showed that the alternatives would cause substantial congestion throughout streets in North San Rafael. According to the City's analysis, congestion would be severe enough that typical methods of analyzing intersections based on an isolated intersection analysis would not be adequate. Instead, the City developed a detailed microsimulation model to simulate the effect of areawide congestion, which confirmed the expected congestion, but also helped to provide some insight into the analysis results. For example, under General Plan 2020 Conditions with Alternative 1:

- Congestion on Freitas Parkway would extend from Civic Center Drive past Las Gallinas Avenue.

- Congestion from northbound Del Presidio Boulevard would extend the entire block between Freitas Parkway and Las Gallinas Drive, extending onto westbound Las Gallinas Avenue as far back as the Merrydale Overcrossing, approximately 1/3-mile.
- Congestion on southbound US 101 would extend from the Merrydale Road off-ramp to the Freitas Parkway on-ramps, presenting substantial problems for vehicles entering southbound US 101 from Freitas Parkway.

Specifically in the AM peak hour:

- The queue on southbound Las Gallinas Avenue will extend from Freitas Parkway to Lucas Valley Road, or approximately 1-1/2 miles.
- Congestion on the off-ramp to Del Presidio Boulevard and Freitas Parkway from southbound US 101 would extend approximately 3,500 feet, and would interfere with the freeway mainline operations. This may be considered a safety issue.
- Congestion on Redwood Highway would extend from the Freitas Parkway/US 101 ramps past Professional Center Parkway, or ¼ mile.

Specifically in the PM peak hour

- Congestion will extend on the entire length of southbound Merrydale Avenue to the US 101 ramps at North San Pedro Road, or approximately ½ mile.
- Congestion on northbound Civic Center Drive will extend from the Freitas Parkway intersection past McInnis Parkway, approximately ½ mile, including extending over the rail crossing.
- The northbound US 101 off-ramp at Freitas Parkway will experience congestion extending approximately 1,800 feet, interfering with freeway mainline operations. This may be considered a safety issue.

Overall, congestion would be prevalent throughout the area in 2020 with buildout of the General Plan 2020 land uses, plus Alternative 1. According to the City, buildout of Alternative 2 would affect similar locations, although the impacts would be slightly less severe.

CONCLUSION

In general, the traffic analysis showed that the amount of development contemplated in both alternatives would cause substantial congestion throughout North San Rafael. However, the following findings show that some increases in development are possible throughout the area:

1. Increases in residential density to 60 units/acre across the board are not supportable; it may be possible in east of the freeway along McInnis Parkway. Some increases in density, on a case by case basis, may be possible.
2. The addition of housing in the general area of the Northgate Mall, Northgate I and III, and the office area on Las Gallinas, is possible.
3. The addition of housing at the storage site near Guide Dogs for the Blind is possible.
4. Some addition of housing in the Merrydale/Redwood area is possible, but the regulations and locations must be carefully reviewed.
5. Increases in FAR over 0.3 are not possible

6. Increases in activity at the Marin County Civic Center, a major employment and activity node, are 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. The addition of retail along McInnis Parkway was not included in the traffic analysis, but might be possible in limited amounts if the office development is altered.

The technical analysis of the City's General Plan 2020 (without any of the Alternatives considered in the Station Area Plan) assumed that 620 new housing units and 280,000 square feet of commercial square footage could be constructed within the study area. In addition, the General Plan calls for several new transportation improvements in the area, most notably reconfiguration of the US 101 / Freitas Parkway interchange. With these improvements, the City's General Plan 2020 identifies that traffic congestion in the area will be manageable. Therefore, land uses contemplated in the Area Plan could be a mix of various elements of the evaluated Alternatives that does not exceed the limitations in the current General Plan.

The Project Team and Advisory Committee will use this information to make land use and transportation recommendations for the study area.

Civic Center Station Area Plan Advisory Committee
Draft Notes for 9/22 Meeting

Civic Center Station Area Plan Advisory Committee
Meeting Notes: Wednesday, September 22, 2010; 7:00 – 9:00 pm
Guide Dogs for the Blind, 350 Los Ranchitos Rd.

Attendance

Civic Center Station Area Plan Advisory Committee

Emily Dean	Rich McGrath	Judy Schriebman*
Michael Fryer	Brigitte Moran	Roger Smith
Elissa Giambastiani	Larry Paul*	Jean Starkweather
Nicholas Kapas	Andrew Patterson	Tammy Taylor
Stanton Klose*	Kate Powers**	Craig Thomas Yates
Greg Knell	Jeff Schoppert	

Absent: Damon Connolly*, Bob Huntsberry*, Klif Knoles, Marcus Lee, Preston McCoy*, Gayle Theard

Observers: Gregory Andrew, Lea Ann Bernick, Brianna Davis, John Eells, Richard Hall, Ali Iqbal, Larry Loder, Marge Macris, May Mar, Michael McFarland, Tim Murphy, Michael Rex

Staff: Ian Bronstein (Intern, City of San Rafael), Lisa Goldfien (Assistant City Attorney, City of San Rafael), Linda Jackson (Principal Planner, City of San Rafael), Rebecca Woodbury (Planning Coordinator, City of San Rafael)

*Ex officio, non-voting member

**Ex officio alternate

Welcome and Introduction to Civic Center Station Area Plan Project

Principal Planner Linda Jackson opened the meeting at 7:00 p.m. She welcomed the committee members, and asked them to introduce themselves and asked them to state when and where they last rode a train. She noted that the committee members represent a variety of North San Rafael interests. She introduced the project as a plan for the area around the Civic Center SMART train station (and not for the station, tracks, crossing, etc which are under the authority of SMART). The plan is a result of a station area planning grant the City received from the Metropolitan Transportation Commission (MTC). She made a distinction between the City's station area planning process and the work that SMART is doing for its rail stations and right-of-way.

Jackson gave the committee its charge from the San Rafael City Council:

Prepare a Civic Center Station Area Plan that will address:

- Station Access and Connectivity;
- Transit Oriented Development;
- Accessible Design;
- Parking; and
- Pedestrian Design.

Use area resources and assets to build on the design and engineering work for SMART's Civic Center station to create a **functional and attractive transit hub** for the north San Rafael community.

Include a **multiagency implementation plan** that summarizes the plan's recommendations and includes a phasing plan for actions and financing options for the responsible agencies.

Civic Center Station Area Plan Advisory Committee Draft Notes for 9/22 Meeting

Planning Coordinator Rebecca Woodbury gave a presentation on the background of City policies and programs regarding the area around the Civic Center SMART Station. She talked about the two potential station locations and noted that the plan will address the areas around the final station location. She said the grant brought together seven agencies to work on this plan: City of San Rafael, San Rafael Redevelopment Agency, Sonoma Marin Area Rail Transit (SMART), County of Marin, Golden Gate Bridge Highway & Transportation District, Marin Transit Agency, and Transportation Authority of Marin. Staffs from these agencies have formed a 'Joint Project Team' that provides technical oversight for the project. She said the objectives of the grant are to:

- **Leverage investments** to maximize riders
- **Explore opportunities** for a bus hub
- **Improve access** for pedestrians and bicyclists
- **Maximize adjacent land uses**
- **Design an attractive station area**
- **Leverage the rail station** for housing & economic development

The total project cost is \$175,000. The MTC grant is \$140,000 and matching sources (see agencies above) contributed \$35,000. Woodbury explained that the process for consultant selection included a Request for Proposals sent to 70 Bay Area consulting firms, eight firms submitted proposals for the Civic Center Station Area Plan, and three firms were interviewed by the Joint Project Team. She said the lead firm hired is Fehr & Peers. She explained the City Council's appointment process for the 16-member advisory committee, noting there were 31 applicants. She went over the plan schedule:

Background Report	Dec 2010
Community Workshop #1	Jan-Feb 2011
Alternative Scenarios	Aug 2011
Community Workshop #2	Nov 2011
Draft Station Area Plan	Feb 2012
Final Station Area Plan	May 2012

Public involvement includes monthly meetings of the committee on 2nd Wednesdays at Guide Dogs for the Blind from 7 – 9 p.m. and two community workshops. The City is also organizing a bus tour of transit neighborhoods in the Bay Area on Saturday, October 16 from 9 a.m. – 4 p.m. RSVPs are required for this event to 415-485-3076 or planning.coordinator@cityofsanrafael.org. She said more information will be available soon.

Woodbury opened the meeting up to questions about the project so far.

- Starkweather asked whether SMART will have public hearings about the station location. Woodbury replied that SMART has not scheduled anything at this point.
- Schoppert asked what a General Plan amendment would look like. Jackson responded that it would be folded into the next General Plan update and the required environmental review will take place then.
- Yates asked if this plan will use stimulus funds. Jackson said the funds are coming from MTC, not stimulus money.

The public had some questions.

- One person stated there should be more time allotted to public comment at the next meeting.
- Another person asked if there is a defined boundary for this plan. Jackson explained the area is a Priority Development Area (designated by Association of Bay Area Governments) that encompasses a half-mile radius around the SMART station. She explained the plan has a smaller "project area" and showed a rectangle around the surrounding properties of the SMART station.

Civic Center Station Area Plan Advisory Committee Draft Notes for 9/22 Meeting

- Another person stated the San Rafael Meadows neighborhood is concerned about parking and asked if the Merrydale crossing would be reopened. Jackson stated that it was her understanding that SMART was not planning to have a Merrydale Road crossing.
- Another person asked if there is more information about the bus tour. Woodbury said she would send more information out as it is available. She also said she will post this information on the new website: www.cityofsanrafael.org/stationareaplans.
- McGrath asked what an “RFP” is and Woodbury replied that it stands for Request for Proposals, a document sent to potential consultants as part of the consultant selection process.

Committee Logistics

Assistant City Attorney Lisa Goldfien explained the Brown Act and how this State law affects the work of the committee. She said the committee is subject to the Brown Act which is intended to ensure that committee deliberations are conducted in meetings open to the public. She warned committee members to be careful about electronic communication as it is easy to accidentally violate the Brown Act with the ‘reply all’ email function. A member of the public asked how to find out about agendaized meetings. Goldfien replied that they should contact staff and ask to be notified.

Jackson went over the member commitments:

- Live, work or own property or a business in the area
- Active in neighborhood, organizations
- Represent interests in the area
- Review background information and analysis
- Community outreach: workshops, focus groups, presentations and notifications to constituency groups
- Make a recommendation on the final plan to the City Council

Jackson asked the group to split into smaller groups and talk about what makes a successful group work well. She then led the group through a brainstorm of what makes groups work well together for the draft meeting guidelines. The committee came up with:

- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> ▪ Mutual respect; ▪ Collaborative attitude; ▪ Sense of humor; ▪ Open mind; ▪ Agenda; ▪ Strong Chair or Co-Chairs; ▪ Strong mission statement; ▪ Keep egos out; ▪ Shared workload; ▪ Speak out; ▪ Call on people to speak; ▪ Make sure everyone has the chance to speak; ▪ Eye contact; ▪ U-shaped seating; ▪ Clear objectives; ▪ All voices respected & included; ▪ Keep moving forward; | <ul style="list-style-type: none"> ▪ Use proxy if absent; ▪ Proxy can be less informed; ▪ Call staff to catch up if absent; ▪ Chair directs speaking turns; ▪ Ask Chair for turn to speak; ▪ Staff can help group become aware of agreements; ▪ Safe environment for disagreement; ▪ Food: cheese & chocolate; ▪ Support majority decisions even if you disagree; ▪ Indicate minority opinions; ▪ Be transparent about your interests; ▪ No hidden agendas; ▪ Don't take disagreements personally; ▪ Chair provides summation; ▪ Patience and determination; ▪ Keep focused on goals. |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

These suggestions will be incorporated into draft Meeting Guidelines for the committee to review at the next meeting. Other homework includes a reader that will be discussed at the next meeting and 1-2 minute introductions by 11 committee members (Craig, Stanton, Judy, Jean, Elissa, Emily, Brigitte, Jeff, Andrew, Tammy, and Rich). The remaining members (Michael, Nicholas, Greg, Marcus, Roger, Klif and Gayle) and the ex officio members (Larry, Judy, Damon, Preston, and Bob) will introduce themselves at the November meeting.

Public Comment

Public comments included:

- Members of the committee have great responsibility to consider the impact on Hwy 101. Consider that the train does not easily connect to Oakland, San Francisco or SFO. SMART will not reduce traffic on 101.
- SMART staff should attend these meetings so they are aware of committee opinions and discussions. The distinction between this planning process and SMART’s planning process is confusing to the public.
- Public outreach should be improved.
- Democracy is not about the majority herding the group. Dissention is an important part of democracy and should be respected.

Meeting Evaluation

+	Δ
Stuck to the agenda	
Ended on time	
Started on time	

Closing

Linda Jackson closed the meeting at 9 p.m.

Attendance

	9/22	10/13	10/16	11/10	12/8	1/12	wk of 1/17, 31?	2/9	3/9
			(tour)				(Workshop)		
Damon Connolly* (CC)	E								
Emily Dean	√								
Michael Fryer	√								
Elissa Giambastiani	√								
Bob Huntsberry* (DRB)									
Nicholas Kapas	√								
Stanton Klose* (GGBHTD)	√								
Greg Knell	√								
Klif Knoles									
Marcus Lee	E								
Preston McCoy* (BPAC)	(Kate Powers)								
Rich McGrath	√								
Brigitte Moran	√								
Larry Paul* (PC)	√								

Civic Center Station Area Plan Advisory Committee
Draft Notes for 9/22 Meeting

- Andrew Patterson √
- Jeff Schoppert √
- Judy Schriebman* (LGVSD) √
- Roger Smith √
- Jean Starkweather √
- Tammy Taylor √
- Gayle Theard
- Craig Thomas Yates √

*Ex officio, non-voting member
E: excused
BPAC: Bicycle/Pedestrian Advisory Committee
CC: City Council
DRB: Design Review Board
GGBHTD: Golden Gate Bridge Highway & Transportation District
LGVSD: Las Gallinas Valley Sanitation District
PC: Planning Commission

Civic Center Station Area Plan Advisory Committee
Draft Notes for 10/13 Meeting

Civic Center Station Area Plan Advisory Committee
Meeting Notes: Wednesday, October 13, 2010; 7:00 – 9:00 pm
Guide Dogs for the Blind, 350 Los Ranchitos Rd.

Attendance

Civic Center Station Area Plan Advisory Committee

Emily Dean	Stanton Klose*	Andrew Patterson
Greg Brockbank**	Greg Knell	Jeff Schoppert
Damon Connolly*	Klif Knoles	Roger Smith
Elissa Giambastiani	Larry Loder**	Jean Starkweather
Bob Huntsberry*	Rich McGrath	Tammy Taylor
Nicholas Kapas	Larry Paul*	Gayle Theard

Absent: Mike Fryer, Marcus Lee, Preston McCoy*, Judy Schriebman*, Craig Thomas Yates

Observers: Jerry Belletto, Ray Caron, Janette Caron, Christina Di Maio, David Hoffman, Elaine Lyford-Nojima, Marge Macris, Scott Stokes

Staff: John Eells (for the Transportation Authority of Marin), Linda Jackson (Principal Planner, City of San Rafael), Rebecca Woodbury (Planning Coordinator, City of San Rafael), Alan Zahradnik (Consultant for Sonoma Marin Area Rail Transit Agency)

*Ex officio, non-voting member

**Ex officio alternate

Welcome and Introductions

Principal Planner Linda Jackson opened the meeting at 7:00 p.m. She welcomed the committee members, and reviewed the committee charge and the elements of the plan.

Committee Charge

Prepare a Civic Center Station Area Plan that will address:

- Station Access and Connectivity;
- Transit Oriented Development;
- Accessible Design;
- Parking; and
- Pedestrian Design.

Use area resources and assets to build on the design and engineering work for SMART's Civic Center station to create a **functional and attractive transit hub** for the north San Rafael community.

Include a **multiagency implementation plan** that summarizes the plan's recommendations and includes a phasing plan for actions and financing options for the responsible agencies.

The elements of the Civic Center Station Area Plan include:

- **Design guidelines and zoning recommendations to maximize housing potential.**
- **A Station access and connectivity plan** for safe and comfortable motor vehicle, pedestrian and bicycle access to the station from the surrounding uses (particularly Marin County Civic Center and Northgate Mall), and the integration of the new rail station into the North San Rafael Promenade. This plan would also include components for **accessibility for people with**

Civic Center Station Area Plan Advisory Committee
Draft Notes for 10/13 Meeting

disabilities, working closely with Guide Dogs for the Blind, which is in the immediate vicinity to the station. In addition, the plan would include recommendations for **pedestrian-friendly improvements** for the study area.

- A **Parking & Access Study** to assess parking supply and demand and appropriate vehicular access and management strategies.
- An **implementation plan** will include specific facility and infrastructure improvements on the properties in the vicinity of the SMART station, recommended priorities, estimated costs for design and construction, and estimated costs and sources of funding and timelines, as well as recommended design guidelines (and zoning amendments if recommended).

Starkweather moved to approve the 9/22 meeting notes. Dean seconded the motion and the meeting notes were approved as submitted.

Jackson asked committee members who were absent last meeting to say their names and to state when and where they last rode a train. Bob Huntsberry, Klif Knoles, Larry Loder, Gayle Theard, and Greg Brockbank introduced themselves. Last meeting several members volunteered to give 1-2 minute introductions about who they are, what interests they represent, and what their favorite station area is. The following introductions were made:

- **Jean Starkweather.** She is a naturalist who lives and goes to church in Terra Linda. She is interested in landscaping and in how things look and feel. She cares about preserving the creeks in the area. She is also interested in parking and shuttles. Her favorite station areas are in Italy.
- **Andrew Patterson.** He is a Terra Linda resident and a student at Terra Linda High School. He is interested in convenient access to Central San Rafael where many of his friends live. He is also interested in having a good bike path. His favorite station area is Old Town Montreal.
- **Jeff Schoppert.** He is a lawyer in Downtown San Rafael and a member of the Chamber of Commerce's Workforce Housing and Economic Development Committee. He has a background in affordable housing and BMR in Marin County and represents many TOD developers. His favorite station area is Salisbury, England.
- **Elissa Giambastiani.** She has lived in Terra Linda for 15 years and San Rafael for 45. She is a former CEO of the San Rafael Chamber of Commerce, was a member of the North San Rafael Vision, worked on the SMART campaign, an affordable housing advocate and a member of various other organizations. She has a background in transportation and land use and finds TOD to be environmentally superior to other kinds of development. Her favorite station area is in Cogoleto, Italy.
- **Emily Dean.** She has been a homeowner in San Rafael Meadows for two years and worked in San Rafael for four years. She likes the area because of its proximity to amenities such as the Civic Center and Northgate. She is interested in improving bicycle access and connectivity. She is an engineer at CSW|ST2. They are a consultant to the project but she is not involved in that project. She represents neighborhood interests. Her favorite station area is Rockridge in Oakland.
- **Tammy Taylor.** She was an environmental studies major at UC Santa Cruz. She is a supporter of the train because she commutes from Novato to the County of Marin in San Rafael where she works in environmental planning. Her favorite station area is the National Mall in Washington D.C.
- **Rich McGrath.** He has been a Santa Venetia resident for 40 years. When he was younger he moved around a lot and lived in Europe. He remembers their wonderful transportation systems, especially the train system in the Netherlands. He retired in 2004 after working for Southern Pacific and Amtrak. He has also been a Search and Rescue Team Volunteer. His favorite station area is around the Berkeley Amtrak.

Next month, introductions will be given by Roger, Gayle, Nicholas, Craig, Brigitte, Mike, Greg, and Marcus.

Jackson introduced Alan Zahradnik to speak to the committee about SMART's interests in the Civic Center Station Area Plan. Alan introduced himself as an independent consultant working for SMART. He was formally with Golden Gate Transit for 32 years. He is working for SMART on station coordination and train-bus coordination. SMART is in a preliminary engineering phase. Its environmental work was done

Civic Center Station Area Plan Advisory Committee Draft Notes for 10/13 Meeting

previously, but since then a few things have changed. The Civic Center station location has not been nailed down in terms of design and SMART is looking at two options for station location. One (as identified in the EIR) is located under the freeway, west of Civic Center Drive. The other is located east of Civic Center Drive and adjacent to wetlands.

Since the EIR, SMART heard some reactions about the location under the freeway as being unpleasant and that a structure underneath may not work. The location for parking identified in the EIR would also not be available because the County has plans for a permanent farmer's market on that property. SMART is currently doing environmental analysis regarding the wetlands at the second location as well as talking to Caltrans about the location under the freeway. They are also talking to the County about property for parking.

SMART needs to go into final design and they hope to have a station design before the 1st Civic Center Station Area Plan Workshop. They are also interested in pedestrian and bicycle access to the station and located more parking.

Questions from the committee included:

- Elissa: Why would we have a workshop before a station location is decided? Alan responded that we won't.
- Nicholas: Is a third station location option out of the question? Alan said it would have to be approximate to Civic Center Drive.
- Jeff: How wide is the SMART right-of-way? Alan said it's about 100 feet.
- Jeff: Is it also 100 feet under the freeway? Alan said it's a little more than 100 feet.
- Damon: What about bicycle access and parking? Alan said SMART is working on the North-South Bikeway. It is on the north side of the tracks. There will be pedestrian pathways on both sides of the tracks with safe places to cross the tracks at certain points, including Civic Center Drive.
- Klif: Will the streets and pedestrian paths be gated? Alan said they will.
- Greg: What about the connection between this and the promenade plan? Alan said the consultants will help us tie it all together.
- Greg: Where are the housing opportunities? Linda said the two ministorage sites.
- Bob: Will SMART look to the committee for a recommendation on station location? Alan said that they will not because they are separate processes. If a supplemental EIR is found to be required, there will be public hearings.
- Tammy: What about quiet zones? Linda said the City is working with SMART to apply for quiet zones.
- Elissa: Is it a definitive "no" to use the Christmas Tree lot for parking? Alan said a better person to ask about that is David Speer from the County. He is on the JPT.
- Roger: What about parking? Alan said SMART owns the longitudinal right-of-way. The County says maybe 130 spaces along Avenue of the Flags, but not on the Christmas Tree lot. SMART is working with the County to develop a parking agreement.
- Tammy: Will there be a traffic light at Avenue of the Flags? Alan said there will not.
- Emily: Can you clarify the parking scope for the station area plan? Alan said SMART's station design will include parking for SMART as well as bus stops. This will be given to the committee as the foundation for the station area plan. Linda added that the station area plan may identify additional parking.
- Jean: Has Caltrans objected to the station location under the freeway? Alan said they have not. During the EIR they made no objections. As they get into the engineering of it, so far it looks OK.
- Emily: Is the second location purely about aesthetics and user perceptions? Alan said a variety of criteria will be used to compare the options including constructability, aesthetics, cost, and environmental impact.
- Greg: For the location under the freeway, is there danger of collapse in an earthquake. Alan said that it's not on Caltrans radar.
- Roger: Is the Christmas Tree lot the best place for a farmer's market? Linda said that property is an issue between the County and SMART.

Civic Center Station Area Plan Advisory Committee Draft Notes for 10/13 Meeting

- Roger: Has the City of San Rafael talked to the County about it? Linda said it is not City property, but David Speer from the County will be coming to talk to the committee.

Questions from the public included:

- Ray Caron: Will the station be a platform or a building? Alan said it will be a platform with stairs, ramps, a canopy, ticket machines, and public art.
- Marge Macris: If the eastern location is selected, how will you complete the necessary environmental review in time for a workshop in January? Alan said SMART is shooting for January. The analysis is happening right now, but he is not sure of the status.

Reader, Meeting Guidelines, and the upcoming Tour

Reader

Rebecca Woodbury asked the committee for their insights and comments regarding the reader that was handed out at the last meeting. The committee's comments included:

- Greg: In most pieces, he was struck by how fiscally impossible things were: graffiti, schools, medians. In terms of the amenities, they aren't affordable at this time. The suggestion of six stories is not possible here. Around here, there is no such thing as not enough parking.
- Jean: The definition of the market segments was strange. They left out gardeners.
- Roger: It's hard to plan for 20-25 years in advance. Many transportation systems were put in place long before the land uses. It's hard to imagine the end results.
- Greg: Businesses are crying for this train and transit village amenities.
- Emily: Headways of trains are a critical factor.
- Elissa: The articles seemed like they were for larger communities.
- Roger: Concerned about choking parking in terms of a suburban area.
- Elissa: Less parking is needed for affordable housing.
- Roger: We need sufficient parking for SMART or there will be spillover.
- Klif: The Civic Center Station will be a destination station.
- Rich: Conditions change over time—the station may change to be a commuter station to other locations.
- Jeff: Interesting to consider age demographic changes. An aging community may affect transit patterns.

The committee mentioned wanting more information on traffic flow and parking around transit stations.

From the public, Scott Stokes said we need boarding and deboarding figures.

Meeting Guidelines

Linda Jackson said the committee can submit comments regarding the meeting guidelines to Rebecca. Roger mentioned that if observers are sent, they should be aware and informed about the project. Emily asked if Item I can be "all but two." Klif asked if Item J can mean that a quorum for a decision-making action at least one over 50% present. Linda asked the committee to vote on the question of whether decisions would be reached by majority vote of those present. All but one voted yes. Rich asked if an Item K can be added to say that by default, Robert's Rules apply.

The committee members will submit their comments to Rebecca who will prepare a new draft for the next agenda packet.

Comments from the public included:

- David Hoffman: Bicycle design should be included in the charge.
- Jerry Belletto: Sustainability issues should be part of the charge.

Civic Center Station Area Plan Advisory Committee
 Draft Notes for 10/13 Meeting

Tour

Rebecca reminded the committee of the upcoming bus tour of transit-friendly neighborhoods in the Bay Area on 10/16. She showed a few slides with pictures of the areas the tour will visit—West Portal, Redwood City, Menlo Park, and Rockridge. Committee members that plan on attending are: Klif, Elissa, Emily, Tammy, Roger, Jean, Jeff and Greg Brockbank.

Public Comment

Public comments included:

- Marge Macris: On the tour, try to find out what the problems are with the areas, what doesn't work, what mistakes were made.
- Jerry Belletto: He is concerned with the SMART's process for station location. He has no idea which one is better in terms of transit.

Meeting Evaluation

+	Δ
Finished early	
Plenty of time for public comment	
Knowledgeable audience	

Closing

Linda Jackson closed the meeting at 9 p.m.

Attendance

	9/22	10/13	10/16	11/10	12/8	1/12	wk of 1/17	2/9
			(tour-optional)				(Workshop)	
Damon Connolly* (CC)	E	√						
Emily Dean	√	√	√					
Michael Fryer	√	E						
Elissa Giambastiani	√	√	√					
Bob Huntsberry* (DRB)		√						
Nicholas Kapas	√	√	√					
Stanton Klose* (GGBPAC)	√	√						
Greg Knell	√	√						
Klif Knoles		√						
Marcus Lee	E							
Preston McCoy* (BPAC)	(Kate Powers)							
Rich McGrath	√	√						
Brigitte Moran	√	E						

Civic Center Station Area Plan Advisory Committee
Draft Notes for 10/13 Meeting

Larry Paul* (PC)	√		
Andrew Patterson	√	√	
Jeff Schoppert	√	√	√
Judy Schriebman* (LGVSD)	√	E	
Roger Smith	√	√	√
Jean Starkweather	√	√	√
Tammy Taylor	√	√	√
Gayle Theard		√	
Craig Thomas Yates	√		

*Ex officio, non-voting member

E: excused

BPAC: Bicycle/Pedestrian Advisory Committee

CC: City Council

DRB: Design Review Board

LGVSD: Las Gallinas Valley Sanitation District

PC: Planning Commission

GGBPAC: Golden Gate Bicycle Pedestrian Committee

Civic Center Station Area Plan Advisory Committee
Draft Notes for 11/10 Meeting

Civic Center Station Area Plan Advisory Committee
Meeting Notes: Wednesday, November 10, 2010; 7:00 – 9:00 pm
Guide Dogs for the Blind, 350 Los Ranchitos Rd.

Attendance

Civic Center Station Area Plan Advisory Committee

Emily Dean	Stanton Klose*	Jeff Schoppert
Greg Brockbank**	Marcus Lee	Judy Schriebman*
Damon Connolly*	Preston McCoy*	Roger Smith
Mike Fryer	Rich McGrath	Jean Starkweather
Elissa Giambastiani	Brigitte Moran	Tammy Taylor
Nicholas Kapas	Andrew Patterson	

Absent: Bob Huntsberry*, Greg Knell, Klif Knoles, Larry Paul*, Gayle Theard, Craig Thomas Yates

Observers: Gregory Andrew, David Hoffman, Elaine Lyford-Nojima, Marge Macris, Whitney Merchant, Vicky Smirnoff, Scott Stokes

Staff: Bob Brown (Community Development Director, City of San Rafael), John Eells (for the Transportation Authority of Marin), Linda Jackson (Principal Planner, City of San Rafael), Rebecca Woodbury (Planning Coordinator, City of San Rafael), Alan Zahradnik (Consultant for Sonoma Marin Area Rail Transit Agency)

*Ex officio, non-voting member

**Ex officio alternate

Welcome and Introductions

Principal Planner Linda Jackson opened the meeting at 7:03 p.m. She welcomed the committee members, and gave an overview of the agenda. She noted an article provided to the group from the Marin IJ about the recent decision made by SMART's Board of Directors to phase the project, making the Civic Center Station the terminus of Phase I.

McGrath moved to approve the 10/13 meeting notes. Starkweather seconded the motion and the meeting notes were approved as submitted.

At the last meeting several members volunteered to give 1-2 minute introductions about who they are, what interests they represent, and what their favorite station area is. The following introductions were made:

- **Nicholas Kapas.** He is a member of Contempo Marin Homeowners. He is interested in connectivity and preserving the hills, creeks and environment. His favorite station area is the Civic Center SMART Station Area.
- **Michael Fryer.** Mike has worked for Guide Dogs for the Blind for 28 years. He was a resident of Terra Linda for 10 years. He is interested in how Guide Dogs can benefit from rail and the connection it will provide to the Bettini Transit Center. His favorite station areas are in Portland.
- **Brigitte Moran.** Brigitte has lived in San Rafael for 48 years. She is the Director of the Agricultural Institute of Marin, which manages 9 farmer's markets in the Bay Area. She is interested in a permanent farmer's market on the Christmas Tree lot near the proposed station. Her favorite station area is in the south of France, in a town called Pau.
- **Marcus Lee.** He has owned An Affair to Remember for 12 years, is the President of the Friends of the Marin Center and a Terra Linda resident. His favorite station area is at the Zurich airport.

Civic Center Station Area Plan Advisory Committee
Draft Notes for 11/10 Meeting

- **Roger Smith.** Roger is a commercial real estate broker and property owner. His family has been in Marin for several generations. He has been involved with a number of planning committees including the Downtown Vision where he learned to “think big.” His favorite station area is around Grand Central Station.
- **Damon Connolly.** Damon is an ex-officio member of the committee and Vice Mayor of San Rafael. He is a former member of the Dixie School District, a lawyer, and a Terra Linda resident. His favorite station area is around Union Station in D.C.
- **Judy Schriebman.** She is an ex-officio member of the committee for the Las Gallinas Valley Sanitary District. She is also a member of the Gallinas Watershed Council. She is interested in how to integrate the station and connect the neighborhoods with the creek as well as taking nature into account with the design of the area. Her favorite station area is around Daikanyama station in Japan.
- **Stanton Klose.** Stanton is an ex-officio member of the committee for the Golden Gate Bicycle and Pedestrian Advisory Committee. He is a Terra Linda resident and is interested in the SMART rail project. His favorite station area is in Helsinki.
- **Preston McCoy.** Preston is an ex-officio member of the committee and the Chair of the City of San Rafael’s Bicycle and Pedestrian Advisory Committee. He has had a lifelong interest in the bicycle as a commute option. He is interested in bicycle and pedestrian circulation and would like it to be easy and comfortable. His favorite station area is around Grand Central Station.

At the next meeting, Gayle, Craig, and Greg can give introductions.

Jackson noted that SMART will be making a presentation to the San Rafael City Council on 12/20 regarding station design options. This was previously schedule for 12/6, but the date has been changed due to a conflict.

Tour debrief, meeting guidelines, welcome handout

Rebecca Woodbury showed slides from the Bay Area Tour of Transit-Friendly Neighborhoods. The tour was attended by several committee members who shared their thoughts.

West Portal:

- It’s amazing how several train lines come together well.
- The area is urban, but next to an upscale neighborhood. The station didn’t detract from the neighborhood.
- The station is well integrated into the neighborhood.
- There is an urban feel at the station, but a suburban feel in the area behind it.
- There was a lot of train and bus activity.
- It was not very helpful to us because it’s been around since 1916. There hasn’t been a lot of change in the area.
- It doesn’t translate as well as the Caltrain stations.
- It’s a transfer point between buses and trains.
- Riders patronize local businesses.
- There hasn’t been much new development.

Redwood City:

- Nice farmer’s market.
- The housing was well designed. It was located near the station and shopping.
- It felt spread out.
- The train station seemed poorly maintained and blah. Too much concrete, not enough landscaping.
- There was housing, shopping, and a market nearby.
- The mall was an odd entrance to the station.
- The shops were odd for a rail station.

Civic Center Station Area Plan Advisory Committee Draft Notes for 11/10 Meeting

Menlo Park:

- There were thriving businesses in the brick building.
- It was clear there were not a lot of trains coming through.
- It felt like a commuter station.

Rockridge:

- Lots of expensive homes off the main street.
- No significant development since BART.
- Market Hall is a nice asset and a good use for near the freeway.
- Residential streets had nice trees.
- Speaker noted that the neighborhood started to improve after BART started.
- Not very nice under the freeway (too dark).

Public Comment: Elaine Lyford-Nojima mentioned that her husband used to commute on BART from that station and parking is very difficult after 7am.

Meeting Guidelines

Committee members had a few minor edits the meeting guidelines. Tammy requested information on Robert's Rules.

Public Comment: Gregory Andrew requested that the importance of public comment process be emphasized in the section on the Decision-Making Process.

Lee moved to approve the meeting guidelines. Taylor seconded the motion and the meeting guidelines were approved with the edits.

Welcome Handout

In the interest of time, Rebecca asked that the committee submit their comments on the welcome handout to her electronically so she can produce a second draft for the next meeting.

Small-group break out

The committee broke up into four small groups to discuss topics they would like to learn more about. Preston, Judy, Damon, and Jeff reported out:

Preston's group:

- How big is the study area? Is Northgate 3 included?
- What is the route to the Civic Center?
- Will there be 2 tracks here?
- How much bus service is expected?
 - Now (station as the end of the line)
 - Later (station not end of line)
- Should a street or bus passageway be considered under the freeway?
- If station is on east of Civic Center Drive, will that make more space under the freeway for better walkways, lighting?
- Will there be lighting under the freeway?
- Will "creepy corners" be enclosed?
- How much parking is needed?
- How many people expected to start at station (affects parking)?
- How far will people walk to get to the station?
- How many people live within that distance?
- How many people now live under the bridge?

Judy's group:

- How is area impacted as final destination/stop?

Civic Center Station Area Plan Advisory Committee
 Draft Notes for 11/10 Meeting

- Future farmers market – where, how big?
- How much planning latitude do we have? Non-negotiable places?
- Sears lot in the area?

Damon's group:

- Plans related to Merrydale Road
- Bike/ped access
- Tie in of these plans to other
- How many departures from this station?
- What destinations?
- Housing, storage site

Jeff's group:

- What are the assumptions for the projections?
- What has changed since the EIR? What is likely to change (certainty vs. uncertainty)
- What were the predictions from other train projects? Did they come true?
- Significant differences between light and heavy rail noise?
- Current thinking on how to get to the station (drive, bike, walk, connection to buses, etc)
- Storage facilities?

Brigitte said she would provide an update to the committee at their next meeting about the plans for a permanent farmer's market near the station.

Co-chairs

McGrath nominated Jeff Schoppert as co-chair. Starkweather nominated Mike Fryer as the other co-chair. All were in favor.

Public Comment

Public comments included:

- Scott Stokes: The Civic Center Station is now the terminus of the SMART train. This is a major opportunity for the area. Stokes provided the committee with a handout on the area.
- Gregory Andrew: Per the North San Rafael Vision, Merrydale should not be connected across the tracks.

Meeting Evaluation

+	Δ
Small group session	
Recap of tour	
Public comment	
Visual aides	

Closing

Linda Jackson closed the meeting at 8:55 p.m.

Civic Center Station Area Plan Advisory Committee
Draft Notes for 11/10 Meeting

Attendance

	9/22	10/13	10/16	11/10	12/8	1/12	wk of 1/17	2/9
			(tour-optional)				(Workshop)	
Damon Connolly* (CC)	E	√	-	√				
Emily Dean	√	√	√	√				
Michael Fryer	√	E		√				
Elissa Giambastiani	√	√	√	√				
Bob Huntsberry* (DRB)		√	-					
Nicholas Kapas	√	√	√	√				
Stanton Klose* (GGBPAC)	√	√	-	√				
Greg Knell	√	√	-					
Klif Knoles		√	-					
Marcus Lee	E		-	√				
Preston McCoy* (BPAC)	(Kate Powers)		-	√				
Rich McGrath	√	√	-	√				
Brigitte Moran	√	E	-	√				
Larry Paul* (PC)	√		-					
Andrew Patterson	√	√	-	√				
Jeff Schoppert	√	√	√	√				
Judy Schriebman* (LGVSD)	√	E	-	√				
Roger Smith	√	√	√	√				
Jean Starkweather	√	√	√	√				
Tammy Taylor	√	√	√	√				
Gayle Theard		√	-					
Craig Thomas Yates	√		-	E				

*Ex officio, non-voting member

E: excused

BPAC: Bicycle/Pedestrian Advisory Committee

CC: City Council

DRB: Design Review Board

LGVSD: Las Gallinas Valley Sanitation District

PC: Planning Commission

GGBPAC: Golden Gate Bicycle Pedestrian Committee

Civic Center Station Area Plan Advisory Committee
Revised Notes for 12/08 Meeting

Civic Center Station Area Plan Advisory Committee
Meeting Notes: Wednesday, December 8, 2010; 7:00 – 9:00 pm
Guide Dogs for the Blind, 350 Los Ranchitos Rd.

Attendance

Civic Center Station Area Plan Advisory Committee

Greg Brockbank**	Jeff Schoppert	Tammy Taylor
Emily Dean	Roger Smith	Gayle Theard
Mike Fryer	Preston McCoy*	Craig Thomas Yates
Elissa Giambastiani	Rich McGrath	Greg Knell
Nicholas Kapas	Brigitte Moran	Bob Huntsberry*
Jean Starkweather	Andrew Patterson	

Absent: Klif Knoles, Larry Paul*, Judy Schriebman*, Marcus Lee, Stanton Klose*, Damon Connolly*

Observers: Elaine Lyford-Nojima, Marge Macris, Vicky Smirnoff

Staff: David Speer (Facilities Planning and Development Manager, County of Marin), John Eells (Consultant for Transportation Authority of Marin), Stephanie Lovette (Economic Development Coordinator, City of San Rafael), Linda Jackson (Principal Planner, City of San Rafael), Daniele Petrone (Intern, City of San Rafael)

*Ex officio, non-voting member

**Ex officio alternate

Welcome, Announcements and Introductions

Principal Planner Linda Jackson opened the meeting at 7:03 p.m. She welcomed the committee members, and gave an overview of the agenda.

Kapas moved to amend the 11/10 meeting notes due to a readability issue, resulting in the following edited line: “Public Comment: Gregory Andrew requested that the importance of the public comment process be emphasized in the section on the Decision-Making Process.” The motion was made and seconded and the minutes were approved with the noted change.

Jackson then made a series of announcements. She presented the committee with a “rules of order” handout, outlining the protocol and conduct expected at public meetings. She also announced that San Rafael City Council requested a presentation by SMART covering the station locations for both the downtown and Civic Center stops. This presentation, originally scheduled for 12/20/10, is set for Monday 2/7/11. The SMART Board will not decide on a Civic Center station location until after the meeting, giving a chance for city staff to provide input. Finally, Jackson presented the committee members with a draft logo for the Civic Center Station Area Plan, asking for written comments.

Starkweather announced the opening of the Cal Park Tunnel on Friday at 3 p.m.

Continuing in the tradition of the past meetings, several members volunteered to give 1-2 minute introductions about who they are, what interests they represent, and what their favorite station area is. The following introductions were made:

- **Craig Thomas Yates.** He is a disability advocate who worked with the MTC for 14 years. He also served as the Commissioner of Parks and Recreation for the City of San Rafael, and as a police officer in San Francisco and Novato. His favorite transportation hub is the area around the

Civic Center Station Area Plan Advisory Committee
Revised Notes for 12/08 Meeting

Larkspur ferry terminal and the new Cal Park Tunnel because of its high quality access for people with disabilities.

- **Gayle Theard.** Gayle is a San Rafael resident, housing advocate, real estate appraiser, and co-chair of the Marin Housing Authority's Resident Advisory Board. She wants to bring a tenant's perspective to the Civic Center Station Area Plan. Her favorite station area is the Bettini Transportation Center in San Rafael because all the buses are timed for transfers.
- **Greg Knell.** Greg is a resident of Terra Linda. He was on the Steeing Committee for the Measure Q campaign (SMART ballot measure) and worked to help pass Measure A (which created the Transportation Authority of Marin). His favorite station area is around BART's San Leandro stop because it is surrounded by medium density housing, and accommodates bikes and transit riders.
- **Bob Huntsberry.** Bob is a 35-year resident of San Rafael and is on the design review board. His favorite international station area is the Gare Du Nord in Paris because it successfully incorporates light rail, buses, and heavy rail. His favorite local example is the wine train in Napa.

At the next meeting Larry (absent) can give his introduction.

Project Team Introductions and Informational Presentations

Jackson introduced members of the project team who came to the meeting to speak about their role as funding partners and why they are a part of the planning process. They included David Speer from the County of Marin and Stephanie Lovette from the City of San Rafael. Committee member Brigitte Moran, representing the Agricultural Institute of Marin, also gave an informational presentation on the permanent farmer's market.

David Speer (Facilities Planning and Development Manager, County of Marin):

Speer gave a presentation on the Civic Center Vision Plan. Completed in 2005, the plan aimed to create a community vision for the Civic Center Area. It is merely a vision, but the plan identified the Christmas Tree Lot (immediately south of the proposed SMART station under Highway 101) for the location of a permanent farmer's market. Fundraising and financing plans are currently under review, as the implementation of the entire vision plan is estimated to cost between \$130 and \$150 million. Speer also discussed the Marin County Civic Center Master Design Guidelines. He referred committee members and the general public to the project website (<http://www.marincenterproject.org/>) for more information.

Questions/Comments from Committee Members and Answers:

- *What is proposed for the permanent farmers market?* A covered space for patrons, protected from weather and topped with solar panels. There are no specific designs at this time.
- *Where will SMART parking go?* In a shared-use lot (SMART is planning for 130 spaces at this station). The County is also talking with SMART about the Exhibit Hall parking lot.
- *What about during special events (fair, etc.)?* The SMART spaces will be dedicated to SMART riders. There will need to be some sort of enforcement measure.
- *Is it possible to have double decked parking?* Very expensive (\$30,000 - \$50,000 per space), so probably not.
- *Could this be a joint project with Caltrans?* The County hasn't discussed that possibility.
- *Where exactly will the SMART parking be?* On the Avenue of the Flags and the Veteran's Center parking lot.
- *Why not just use current area of Sunday market as permanent farmers market?* Because those spaces are needed for the 1,200 county employees on weekdays.
- *The construction of the farmers market should include improved sidewalks/pedestrian access to/from parking.*

Speer noted that the solar plan now makes sense because, beginning last week, you can now sell power back to MEA—this is a possible way to fund the construction of the market.

Civic Center Station Area Plan Advisory Committee
Revised Notes for 12/08 Meeting

Brigitte Moran (Agricultural Institute of Marin):

Moran presented slides on the Agricultural Institute of Marin. As a nonprofit, the Institute's goals are to teach communities about the benefits of local agriculture, and to facilitate farmers to make the switch from conventional to organic farming practices. It has 509 members. The Marin farmers market is 27 years old. In 2003 a search began to find a permanent location for the market, instead of alternating between parking lots on Thursdays and Sundays. The new market will have permanent restrooms, educational facilities, and will mean vendors will not have to change locations. In 2008 the county put out an RFP which was responded to by only the Agricultural Institute of Marin. They have been in negotiations with the county ever since.

Questions/Comments from Committee Members and Answers:

- *What would be the hours of operation?* Same days and time, but it might expand to another day a week.
- *Is it smaller than the "pit" parking lot?* No, it will accommodate the same number of vendors and their vehicles.
- *Will parking be further away than it is now?* Slightly. They're considering providing a shuttle.
- *Crossing Civic Center Drive may be challenging for mothers, children, and the elderly.*
- *How does it fit with SMART? Does it conflict?* There will be shared parking and easy access to the market from the SMART station, possibly creating more ridership.
- *There needs to be walking access from the SMART station to the Civic Center.*

Stephanie Lovette (Economic Development Coordinator, City of San Rafael)

Lovette discussed the Redevelopment Agency's role in the Civic Center Station Area Plan. The RDA contributed \$5,000 to study housing in the area. She mentioned that she is looking forward to working with everyone, and is a resource person.

Questions from Committee Members and Answers:

- *Does the RDA have relationships with current land owners to get a sense of what's possible in terms of changes in use?* Jackson has met with property owners.

Linda Jackson (Principal Planner, City of San Rafael)

Jackson gave a presentation on Transit Oriented Development, and handed out a fact sheet to committee members covering the key elements of TOD, the difference between transit-oriented and transit-adjacent development, examples of successful TODs, strategies employed and outcomes achieved.

Questions/Comments from Committee Members and Answers:

- *The purpose of TODs is to encourage people to not own cars.*
- *Is TOD a policy choice or is it government mandated?* A policy choice employed by cities with frequent, rapid transit systems.
- *What are the negative impacts of TOD?* That could be a possible topic for a research team.
- *Is there a map that identifies potential TOD lots and opportunity sites in the Civic Center Area?* There are some sites that have been identified in the City housing element and with the aid of consultants, but opportunity site identification is an activity in which the committee should also partake.
- *Is TOD integrated into the plan?* If you chose it to be, yes.

Small-Group Research Team Assignments and Break Out

Jackson handed out instructions to the committee on research teams. Knell asked if a map exists that identifies potential lots and opportunity sites in the area. Jackson answered that some sites have been identified in the Housing Element and with consultants, but it's a process that the committee should undertake as well. Jackson then presented the research team topics. They include:

Civic Center Station Area Plan Advisory Committee
Revised Notes for 12/08 Meeting

1. Circulation (Mike)
2. Housing (Jeff)
3. Parking (Andrew)
4. SMART (Roger)
5. Retail (Brigitte)

Starkweather asked if the data sheet information should focus on the half mile or quarter mile radius areas. Jackson replied that groups can decide which areas to focus on, but there is no need to go beyond the half mile radius. Schoppert encouraged the public to participate in research teams.

In the interest of time, the committee broke up into the research groups after the adjournment of the meeting to briefly touch base about the generation of fact sheets.

Welcome Handout

Jackson distributed the draft welcome handout and asked for comments to be submitted to staff by email. The final copy will be distributed at the next meeting.

Public Comment

Public comments included:

- Marge Macris requested that the City ask for more information from SMART as to what affect ending the first phase of the line at Civic Center will have on the station and station area. She encouraged the committee, city, and public to advocate that SMART reach downtown San Rafael in its first phase.
- Starkweather commented that knowing the location of the SMART Civic Center station is very important for the committee's purposes. Jackson replied that SMART should make a decision sometime in March, and that the committee is not yet looking at specifics, but still gathering information at a higher level. She also noted that the Civic Center Station Area Plan workshop is no longer in January. The City is waiting for a station location decision before conducting the workshop.

Meeting Evaluation

+	Δ
Thanks to new Chairs	Focus on questions that inform the plan
Good info from Brigitte	Add walk-shed info to welcome sheet
Good progress on introductions	
Good progress on research teams	

Closing

Linda Jackson closed the meeting at 9:03 p.m.

Civic Center Station Area Plan Advisory Committee
Revised Notes for 12/08 Meeting

Attendance

	9/22	10/13	10/16	11/10	12/8	1/12	2/9
			(tour-optional)				
Damon Connolly* (CC)	E	√	-	√			
Emily Dean	√	√	√	√	√		
Michael Fryer	√	E	-	√	√		
Elissa Giambastiani	√	√	√	√	√		
Bob Huntsberry* (DRB)		√	-		√		
Nicholas Kapas	√	√	√	√	√		
Stanton Klose* (GGBPAC)	√	√	-	√			
Greg Knell	√	√	-		√		
Klif Knoles		√	-				
Marcus Lee	E		-	√			
Preston McCoy* (BPAC)	(Kate Powers)		-	√	√		
Rich McGrath	√	√	-	√	√		
Brigitte Moran	√	E	-	√	√		
Larry Paul* (PC)	√		-				
Andrew Patterson	√	√	-	√	√		
Jeff Schoppert	√	√	√	√	√		
Judy Schriebman* (LGVSD)	√	E	-	√			
Roger Smith	√	√	√	√	√		
Jean Starkweather	√	√	√	√	√		
Tammy Taylor	√	√	√	√	√		
Gayle Theard		√	-		√		
Craig Thomas Yates	√		-	E	√		

*Ex officio, non-voting member

E: excused

BPAC: Bicycle/Pedestrian Advisory Committee

CC: City Council

DRB: Design Review Board

LGVSD: Las Gallinas Valley Sanitation District

PC: Planning Commission

GGBPAC: Golden Gate Bicycle Pedestrian Committee

Civic Center Station Area Plan Advisory Committee
Draft Notes for 01/12 Meeting

Civic Center Station Area Plan Advisory Committee
Meeting Notes: Wednesday, January 12, 2011; 7:00 – 9:00 pm
Guide Dogs for the Blind, 350 Los Ranchitos Rd.

Attendance

Civic Center Station Area Plan Advisory Committee

Greg Brockbank**	Greg Knell	Kate Powers**
Emily Dean	Marcus Lee	Jeff Schoppert
Mike Fryer	Casey Mazzoni	Roger Smith
Elissa Giambastiani	Rich McGrath	Jean Starkweather
Bob Huntsberry*	Brigitte Moran	Tammy Taylor
Nicholas Kapas	Andrew Patterson	Gayle Theard

Absent: Damon Connolly*, Stanton Klose*, Preston McCoy*, Larry Paul*, Judy Schriebman*, Craig Thomas Yates

Observers: Marge Macris, G. Patterson, Rissa Shaw, Sahar Shirazi, Scott, Stokes

Staff: Linda Jackson (Principal Planner, City of San Rafael), Rebecca Woodbury (Planning Coordinator, City of San Rafael), Daniele Petrone (Intern, City of San Rafael), John Eells (Consultant for Transportation Authority of Marin)

*Ex officio, non-voting member

**Ex officio alternate

Welcome, Announcements and Introductions

Chair Jeff Schoppert opened the meeting at 7:02 p.m. He welcomed the committee members, and gave an overview of the agenda. He pointed out a new welcome handout and comment cards for members of the public in attendance. He noted that a quorum is present.

Emily Dean noted a correction to the meeting notes from the 12/08 meeting. The minutes said she was absent, but she attended. Tammy Taylor said that on page 5, the January workshop date should be removed because the workshop will be in March. On page 2, she noted a word change from “to” to “the.” With the above amendments, Elissa Giambastiani made a motion to approve the meeting notes. Jean Starkweather seconded and the meeting notes passed.

Schoppert asked the committee for a motion to adopt the welcome handout. Marcus Lee made the motion, Rich McGrath seconded and the welcome handout was adopted.

Elissa Giambastiani made an announcement about a League of Women Voters even coming up called “California Crackup” at Dominican University on February 13th.

Chair Schoppert welcomed new committee member Casey Mazzoni, filling the seat vacated by Klif Knoles. He asked her to provide the committee with an introduction:

- **Casey Mazzoni.** She works as a consultant in San Rafael and her main client is Marin Builders Association. She lived in San Rafael for most of her life. Her favorite station is Grand Central Station because of the restaurants, shops, access to transit and beautiful architecture.

Civic Center Station Area Plan Advisory Committee
Draft Notes for 01/12 Meeting

Background Report

Chris Mitchell, from Fehr & Peers consulting firm, introduced himself and fellow consultants Ben Larson (Fehr & Peers) and Barbara Maloney (BMS Design). He also noted that his favorite station area is Rockridge because of its neighborhood feel, walkability and mixed-use development.

Barbara Maloney shared some of the findings from the background report having to do with land use. She talked about the current patterns and mix of housing and employment uses. She explained that some of the larger uses represent challenges to accessibility.

Chris Mitchell discussed some of the findings relating to current transportation conditions. He discussed bicycle, pedestrian, parking, transit, and traffic conditions.

Bob Huntsberry asked about parking in the area related to SMART. Chris Mitchell said that SMART is committed to providing 130 spaces. Greg Knell asked if there will be a shuttle to the station. Chris Mitchell said that SMART says it will provide two shuttles and the area is also served by Marin Transit buses. Jean Starkweather said that accidents on the highway cause increased traffic on Los Ranchitos. Chris Mitchell noted that shuttles can have more flexibility than fixed route buses during times when there are unexpected incidents.

Jeff Schoppert asked about bicycle access to the station, specifically about a map that showed a fifteen minute bike ride from the station site. Chris Mitchell said that fifteen minutes is the typical distance a person is willing to ride. Roger Smith asked whether topography was taken into account. Chris Mitchell said it was not, but the average MPH was reduced. Jean Starkweather asked about bike parking on the train. Chris Mitchell said SMART has plans for bike parking on its trains and at its stations. Nicholas Kapas asked if informal bikeways were included and if other bikeways are planned. Chris Mitchell said that they were generally included in the report. A new bike and pedestrian path is also being planned by SMART.

Elissa Giambastiani asked about the distance between the Civic Center to the train station and if people will walk that far. Chris Mitchell said that research shows people generally won't walk more than ¼ mile to work from transit. Shuttles may help.

Emily Dean asked about providing feedback on the report. Staff responded that the report is in its final form. Brigitte Moran commented on the 130 spaces SMART is going to provide and said that it seems like there will be a greater need for bike parking than for cars. Roger Smith asked about the timeframe for the plan. Linda Jackson responded that the planning horizon is 2035, but the implementation will include short, mid, and long-term timeframes.

Public Comment:

- Scott Stokes said there is a lot of land north of the tracks for parking. He said connecting Merrydale would be good for buses and bikes.

Chair Schoppert said people can direct any questions they have about the background report to Rebecca Woodbury. *Rebecca Woodbury can be reached at planning.coordinator@cityofsanrafael.org or 485-3076.*

Community Outreach

Linda Jackson said that the first community workshop for the plan is scheduled for Wednesday, March 9, 2011 from 6-9 at Guide Dogs for the Blind. She asked the committee to help identify groups to talk to about the plan and upcoming workshop. She said staff can help committee members by attending meetings and loop-outs.

Rich McGrath asked if a loop-out is a good forum for people who have a lot of questions about the project. Linda Jackson said it is because staff can come and answer questions.

Civic Center Station Area Plan Advisory Committee
Draft Notes for 01/12 Meeting

Linda Jackson passed out a list of organizations for committee members to volunteer to contact, as well as add other groups.

Small Group Research Teams

Chair Schoppert asked the committee to clarify who is in each research team. The teams are:

- Circulation (Mike, Preston, Emily)
- Parking (Andrew, Marcus)
- Retail (Brigitte, Tammy)
- SMART (Roger, Rich)
- Complete Streets (Judy, Jean, Casey)
- Housing (Jeff, Gayle, Elissa, Nicholas, Greg)

Elissa Giambastiani asked staff for clarification about what the teams should produce. Linda Jackson replied that staff will talk to the individual groups about their research.

Public Comment:

- Marge Macris asked if the workshop will take place after SMART makes a decision about the station location. Linda Jackson says she hopes so.

The committee broke up into their prospective groups to work on their research topics.

The committee reconvened and reported on their status:

- **Circulation:** Mike said they are collecting data and looking at targeting areas that need improvement.
- **Parking:** Andrew said they are exploring parking strategies and looking into parking demand management.
- **Retail:** Brigitte said they are looking at what's in the area already in terms of Northgate One and Three. They are also taking access into consideration and the farmer's market.
- **Housing:** Jeff said they are identifying questions people concerned about housing may have as well as the benefits and likelihood of housing in the area
- **SMART:** Roger said they are trying to identify what the impact of SMART will be in terms of the number of people, what time they will be there and how they will get there.
- **Complete Streets:** Casey said they are learning about the concept and will survey the areas streets and make suggestions.

Public Comment

None.

Meeting Evaluation

+	Δ
Got closer to committee tasks	Needs updated committee roster
More willing to express opinions	
Nice powerpoint presentation	
Maps and logo are good	

Civic Center Station Area Plan Advisory Committee
Draft Notes for 01/12 Meeting

Closing

Jeff Schoppert closed the meeting at 9:00 p.m.

Attendance

	9/22	10/13	10/16	11/10	12/8	1/12	2/9	3/9
Damon Connolly* (CC)	E	√	(tour-optional)	√	(Brockbank)	(Brockbank)		(workshop)
Emily Dean	√	√	√	√	√	√		
Michael Fryer	√	E		√	√	√		
Elissa Giambastiani	√	√	√	√	√	√		
Bob Huntsberry* (DRB)	-	√		-	√	√		
Nicholas Kapas	√	√	√	√	√	√		
Stanton Klose* (GGBPAC)	√	√		√	-	-		
Greg Knell	√	√		-	√	√		
Klif Knoles	-	√		-	-	Resigned		
Marcus Lee	E	-		√		√		
Preston McCoy* (BPAC)	(Kate Powers)			√	√	-		
Casey Mazzoni						Appointed		
Rich McGrath	√	√		√	√	√		
Brigitte Moran	√	E		√	√	√		
Larry Paul* (PC)	√	-		-	-	E		
Andrew Patterson	√	√		√	√	√		
Jeff Schoppert	√	√	√	√	√	√		
Judy Schriebman* (LGVSD)	√	E		√	-	-		
Roger Smith	√	√	√	√	√	√		
Jean Starkweather	√	√	√	√	√	√		
Tammy Taylor	√	√	√	√	√	-		
Gayle Theard	-	√		-	√	√		
Craig Thomas Yates	√	-		E	√	-		

*Ex officio, non-voting member
 E: excused
 BPAC: Bicycle/Pedestrian Advisory Committee
 CC: City Council
 DRB: Design Review Board
 LGVSD: Las Gallinas Valley Sanitation District
 PC: Planning Commission
 GGBPAC: Golden Gate Bicycle Pedestrian Committee

Civic Center Station Area Plan Advisory Committee
Draft Notes for 02/09 Meeting

Civic Center Station Area Plan Advisory Committee
Meeting Notes: Wednesday, February 09, 2011; 7:00 – 9:30 pm
Guide Dogs for the Blind, 350 Los Ranchitos Rd.

Attendance

Civic Center Station Area Plan Advisory Committee

Damon Connolly*	Greg Knell	Judy Schriebman*
Emily Dean	Casey Mazzoni	Roger Smith
Mike Fryer	Preston McCoy*	Jean Starkweather
Elissa Giambastiani	Rich McGrath	Tammy Taylor
Bob Huntsberry*	Andrew Patterson	Gayle Theard
Nicholas Kapas	Larry Paul*	Craig Thomas Yates
Stanton Klose*	Jeff Schoppert	

*Ex officio, non-voting member

**Ex officio alternate

Absent: Brigitte Moran, Marcus Lee

Observers: Marge Macris, G. Patterson, Scott Stokes, Rachel Brady, Gregory Andrew, Arlene Davis, Austin Sos, Robert Dorbin, Vicky Smirnoff, Dave Latina, Whitney Merchant

Staff: Linda Jackson (Principal Planner, City of San Rafael), Rebecca Woodbury (Planning Coordinator, City of San Rafael), Daniele Petrone (Intern, City of San Rafael), John Eells (Consultant for Transportation Authority of Marin), Therese Trivedi (Transportation Planner, Metropolitan Transportation Commission)

Welcome, Announcements and Introductions

Co-chair Mike Fryer opened the meeting at 7:03 p.m. He welcomed the committee members and gave an overview of the agenda and meeting purpose. He noted that a quorum was present. Jean Starkweather moved for the approval of the minutes from the 01/12/11 committee meeting and co-chair Jeff Schoppert seconded the motion. The meeting minutes were approved.

Giambastiani made an announcement about an upcoming affordable housing tour, and encouraged committee members to attend. Linda Jackson announced that SMART staff had decided against moving the Civic Center station from the EIR concept under Highway 101 to a location across Civic Center Drive, along McInnis Parkway. The final station location will be under the Freeway, as originally analyzed in SMART's EIR.

MTC Presentation

Therese Trivedi of the Metropolitan Transportation Commission (MTC) gave a presentation about MTC's Station Area Planning grant project, and related MTC policies about transit oriented development (TOD). She provided background on MTC's policy known as "Resolution 3434," which is the TOD policy for Regional Transit Expansion Projects. As the Bay Area is planning for over 2 million new residents in the coming decades, the goal of various complementary MTC programs are to connect transportation and land use planning efforts, ensure ridership for new transportation investments, and reduce the impact new residents will have on regional congestion and air quality. Trivedi noted that MTC's overall housing goal for the SMART corridor is an

Civic Center Station Area Plan Advisory Committee Draft Notes for 02/09 Meeting

average of 2,200 units per station; not every station must fulfill this allocation as the goal is based on an average of the stations along the SMART rail line.

Schoppert asked for clarification on the funding for the station area plan, including money already allocated, and money in the pipeline. Trivedi responded that MTC awarded a grant to the City of San Rafael for two station area plans as part of its Transportation for Livable Communities Program (TLC), which Trivedi oversees. Elissa Giambastiani asked what types of housing units MTC encourages. Trivedi responded that specific decisions are up to city governments, but to encourage affordable units, MTC's Resolution 3434 credits them as 1.5 unit. Greg Knell asked if there are any distinctions in the types of affordable units. Trivedi responded that there are not. Kapas asked what the benefits of compliance with Resolution 3434 were for cities like San Rafael. Trivedi answered that compliance ensures funding for transit expansion (i.e. SMART construction), funding for station area planning efforts, and funding for plan implementation.

Emily Dean inquired as to the amount of money the TLC program allocates. Trivedi responded that the TLC has been in existence for 10 years, and has allocated \$44 million of funding thus far. Rich McGrath asked what impact the station area plan will have on traffic, housing, and development of affordable housing, as well as the timeline for receiving concrete numbers of housing required for the Civic Center station. Trivedi noted that an MTC report studied the housing potential of each SMART station based upon current zoning, but that number will be refined as part of the Civic Center station area planning process. Jackson noted that the area within a half mile radius around the future SMART station currently has approximately 1,187 housing units, and current zoning allows the construction of enough units to reach the 2,200 threshold. Yates asked if New Freedom funds (funding for ADA compliance) could be used for this station. Trivedi responded in the affirmative, but noted that the project would have to be eligible for the program.

Co-chair Fryer then offered the opportunity to ask questions to members of the public. Marge Macris asked why MTC policies don't take into account the fact that some of these SMART stations are more destination than origin stations, and therefore don't offer credits for new jobs as opposed to new housing. Trivedi responded that the construction of new housing typically requires an incentive, whereas the creation of new jobs does not. Gregory Andrew asked what the implications were if the Civic Center station did not comply with the 2,200 unit housing average per SMART station. Trivedi noted that the average is a corridor-long figure. In general, MTC has an interest in the SMART project being built. Whitney Merchant asked whether or not other funds for SMART coming via MTC would be subject to compliance with resolution 3434. Trivedi responded that it would depend upon the source of funding.

Research Team Presentations

The meeting then turned to the report-outs by the Committee's research groups on findings to date.

Fryer presented on the findings of the circulation team, noting that new SMART ridership projections should be out next week, and that the circulation team will focus the experience of private vehicles, bicyclists, pedestrians, and SMART shuttle/transit users in reaching various destinations from the SMART station. These destinations included the Civic Center, Northgate Mall, Embassy Suites, Autodesk, Sutter Terra Urgent Care, various retail establishments, and Guide Dogs for the Blind. Judy Schreiber suggested the team add Kaiser Hospital to the list. Roger Smith suggested looking at buildings as opposed to businesses, as such businesses may very well leave this area in the future. Kapas suggested looking at circulation issues besides just the trips to/from the SMART station.

Civic Center Station Area Plan Advisory Committee Draft Notes for 02/09 Meeting

Kapas presented on the housing team's findings, noting that their fact sheet will include policy background on TOD, a list of sites for potential housing projects and their potential densities, pictures of the types of housing developments that could be constructed, statistics and projections on growth in the area, and a list of additional resources.

Andrew Patterson presented on the findings of the parking team. Possible parking strategies the team identified include remote parking with shuttle service, a redesign of the current Civic Center Lot to maximize spaces (by using compact striping), and increasing the amount of on-street parking via conversion of traffic lanes to parking lanes or the conversion of parallel spaces to angled spaces. The team has also investigated strategies to reduce parking demand, as well as other factors to consider when planning for parking in the station area. Schreiberman asked how many people will be parking in the area. Jackson replied that SMART continues to plan for a 130 space lot and that the background report includes information on current parking utilization. McGrath encouraged the parking team to look at both sides of Highway 101. McCoy pointed out that angled parking is unsafe for cyclists.

The SMART team update was presented by both Smith and McGrath. The team presented background information on SMART, Assembly Bill 2224, and Measure Q, as well as ridership projections and specifics on service and railcars. They will be generating an additional fact sheet to summarize information on SMART and attempt to correct misinformation on the project currently circulating. Schoppert suggested including the implications freight service sharing the corridor will have on passenger service. Kapas requested information on vibration and noise. Giambastiani suggested including information on quiet zones.

Tammy Taylor presented the findings of the retail research team. They recommended local retail establishments, and convenience/service oriented businesses ideal for commuters (time sensitive patrons). They suggested limiting the amount of big box and fast food establishments in the area. Giambastiani suggested looking at retail to serve non-commuters as well (such as existing and future residents of mixed use developments). Smith suggested that retail scenarios cannot be looked at seriously until concrete housing numbers are available. Scott Stokes, member of the public, asked for more information about the permanent Farmer's Market. Rebecca Woodbury said she will send out that information.

Starkweather, Mazzoni, and Schriebman presented their findings on complete and green streets. In general, they see the SMART project is a great way to catalyze the improvement of the entire area. The team presented examples of new design ideas that create streets and public areas for all types of users, and at the same time protect and even enhance the environment. Their fact sheet will present specific recommendations for improvement on a street by street basis.

Chair Mike Fryer then offered the opportunity to ask questions to members of the public. Andrews stated that spillover parking effects should be avoided at all costs. Whitney Merchant announced the affordable housing TOD tour to be put on by Greenbelt Alliance.

Workshop Preparation

Linda Jackson lead an exercise in preparation for next month's community workshop. She discussed loopout sessions already completed by city staff and committee members, including session with Contempo Marin (Nick), Advocates for Workforce Housing and Economic Development Committee (Jeff), League of Women Voters (Elissa), Friends of SMART (Emily), San Rafael Meadows HOA (Emily), and Embassy Suites (Elissa). Jackson encouraged committee members to hold additional loopouts. They identified students, renters, Civic Center employees, Kaiser employees, and Sutter Urgent Care employees as possible groups to target. Kapas suggested handing out flyers to those who utilize the Dog Park. McGrath suggested a loopout to the Civic Center Board of Supervisors. Taylor suggested posting a flyer at the Civic Center library. Huntsberry suggested a loopout with the Police Department. Paul

Civic Center Station Area Plan Advisory Committee
Draft Notes for 02/09 Meeting

suggested a session with the Planning Commission. Jackson suggested an American Institute of Architects loopout.

Jackson gave further detail about the upcoming workshop. It will take place on Wednesday, March 9 from 6 – 9 p.m. at the Guide Dogs for the Blind Volunteer Center, 350 Los Ranchitos Road. Starkweather asked where community members were expected to park for the workshop. Fryer said he would put out signs directing visitors to the proper lot. Dean asked what the role of committee members would be during the workshop. Jackson replied that they will be participants in the visioning exercises, resources for questions from community members, and listeners. Jackson also asked for volunteers to help at the welcome table, as well as to present to the group.

Jackson then conducted an exercise in which she asked committee members and members of the public to name their current likes and dislikes about the current station area, as well as things they would like to change in the future. Comments were as follows:

Likes:

- | | | |
|-----------------------------------------------|-------------------------------|----------------------------------------|
| ▪ Creeks | ▪ Farmer's Markets | ▪ Autodesk |
| ▪ Guide Dogs for the Blind campus | ▪ Quiet, dedicated bike lanes | ▪ Terra Linda High School |
| ▪ Shopping | ▪ No through traffic | ▪ People – know and talk to each other |
| ▪ Restaurants | ▪ Civic Center lawn/park | ▪ Marsh – kayaking |
| ▪ Views/open space (hills, bay, Civic Center) | ▪ Topography/natural features | ▪ Civic Center library |
| ▪ Dog park | ▪ Livable neighborhoods | |
| ▪ Greenery | ▪ Wildlife | |
| ▪ Duck pond/lagoon | | |

Dislikes:

- | | | |
|----------------------------------------------------------|-----------------------------------------------|--------------------------------------------------------|
| ▪ Freeway noise | ▪ Freitas Parkway interchange | ▪ Can't bike north on Redwood Highway |
| ▪ Traffic | ▪ No center | ▪ Lack of marked sidewalks |
| ▪ Litter | ▪ No lighting | ▪ Narrow sidewalks on overcrossing |
| ▪ Lack of bike lanes on Merrydale and Civic Center Drive | ▪ Weeds on bike path on McInnis | ▪ Bus is too expensive |
| ▪ Hard to cross the creek and get under freeway | ▪ Corporation yard next to 101 | ▪ No place for coffee/lunch |
| ▪ San Pedro intersection/101 interchange | ▪ Homelessness | ▪ Christmas Tree lot is an eyesore |
| ▪ No bike/pedestrian connection where Merrydale ends | ▪ Commercial vacancies on Redwood Highway | ▪ Area considered candidate for infill |
| ▪ Big parking lots, lots of asphalt | ▪ Poor pedestrian amenities/crossings | ▪ Streets aren't swept |
| ▪ Unattractive arterial streetscapes | ▪ Hard to get north and south along Merrydale | ▪ Hard to see Civic Center from freeway – trees in way |
| | ▪ Ugly fence along Redwood Highway | |
| | ▪ Lack of trees | |
| | ▪ Inconsistent sidewalks | |

Changes:

- | | |
|-----------------------------------|------------------------------------------------------------------|
| ▪ Wider sidewalks on overcrossing | ▪ Fix Freitas N. onramp—101 traffic coming off = scary for bikes |
| ▪ Something for horses | |

Civic Center Station Area Plan Advisory Committee
Draft Notes for 02/09 Meeting

- Turn surface parking into mixed use development/housing
- Smooth pavement on Highway
- Lids on trashcans
- Landscaping along lagoon
- Relocation of County Fair
- More, appropriate plantings
- “finish the area”—more sidewalks, plantings, connections
- More seating
- Enhance accessibility
- Develop something architecturally outstanding on Christmas tree lot
- Youth center
- Restored Gallinas Creek
- Local coffee shops and delis
- Put farmer’s market on maintenance yard, parking on Christmas tree lot
- Connection of Promenade from Mall to Civic Center (under freeway)
- Connect Merrydale to tracks/station for bikes/pedestrians

Daniele Petrone then gave an overview of the ‘homework for the committee members. They would be going on a self-guided tour of the station area, in small group, as preparation for the workshop. He split the committee members into small groups for the tours.

Public Comment

Andrew requested a regular update on SMART plans. Stokes presented ideas for the SMART Civic Center station design, and handed out a drawing of his suggestions.

Meeting Evaluation

+	-
Likes exercise	Wanted more info on MTC funding
Station location decision	
Good ideas in fact sheet	

Closing

Mike Fryer closed the meeting at 9:22 p.m.

Civic Center Station Area Plan Advisory Committee
Draft Notes for 02/09 Meeting

Attendance

	9/22	10/13	10/16	11/10	12/8	1/12	2/9	3/9
Damon Connolly* (CC)	E	√	(tour-optional)	√	(Brockbank)	(Brockbank)	√	(workshop)
Emily Dean	√	√	√	√	√	√	√	
Michael Fryer	√	E		√	√	√	√	
Elissa Giambastiani	√	√	√	√	√	√	√	
Bob Huntsberry* (DRB)	-	√		-	√	√	√	
Nicholas Kapas	√	√	√	√	√	√	√	
Stanton Klose* (GGBPAC)	√	√		√	-	-	√	
Greg Knell	√	√		-	√	√	√	
Klif Knoles	-	√		-	-	Resigned	-	
Marcus Lee	E	-		√		√	E	
Preston McCoy* (BPAC)	(Kate Powers)			√	√	-	√	
Casey Mazzoni						Appointed	√	
Rich McGrath	√	√		√	√	√	√	
Brigitte Moran	√	E		√	√	√	E	
Larry Paul* (PC)	√	-		-	-	E	√	
Andrew Patterson	√	√		√	√	√	√	
Jeff Schoppert	√	√	√	√	√	√	√	
Judy Schriebman* (LGVSD)	√	E		√	-	-	√	
Roger Smith	√	√	√	√	√	√	√	
Jean Starkweather	√	√	√	√	√	√	√	
Tammy Taylor	√	√	√	√	√	-	√	
Gayle Theard	-	√		-	√	√	√	
Craig Thomas Yates	√	-		E	√	-	√	

*Ex officio, non-voting member

E: excused

BPAC: Bicycle/Pedestrian Advisory Committee

CC: City Council

DRB: Design Review Board

LGVSD: Las Gallinas Valley Sanitation District

PC: Planning Commission

GGBPAC: Golden Gate Bicycle Pedestrian Committee

Civic Center Station Area Plan Advisory Committee
Draft Notes for 04/13 Meeting

Civic Center Station Area Plan Advisory Committee
Meeting Notes: Wednesday, April 13, 2011; 7:00 – 9:30 pm
Guide Dogs for the Blind, 350 Los Ranchitos Rd.

Attendance

Civic Center Station Area Plan Advisory Committee

Emily Dean	Casey Mazzoni	Roger Smith
Mike Fryer	Preston McCoy*	Jean Starkweather
Elissa Giambastiani	Rich McGrath	Gayle Theard
Bob Huntsberry*	Andrew Patterson	Craig Thomas Yates
Nicholas Kapas	Jeff Schoppert	Greg Brockbank**
Stanton Klose*	Judy Schriebman*	

*Ex officio, non-voting member

**Ex officio alternate

Absent: Brigitte Moran, Marcus Lee, Damon Connolly*, Greg Knell, Larry Paul*, Tammy Taylor

Observers: Marge Macris, Gregory Andrew, Elaine L.

Staff: Linda Jackson (Principal Planner, City of San Rafael), Rebecca Woodbury (Planning Coordinator, City of San Rafael), Daniele Petrone (Intern, City of San Rafael)

Welcome, Announcements and Introductions

Co-chair Mike Fryer opened the meeting at 7:13 p.m. He welcomed the committee members and then asked for a moment of silence in honor of the late SMART director Charles McGlashan. He then gave an overview of the agenda and meeting purpose, and noted that a quorum was present. Rich McGrath moved for the approval of the minutes from the 02/09/11 committee meeting and Emily Dean seconded the motion. The meeting minutes were approved.

Linda Jackson then made an announcement about next steps in the station area planning process. The first is to develop a vision statement for the area. Next is the development of plan alternatives, which will take place during next month's meeting. In June, the consultants will present the finalized alternatives and modeling results in preparation for a workshop in the fall. Jackson also discussed the possibility of creating a communications committee that would meet about once a month as need be. Rebecca Woodbury will coordinate the formation of the committee.

Debrief of Station Area Tour

Jeff Schoppert began the debrief of the station area tour, asking each group to briefly present on what they saw, what made the biggest impression upon them, and whether or not they would be interested in another tour.

Emily Dean reported out on behalf of her group, stating that the crossing under Highway 101 is currently heavily utilized by bicyclists and pedestrians. She also mentioned that North San Pedro Road/Highway 101 undercrossing is a dangerous area for bicyclists. Finally, she stated that Merrydale Road north of the SMART tracks has a lot of potential as a complete street given its existing width.

Civic Center Station Area Plan Advisory Committee Draft Notes for 02/09 Meeting

Preston McCoy then discussed his group's reactions. They felt a bicycle/pedestrian connection between Merrydale north of the tracks and south of the tracks was necessary, that the storage sites represented good opportunity sites for commercial development, and that a pedestrian boardwalk over the creek would enhance the overall connectivity of the area. Fryer added that there seems to be room for parking on the north portion of Merrydale, and that the Las Gallinas pathway/crossing needs to be improved.

Jean Starkweather commented that a pedestrian pathway between Guide Dogs for the Blind and the Cemetery would be difficult to create but useful, and that Redwood Highway represents a good corridor for mixed use and commercial development. Bob Huntsberry commented that a track crossing is necessary on the west side of Highway 101 to make sure pedestrians and bicyclists don't have to go out of their way in order to cross the tracks and creek. Linda Jackson noted that SMART is not currently planning on adding a crossing at Merrydale.

Roger Smith stated that development towards the west side of Highway 101 is degraded and poorly connected; he saw the station area planning process as a great way to improve the area and bring things together. He also noted that there is a good amount of underutilized land east of the fairgrounds, and asked if the county has plans to develop the area. Brockbank replied that an organization called Renaissance is drafting plans for the area. Jackson stated that City staff will encourage them to attend the next CAC meeting.

Giambastiani stated that the storage sites would work well for new multifamily housing. Mazzone was surprised by the hidden natural features of the area, such as the creek. Smith noted that there was a good deal of noise throughout the area due to its proximity to the freeway.

Kapas commented that he was surprised by the natural features (creeks), spent some time imagining what a bicycle/pedestrian bridge over the Gallinas wetlands would look like, would like to see a connection to the Promenade, was surprised by the high density development near North San Pedro Road, and would like to go on additional tours. He also expressed interest in knowing where the gas lines are in the area, and that Merrydale north of the tracks represents a huge opportunity to prioritize bicycle and pedestrian transportation.

Schoppert echoed earlier statements about high current levels of existing bicycle and pedestrian traffic, hypothesized that the kennels at Guide Dogs for the Blind might make it an incompatible use with future housing, and that he was encouraged by the low vacancy rates on Redwood Highway.

Schoppert then opened up the floor for public comment. Gregory Andrew stated that the Walter Place crossing is currently heavily used by many different types of peoples and groups, but it is important to note that there are currently no sidewalks in the Rafael Meadows neighborhood.

Kapas concluded the tour debrief with a proposal for additional tours that would focus on various subareas of the station area. Jackson stated that City staff will look into including such an activity by the next CAC meeting.

Debrief of Community Visioning Workshop

Rebecca Woodbury initiated the debrief of the Community Visioning Workshop held on March 9th. She asked committee members to report back on surprising statements made by workshop participants, as well as great and unique ideas that have yet to be discussed or presented to the CAC.

Starkweather commented that some ideas were not grounded in reality, but reoccurring suggestions included the greening of the area (street trees), providing services for commuters, installing bike lanes on Civic Center drive, installing lighting throughout the area, and constructing solar panels and mixed use development. She stated that the icon cut-outs provided by consultants were confusing and unhelpful.

Civic Center Station Area Plan Advisory Committee Draft Notes for 02/09 Meeting

Giambastiani stated that people she spoke to were open to multifamily housing and mixed use development. Mazzoni stressed that her group wanted something to be happening in the area after 5:00 PM, and that they envisioned a pleasant village-feel to the area at full build out. Theard reported that her group stated that there is a need for housing in the area, that Redwood highway is currently underutilized, that there should be transit-oriented development around existing bus stops, that the area should be accessible to all and include wide paths and complete streets, and that there is a need for more trees, especially near Highway 101 to buffer noise from the freeway.

Kapas reported that people he spoke to mentioned the issue of sea level rise and how it makes flooding and storm water management important factors to consider when planning for the future of the station area. Participants also discussed a drop-off roundabout at the end of Merrydale, and the desire to create an area that is vibrant and bustling.

Dean commented that the group she was in also discussed the importance of a sense of place. Other issues covered included: the restoration of the creeks, multifamily housing, mixed use, and office space along Redwood Highway, housing on the Northgate III site, a Recreation Center or Teen Center for the area, and attracting businesses that will generate substantial foot traffic in the area.

Smith commented that the workshop itself did not create any new ideas in his view, and that participants had trouble visioning out 30 years into the future. He noted that many people expressed a desire for more landscaping, pathways, lighting, and interconnections.

Schoppert reported that in his group there was no consensus reached on what the area should look like in 2035. He also reported that some participants are not happy with certain land use changes that have already occurred in the area. Smith commented that his group exhibited an eager willingness to accept change.

The discussion was then opened up to members of the general public. Marge Macris stated that she was impressed with the wide range of opinions present at the workshop, and that things were evenly balanced, with most participants willing to accept change. Elaine L. stated that it was refreshing that people were willing to listen to each other. Greg Andrew commented that the Civic Center should maintain the architectural centerpiece of the area, and that the height of new buildings should be limited to two stories.

Vision Statement

Jackson then introduced the task of creating a vision statement for the station area. It is a goal statement that comes from the heart and is written from the point of view of the future, describing what the area looks like. The three elements of a vision statement are:

1. Identity (what is the reputation of the area?)
2. Built Environment (what is the design character of the area?)
3. Community (what type of people are there and what are they doing?)

Jackson split the committee members into groups of four to generate draft vision statements. Members of the public were put into their own group and invited to participate. The groups were as follows:

1. Theard / Smith / McCoy / Brockbank
2. McGrath / Huntsberry / Starkweather / Fryer
3. Dean / Patterson / Schoppert / Giambastiani
4. Kapas / Mazzoni / Klose / Yates
5. Members of the general public

The vision statement exercise will continue at next month's CAC meeting. Committee members should meet and complete their vision statements by then.

Public Comment

The meeting was opened to general comments by the public. None were made. Kapas made the comment that the Transbay Terminal redevelopment in San Francisco is not like the Civic Center station area. Giambastiani commented that on May 18th there will be a housing forum at Pickleweed community center at 7:00PM. Experts from each sides of the debate will present on housing needs, opportunities, and constraints.

Meeting Evaluation

+	-
Method of picking teams	Accident of Freeway
	Dropoff in public attendance
	Method of picking teams

Closing

Mike Fryer closed the meeting at 8:59 p.m.

Civic Center Station Area Plan Advisory Committee
Draft Notes for 02/09 Meeting

Attendance

	9/22	10/13	10/16	11/10	12/8	1/12	2/9	3/9	4/13
Damon Connolly* (CC)	E	√	(tour-optional)	√	(Brockbank)	(Brockbank)	√	√	(Brockbank)
Emily Dean	√	√	√	√	√	√	√	√	√
Michael Fryer	√	E		√	√	√	√	√	√
Elissa Giambastiani	√	√	√	√	√	√	√	√	√
Bob Huntsberry* (DRB)	-	√		-	√	√	√	√	√
Nicholas Kapas	√	√	√	√	√	√	√	√	√
Stanton Klose* (GGBPAC)	√	√		√	-	-	√	-	√
Greg Knell	√	√		-	√	√	√	√	-
Klif Knoles	-	√		-	-	Resigned	-	-	-
Marcus Lee	E	-		√		√	E	√	E
Preston McCoy* (BPAC)	(Kate Powers)			√	√	-	√	√	√
Casey Mazzoni						Appointed	√	-	√
Rich McGrath	√	√		√	√	√	√	√	√
Brigitte Moran	√	E		√	√	√	E	√	E
Larry Paul* (PC)	√	-		-	-	E	√	√	E
Andrew Patterson	√	√		√	√	√	√	E	√
Jeff Schoppert	√	√	√	√	√	√	√	√	√
Judy Schriebman* (LGVSD)	√	E		√	-	-	√	√	√
Roger Smith	√	√	√	√	√	√	√	√	√
Jean Starkweather	√	√	√	√	√	√	√	√	√
Tammy Taylor	√	√	√	√	√	-	√	√	E
Gayle Theard	-	√		-	√	√	√	√	√
Craig Thomas Yates	√	-		E	√	-	√	-	√

*Ex officio, non-voting member

E: excused

BPAC: Bicycle/Pedestrian Advisory Committee

CC: City Council

DRB: Design Review Board

LGVSD: Las Gallinas Valley Sanitation District

PC: Planning Commission

GGBPAC: Golden Gate Bicycle Pedestrian Committee

Civic Center Station Area Plan Advisory Committee
Draft Notes for 05/11 Meeting

Civic Center Station Area Plan Advisory Committee
Meeting Notes: Wednesday, May 11, 2011; 7:00 – 9:00 pm
Guide Dogs for the Blind, 350 Los Ranchitos Rd.

Attendance

Civic Center Station Area Plan Advisory Committee

Emily Dean	Preston McCoy*	Judy Schriebman*
Mike Fryer	Rich McGrath	Jean Starkweather
Elissa Giambastiani	Brigitte Moran	Tammy Taylor
Nicholas Kapas	Andrew Patterson	Viktoryia Wise**
Casey Mazzoni	Jeff Schoppert	Roger Smith

*Ex officio, non-voting member

**Ex officio alternate

Absent: Marcus Lee, Damon Connolly*, Larry Paul*, Bob Huntsberry, Stanton Klose*, Greg Knell, Gayle Theard, Craig Thomas Yates

Observers: Gregory Andrew, Elaine Lyford-Ng, Austin Sos, Sue Spofford, Sue Mace, John Eells

Staff: Linda Jackson (Principal Planner, City of San Rafael), Alexander Becker (Intern, City of San Rafael)

Welcome, Announcements and Introductions

Co-chair Jeff Schoppert opened the meeting at 7:02 p.m. He welcomed the committee members and noted that a quorum was present. He then gave an overview of the agenda and meeting purpose. Emily Dean moved for the approval of the minutes from the 04/13/11 committee meeting and Judy Schriebman seconded the motion. The meeting minutes were approved.

Emily Dean then made an announcement that tomorrow, 5/12/11, is Bike to Work Day. Linda Jackson made an announcement about upcoming steps in the station area planning process. The first is to finalize a vision statement for the area, and the next is to create the implementation plan. This plan will focus on two segments: (1) to identify transportation improvements to develop better circulation and connections, which will take place this meeting and (2) to identify changes to the built and natural environment, which will take place next meeting. In July, the consultants will present the finalized alternatives and modeling results. There will be no meeting in August. In September, the meeting will cover parking strategies, implementation priorities and feedback, as well as workshop preparation.

Debrief of Draft Vision Statements

Jeff Schoppert began the debrief of the draft vision statements, asking each group to briefly present on how they imagined the future station to feel and look like, and how the station would service the population.

Rich McGrath reported on behalf of his group, stating that the station would be a local landmark characterized by a F.L Wright-inspired clock tower, visible from the nearby toll road. The station would be a hub for multiple transportation options. The promenade would extend from the Civic Center to McInnis Park, and there would be an abundance of shops and restaurants along the Merrydale-Redwood walkway, adjacent to the station and connected to the promenade.

Civic Center Station Area Plan Advisory Committee Draft Notes for 02/09 Meeting

Nicholas Kapas then presented for his group. His group envisioned the station as an easily-accessible gathering place where young and old residents could come together. There would be a sense of family, and continuity with the surrounding environment.

Preston McCoy spoke on behalf of his group, introducing a station that would be especially environmentally conscious and sustainable. It would include vertical and roof top gardens, solar panels and low-energy buildings. It would be easy to visit by the residents.

Emily Dean presented her group's vision. Their draft included a restored stream next to a pathway leading to the station. The overall feeling of the station would be vibrant, connecting indoor and outdoor places. The design would be harmonious with the environment. There would be a commercial corridor with bike and pedestrian connections. Giambastiani added that there would also be well-connected transit routes.

Schoppert then invited the public to share their draft. Gregory Andrew spoke for the public group. Their vision statement identified the station as a center for activities, jobs and housing. It should have a nostalgic, "hometown" feel to it. There should be something available there for everyone, except for big-box stores and cars. Sue Mace added her own vision statement. She imagined a station filled with trees, artwork, a restored creek and many people. One could hardly notice the station.

All the groups emphasized that the station should be a key meeting place, and therefore should be accessible to multiple modes of transportation as well as all demographics (young and old residents). There should also be a healthy harmonization of nature and buildings.

Schoppert concluded the draft vision statements debrief. Jackson stated that the committee would need to write a cumulative vision statement; Judy Schriebman, Rich McGrath and Nicholas Kapas were selected.

Draft Alternatives

Linda Jackson introduced and handed out the consultants' drafts of proposed circulation improvements for the station area. She asked committee members to identify improvements, especially in regard to connections, that they would like to see 10 to 20 years from now.

Jackson stated that the first topic would be pedestrian improvements, and defined a "complete street" as one with sidewalks and other amenities that would make it extremely comfortable for pedestrians.

Recommendations for Draft Improvements for Pedestrians:

- Complete street on McInnis
- Complete street on Civic Center Drive
- Northgate III to Freitas Parkway should be part of Promenade
- Promenade should extend to Marin Civic Center
- Civic Center Drive, north of McInnis needs to be improved for peds/bikes
- Should be complete street on overpass
- Need to define complete streets for Promenade
- Need to define different classes of bike lanes
- When improving streets, all modes need to be considered
- The goal is connectivity, being overly-specific could be inappropriate. On the other hand, not being specific enough could cause delays/misunderstandings and improvement opportunity could be lost
- Interchange @ North San Pedro needs improvements, can receive guidance from Bike/Pedestrian Advisory Committee
- There should be sidewalks on Civic Center Drive, North of McInnis
- Possible pathway along Redwood Highway
- Possible pedestrian crossing along south end of station

Civic Center Station Area Plan Advisory Committee
 Draft Notes for 02/09 Meeting

- Possible improvements to other streets around Civic Center
- Traffic problems on Merrydale Rd. at 101 ramps due to growing fast-food popularity
- Merrydale should be complete street
- West end of SMART station should have ped/bike crossing
- Ave of the Flags improvements could be unnecessary due to infrequent use
- Ave of the Flags should be connected to the roads around the lagoon by a path
- Multi-use paths should include horses
- Bike/Ped plan calls for a Civic Center loop
- Merrydale should be connected over/under SMART tracks
- If the McInnis multi-use path crosses the creek, the crossing should be closer to creek entrance
- Possibly too much foot traffic at the station if it acts as both station AND crossing point (Redwood City is example of how station can be successful as station and crossing point)

Recommendations for Draft Improvements for Bikes:

- Bike parking could be “hanger-teepees” to provide safety and shelter for bikes
- Need more bike parking at Golden Gate Transit bus stops (North San Pedro and Terra Linda)
- SF Caltrain has building to store bikes indoors, could be useful in San Rafael
- Bike parking needs to be adequate until 2035
- Need bike parking along Redwood Highway
- Need to look at bike parking zoning requirements

Recommendations for Draft Improvements for Transit:

- Shuttles will run out of transit hubs (on either side of station)
- Marin Transit shuttle (to mall/hospital) should go to Scotty’s Market and rec. center
- Marin Transit shuttles should be demand responsive
- Marin Transit shuttle (to Civic Center) should go to North San Pedro
- Need shuttle access for west side
- Bus hub needs to service private company shuttles as well as public
- Hub design should be big enough to accommodate many shuttle services
- Possible shuttle service to North Eastside development due to capacity for future commercial offices
- Need citizen input for ongoing shuttle services

Recommendations for Draft Improvements for Automobiles:

- Need better accessibility between East and West sides
- Need parking @ Northgate III
- Auto traffic from 101 to SMART station should be directed through Freitas Pkway exit
- Station parking east of Mt. Olivet cemetery could interfere with bikes
- Need parking at Golden Gate Transit bus stops
- Could make auto parking multi-level or valet to prevent lack of parking in the future
- Need parking management (ex. Neighborhood parking stickers)
- In the future, could use area at the end of Merrydale/Redwood Highway for parking space

Public Comment

The meeting was opened to general comments by the public. None were made.

Meeting Evaluation

+	-
Useful Map (good to have small version)	In future, people should demonstrate points on large map.
New leaders emerging	

Civic Center Station Area Plan Advisory Committee
Draft Notes for 02/09 Meeting

Closing

Jim Schoppert closed the meeting at 8:45 p.m.

Attendance

	9/22	10/13	10/16	11/10	12/8	1/12	2/9	3/9	4/13	5/11
Damon Connolly* (CC)	E	√	(tour-optional)	√	(Brockbank)	(Brockbank)	√	√	(Brockbank)	-
Emily Dean	√	√	√	√	√	√	√	√	√	√
Michael Fryer	√	E		√	√	√	√	√	√	√
Elissa Giambastiani	√	√	√	√	√	√	√	√	√	√
Bob Huntsberry* (DRB)	-	√		-	√	√	√	√	√	-
Nicholas Kapas	√	√	√	√	√	√	√	√	√	√
Stanton Klose* (GGBPAC)	√	√		√	-	-	√	-	√	E
Greg Knell	√	√		-	√	√	√	√	-	-
Klif Knoles	-	√		-	-	Resigned	-	-	-	-
Marcus Lee	E	-		√		√	E	√	E	E
Preston McCoy* (BPAC)	(Kate Powers)			√	√	-	√	√	√	√
Casey Mazzoni						Appointed	√	-	√	√
Rich McGrath	√	√		√	√	√	√	√	√	√
Brigitte Moran	√	E		√	√	√	E	√	E	√
Larry Paul* (PC)	√	-		-	-	E	√	√	E	(Wise)
Andrew Patterson	√	√		√	√	√	√	E	√	√
Jeff Schoppert	√	√	√	√	√	√	√	√	√	√
Judy Schriebman* (LGVSD)	√	E		√	-	-	√	√	√	√
Roger Smith	√	√	√	√	√	√	√	√	√	√
Jean Starkweather	√	√	√	√	√	√	√	√	√	√
Tammy Taylor	√	√	√	√	√	-	√	√	E	√
Gayle Theard	-	√		-	√	√	√	√	√	-
Craig Thomas Yates	√	-		E	√	-	√	-	√	-

*Ex officio, non-voting member
 E: excused
 BPAC: Bicycle/Pedestrian Advisory Committee
 CC: City Council
 DRB: Design Review Board
 LGVSD: Las Gallinas Valley Sanitation District
 PC: Planning Commission
 GGBPAC: Golden Gate Bicycle Pedestrian Committee

Civic Center Station Area Plan Advisory Committee
Draft Notes for 05/11 Meeting

Civic Center Station Area Plan Advisory Committee
Meeting Notes: Wednesday, June 8, 2011; 7:00 – 9:00 pm
Guide Dogs for the Blind, 350 Los Ranchitos Rd.

Attendance

Civic Center Station Area Plan Advisory Committee

Emily Dean	Rich McGrath	Jean Starkweather
Mike Fryer	Marcus Lee	Tammy Taylor
Elissa Giambastiani	Andrew Patterson	Roger Smith
Nicholas Kapas	Jeff Schoppert	Greg Knell
Damon Connolly*	Judy Schriebman*	

*Ex officio, non-voting member

**Ex officio alternate

Absent: Larry Paul*, Bob Huntsberry, Gayle Theard, Craig Thomas Yates, Brigitte Moran, Preston McCoy, Casey Mazzoni

Observers: Bob Spofford, Sue Mace, Jennifer Chapman

Staff: Rebecca Woodbury (Planning Coordinator, City of San Rafael), Alexander Becker (Intern, City of San Rafael), Al Zahradnik (Consultant, SMART), John Eells (Consultant, TAM)

Welcome, Announcements and Introductions

Co-chair Mike Fryer opened the meeting at 7:04 p.m. He welcomed the committee members and noted that a quorum was present. He then gave an overview of the agenda and meeting purpose. Jean Starkweather amended the minutes from the 5/11/11 committee meeting; under the heading “Recommendations for Draft Improvements for Pedestrians,” the bullet point now reads: “Traffic problems on Merrydale Rd. **at** 101 ramps due to growing fast-food popularity.” Emily Dean moved for the approval of the amended minutes and Nicholas Kapas seconded the motion. The amended meeting minutes were approved.

Rebecca Woodbury then gave an overview of the project timeline. In December, the committee worked on the project background. In March, a community vision workshop was held. Currently, the draft alternatives are being designed. This upcoming Fall there will be another community workshop. Woodbury also announced that the 2nd Downtown workshop will be held next Wednesday, June the 15th at Whistlestop between 6 – 8 pm. Lastly, Woodbury noted that the San Rafael volunteer program will be hosting a number of parks and paths service days, where volunteers can participate in community service. For more information, go to the website www.SanRafaelvolunteers.org. Judy Schriebman next made an announcement that Mike Fryer is offering a tour of the Guide Dogs for the Blind facility.

Debrief of Draft Vision Subcommittee Meeting

Mike Fryer introduced the Draft Vision Subcommittee asking them to share their progress from the first meeting. Woodbury then summarized the group’s methods for consolidating the input from the various committee and public vision statements. The subcommittee (Schriebman, Kapas, McGrath) sifted through the statements for common themes and topics and prepared a handout of bullet points broken up into 5 subjects: Reputation & Identity, Built Environment, Natural Environment, Transportation & Connectivity, and What the Community is Proud Of. The subcommittee will meet again to connect the bullets into a narrative.

Civic Center Station Area Plan Advisory Committee Draft Notes for 02/09 Meeting

Nick Kapas reported on behalf of the subcommittee, explaining that the group looked for and selected phrases or ideas with good wording and included points from every group. He invited the rest of the committee to suggest changes as to which topic a bullet point should be assigned.

Judy Schriebman added that the subcommittee wants to narrow down the bullets to the “end-all/be-all” points as well as attribute specific characteristics to abstract design concepts (ex. What does “vibrant community” mean?). Roger Smith expressed concern about the brevity of the final statement. Kapas replied that the final statement would be no longer than one page. Rich McGrath added that their goal is to tell a story in a concise manner.

Jean Starkweather wondered about the vision statement’s target audience. Kapas admitted that the subcommittee had not yet decided upon that, but that they would keep it in mind for the next meeting.

Kapas opened up the first topic, Reputation & Identity, to comment. Smith speculated on whether or not the descriptor “eclectic” was appropriate there. He also noted that many terms overlapped one another. Schriebman pointed out that the descriptors were not only included to characterize the station in the present, but to express how the committee wishes to perceive the station 25 years in the future. Kapas defended the inclusion of “eclectic” noting that many committee members had written in their vision statements that they did not want SMART to be merely a transit station.

Elissa Giambastiani noted that the Transportation & Connectivity section included a point about 101 as a toll way, an alteration that she deemed unlikely and that the city of San Rafael had not the authority to make. McGrath replied saying that he had only included that aspect in his vision statement as a fun speculation on how California might try to solve their traffic problems in the future.

Jeff Schoppert advised that the committee should combine the synonyms in the document under one word that expresses the concept best. He also questioned the meaning of “congruent architecture” under the Built Environment section. Schriebman responded that the subcommittee was trying to compromise two conflicting ideas (ex. Having a station area where the station is hardly noticeable vs. a F. L. Wright-inspired architectural landmark), and thus it should be considered as to what design elements can be tied together. McGrath defined “congruent architecture” as a building that will fit in well with its surroundings. Kapas also noted that the charge of the committee is to give input in the area around the station, not the architecture of the station itself.

Emily Dean suggested that the subcommittee limit the vision statement material to one sentence per topic. This would simplify the design goals of the committee in the future.

Kapas opened the discussion to the public. Jennifer Chapman intuited that the F.L. Wright architecture seemed like the current dominant design element. She advised that the committee keep in mind the Civic Center design styles scheduled in the Renaissance Plan and possibly coordinate the station area design style with that of the Civic Center remodeling. Bob Spofford commented that the vision statement cannot succeed as a document that lists what everyone wants. Rather, the committee needs to make choices about which elements should be included. They should also consider reducing each topic to a mere 5 words.

Kapas concluded the vision statement subcommittee debrief.

Draft Alternatives

Rebecca Woodbury introduced a slideshow of various building design styles. She explained the handout given to committee members and members of the public. On the handout, committee members and members of the public can mark which buildings they thought were appropriate for the area and where, geographically, they see the building fitting in. The geographic zones were identified at a public workshop. She asked the committee to consider different design elements – landscaping, pedestrian amenities,

Civic Center Station Area Plan Advisory Committee
Draft Notes for 02/09 Meeting

height, massing, articulation, and context – and how they might or might not fit in with the existing local context. Woodbury also recommended that the committee keep in mind how to create inviting areas for the public as well as where mixed-use buildings might be beneficial.

Geographic zones:

A = Northgate III & nearby offices

B = Northgate storage facility

C = Walter place, low-density bungalows

D = between Merrydale and Redwood, retail & multi-family housing

E = restaurants (A&W, closed Sizzler), some residential

F = Sutter & nearby offices

G = formerly Autodesk, now IJ

H = McInnis Parkway offices, Embassy Suites

Summary of discussion topics:

- Outdoor Seating – up against building vs. along curb separated from restaurant by pedestrian sidewalk, outdoor seating on a street corner, planters blocking seating from the traffic, public benches
- Sidewalk Space – retail frontage with lots of glass, focus on plants or architecture
- Mixed Use Buildings – how far away is it from the street?, color, height, mass, balconies, mute the top floor or pronounce the top floor, residential over commercial, office over retail
- Passageways – focus on landscaping vs. focus on architecture, consider lighting
- Parking – mask it to look like buildings, balconies, some use the top level as additional parking
- Offices – lots of offices in the area already, how do we fit new offices into the local context?
- Residential – windows outlined in black or white, as it goes up in height, does the building move out towards the street or in towards the building, parking lot beneath residential vs. separate structure, garages right next to street or separated by driveway, building lines: diagonal vs. horizontal or vertical, street frontage: stoops vs open walkways, fence vs no fence, do buildings face the street or a pedestrian walkway?, flat or peaked roof, how far away is building from street?, front-yard feel, landscaping, lighting, materials
- Multi-family housing – 2-3 stories, lines, gated stoops vs. open stoops, solid fences vs. barred fences, duplexes with single family home feel

Woodbury explained that the consultants would take the committees input and propose a number of alternatives for the committee to consider. The alternatives will be all-inclusive for the study area. There will be two alternatives for transportation and two for housing designs.

Fryer asked when the slides will be made available to the committee for further consideration of design styles. Woodbury said that the slides will be available Friday the 10th of June and the committee's input will be due Wednesday, June 15th. Input may be submitted by email, mail or fax.

Alan Zahradnik commented that the 30% conceptual station plans have been submitted to the city staff but staff is unsure if they are ready to proceed to the design review stage. He also elaborated that there would not be much room for architectural creativity involved in the actual SMART station. The platforms will be made out of concrete.

Schriebman asked if a material besides concrete could be used for the station. Zahradnik replied that the SMART design team was asked to consider uniformity for all stations for the sake of operating costs and to ensure longevity. McGrath mentioned the Berkeley train station, saying that the station used to be ugly and unappealing, but then the city added paintings and lighting to make it attractive.

Public Comment

The meeting was opened to general comments by the public. None were made.

Meeting Evaluation

+	-
Slideshow pictures w/out captions	No captions on pictures, so didn't know what was being represented
Draft Vision Subcommittee	Would have liked slides of each local area
	Designated "letter areas" on map poorly districted – grouped diverse areas

Closing

Mike Fryer closed the meeting at 8:33 p.m.

Civic Center Station Area Plan Advisory Committee
Draft Notes for 02/09 Meeting

Attendance

	9/22	10/13	10/16	11/10	12/8	1/12	2/9	3/9	4/13	5/11	6/8
Damon Connolly* (CC)	E	√	(tour-optional)	√	(Brockbank)	(Brockbank)	√	√	(workshop) (Brockbank)	-	√
Emily Dean	√	√	√	√	√	√	√	√	√	√	√
Michael Fryer	√	E		√	√	√	√	√	√	√	√
Elissa Giambastiani	√	√	√	√	√	√	√	√	√	√	√
Bob Huntsberry* (DRB)	-	√		-	√	√	√	√	√	-	-
Nicholas Kapas	√	√	√	√	√	√	√	√	√	√	√
Stanton Klose* (GGBPAC)	√	√		√	-	-	√	-	√	E	Resigned
Greg Knell	√	√		-	√	√	√	√	-	-	√
Klif Knoles	-	√		-	-	Resigned	-	-	-	-	-
Marcus Lee	E	-		√		√	E	√	E	E	√
Preston McCoy* (BPAC)	(Kate Powers)			√	√	-	√	√	√	√	-
Casey Mazzoni						Appointed	√	-	√	√	E
Rich McGrath	√	√		√	√	√	√	√	√	√	√
Brigitte Moran	√	E		√	√	√	E	√	E	√	-
Larry Paul* (PC)	√	-		-	-	E	√	√	E	(Wise)	-
Andrew Patterson	√	√		√	√	√	√	E	√	√	√
Jeff Schoppert	√	√	√	√	√	√	√	√	√	√	√
Judy Schriebman* (LGVSD)	√	E		√	-	-	√	√	√	√	√
Roger Smith	√	√	√	√	√	√	√	√	√	√	√
Jean Starkweather	√	√	√	√	√	√	√	√	√	√	√
Tammy Taylor	√	√	√	√	√	-	√	√	E	√	√
Gayle Theard	-	√		-	√	√	√	√	√	-	-
Craig Thomas Yates	√	-		E	√	-	√	-	√	-	-

*Ex officio, non-voting member

E: excused

BPAC: Bicycle/Pedestrian Advisory Committee

CC: City Council

DRB: Design Review Board

LGVSD: Las Gallinas Valley Sanitation District

PC: Planning Commission

GGBPAC: Golden Gate Bicycle Pedestrian Committee

Civic Center Station Area Plan Advisory Committee
Draft Notes for 07/13 Meeting

Civic Center Station Area Plan Advisory Committee
Meeting Notes: Wednesday, July 13, 2011; 7:00 – 9:00 pm
Guide Dogs for the Blind, 350 Los Ranchitos Rd.

Attendance

Civic Center Station Area Plan Advisory Committee

Damon Connolly*	Nicholas Kapas	Judy Schriebman*
Emily Dean	Rich McGrath	Roger Smith
Mike Fryer	Andrew Patterson	Jean Starkweather
Elissa Giambastiani	Kate Powers**	Tammy Taylor
Bob Huntsberry	Jeff Schoppert	Gayle Theard

*Ex officio, non-voting member

**Ex officio alternate

Absent: Larry Paul*, Greg Knell, Marcus Lee, Craig Thomas Yates, Brigitte Moran, Casey Mazzoni

Observers: Bill Liskamm, Marge Macris, Kailah Theard, Elaine Lyford-Nojima, Bill Carney

Staff: Linda Jackson (Principal Planner, City of San Rafael), Rebecca Woodbury (Planning Coordinator, City of San Rafael), Chris Mitchell (Consultants, Fehr & Peers), Ben Larson (Consultants, Fehr & Peers), Barbara Maloney (Consultant, BMS Design), Joy Glasier (Consultant, BMS Design)

Welcome, Announcements and Introductions

Co-chair Jeff Schoppert opened the meeting at 7:02 p.m. and announced that the purpose of the meeting is to review the draft vision statement, develop the draft alternatives and then vote on alternatives to be run through the traffic model. Elissa Giambastiani motioned to approve the minutes from last month, Mike Fryer seconded and all members approved them.

Linda Jackson provided the committee with an update of the project timeline. The last two meetings were spent gathering information to further refine the draft alternatives. Tonight the committee will approve alternatives for modeling. There will be no meeting in August and in September the committee will look at the results from the modeling. This Fall, the committee will host the second public workshop. Nick Kapas asked what draft alternatives are. Linda said they are a set of scenarios that include various development options and transportation improvements that allow us to understand traffic impacts. Jeff Schoppert stated further that by the end of this meeting we will understand what they are.

Jeff Schoppert asked for announcements and Linda Jackson said there will be a tour of the Civic Center Station Area on Saturday, June 23. They will meet in front of the bank building on Los Ranchitos and Merrydale. Marge Macris asked that people RSVP to her at mamacris@aol.com, or call 381-6667. Mike Fryer added that Guide Dogs for the Blind is hosting a 'Fun Day' that same day and there will be 1000 kids and their dogs on the campus. He noted that parking in the area will be difficult.

Draft Alternatives

Jeff Schoppert introduced consultants Chris Mitchell from Fehr & Peers and Barbara Maloney from BMS Design Group. Barbara Maloney explained that the work the committee will do tonight will build off the work that has been done so far by taking a closer look at the four quadrants of the area. She showed slides to the committee, reminding them of the areas that have been identified for new development. She explained the committee would break into four groups and visit stations representing each quadrant of the

Civic Center Station Area Plan Advisory Committee Draft Notes for 07/13 Meeting

station area. They will look at options that show a variety of heights, densities and use. At each station they will be asked to apply dots to the options they prefer. They will also be asked about various transportation improvements.

Roger Smith asked what they would be asked to vote on at the end. Jeff Schoppert responded that they will vote on what to include in the two alternatives for traffic modeling. Jean Starkweather asked if they should pay attention to problems of feasibility within the options. Linda Jackson said to keep the 2035 time frame in mind, and noted that these alternatives would be refined for feasibility by the Joint Project Team and Public Works. Barbara Maloney added that the committee should keep three things in mind as they vote their preferences in the small groups: (1) appropriate height and scale, (2) appropriate use, and (3) issues with the circulation network. Kate Powers noted the Gallinas Creek is not shown on the map. Linda Jackson suggested that the Creek be added on the maps at the various stations.

The committee and members of the public then broke up into groups and rotated through discussions at the four quadrant stations.

Draft Vision Statement

Jeff Schoppert thanked the vision statement subcommittee (Judy Schriebman, Nicholas Kapas, Rich McGrath) for all their work so far. He asked that the committee provide feedback on the draft..

- Appreciate the work the subcommittee has done. There are too many words and adjectives. It is too flowery and needs to be reduced. It should be more succinct.
- It's good and it paints a nice picture.
- The last sentence is confusing.
- The draft is heading in the right direction.
- It seems a bit too wordy and could be shorter.
- Avoid using references to technology that will not be around in 2035, such as segways. We should not be frozen in time and instead create an environment for things that do not yet exist.
- Question the reference in the last paragraph to kayaks in the station area.
- The reference to views of the hills from the Merrydale Overcrossing should be reconsidered because it is not a place for that.
- The reference to kids playing in the water should be removed because of the conflict with steelhead salmon.
- Like it (cut the last three paragraphs?)
- The length is OK, but some of the language is too reminiscent of other visions.
- The focus should be on that it is a busy and active area, rather than focusing so heavily on the environmental aspects.
- It's important to protect the creek, but there should be more language about people and uses.
- Delete the specific reference of the Farmers' Market but keep the emphasis on services and shops.
- Don't like the reference to segways or kayaks.
- Decide whether this is a destination station or not.
- The language calling it a teen hangout should be removed because teens want to be downtown.
- The idea of such an extensive farmers' market is a stretch.
- There is not enough about housing. There should be more of a focus on new workforce housing.

Judy Schriebman asked that people send any specific comments to Rebecca Woodbury.

Summary of Draft Alternatives

Consultants Chris Mitchell, Barbara Maloney, Ben Larson and Joy Glasier gave a summary of comments from the committee during the break out groups:

- **Area A (Northgate III):** Preference for residential or mixed office/residential, both with ground-floor retail. For residential option, preference for 3-story over 4+ story building.

Civic Center Station Area Plan Advisory Committee
Draft Notes for 07/13 Meeting

- **Area B (Storage site):** 2 or 3-story residential preferred over existing site.
- **Area C (Walters Place):** 2-story residential preferred over 3-story
- **Area D (Merrydale/Redwood):** 3-story mixed use residential/retail on Merrydale, residential and auto-oriented use on Redwood.
- **Area E (Fast food/housing):** north part should match area D
- **Area F (Medical, office):** No clear priority based on dots, but subsequent discussions centered around providing mixed use office and residential, maintaining same height as existing
- **Area G (Autodesk, office):** 3-4 story mixed use residential and ground floor retail (limited), with some discussion of the potential to provide one floor of office between the retail and residential uses. For this site to be successful, connections to the SMART station and the Civic Center and lagoon are critical.
- **Area H (Autodesk, Hotel):** 3-4 stories residential over retail closer to station, further from the station lower height to 2-3 stories residential (no retail). Some interest in maintaining hotel use.
- **Circulation:** General consensus around having an active public use near the station at the south end of Merrydale, the promenade to continue on the east side of Merrydale down to the station, a loop for circulation in the Merrydale/Redwood area, pedestrian improvements on Civic Center Drive, improvements to North San Pedro. General agreement that proposed cross-sections accurately reflect committee's recommendations for improvements. Preference for allocation of space for new or improved pedestrian and bicycle facilities, even if it means narrower lanes and slower traffic. Roadways, particularly Civic Center Drive, should be designed such that speed limits are self-enforcing (i.e., so that it feels uncomfortable to speed),

Jeff Schoppert asked the consultants to package this information up for further discussion. Roger Smith said the committee needs more time for interaction as a group. Linda Jackson suggested the committee meet August 10th (rather than cancel the meeting) to further discuss the alternatives and approve them at that time. The committee concurred. Nick Kapas expressed concern about the alternatives being packaged as low or high density, rather than have a mix depending on the sites. Judy Schriebman asked that the information be posted ahead of time so they don't feel rushed. Tammy Taylor asked that she be able to send in her comments because she will be on vacation. Jeff Schoppert asked that the consultants provide an explanation of why there are two separate alternatives and why the options are grouped the way they are. Gayle Theard asked for information about units per acre.

Public Comment

The meeting was opened to general comments by the public. Bill Carney said he hopes the committee's work focuses on how the area can come together. He said there is an opportunity for a strong center of gravity. He hopes the committee will work to create a "there there."

Closing

Jeff Schoppert closed the meeting at 9:15 p.m.

Civic Center Station Area Plan Advisory Committee
Draft Notes for 07/13 Meeting

Attendance

	9/22	10/13	10/16	11/10	12/8	1/12	2/9	3/9	4/13	5/11	6/8	7/13	8/10
Damon Connolly* (CC)	E	√	(tour-optional)	√	(Brockbank)	(Brockbank)	√	√	(workshop) (Brockbank)	-	√	√	
Emily Dean	√	√	√	√	√	√	√	√	√	√	√	√	
Michael Fryer	√	E		√	√	√	√	√	√	√	√	√	
Elissa Giambastiani	√	√	√	√	√	√	√	√	√	√	√	√	
Bob Huntsberry* (DRB)	-	√		-	√	√	√	√	√	-	-	√	
Nicholas Kapas	√	√	√	√	√	√	√	√	√	√	√	√	
Stanton Klose* (GGBPAC)	√	√		√	-	-	√	-	√	E	Resigned	-	
Greg Knell	√	√		-	√	√	√	√	-	-	√	-	
Klif Knoles	-	√		-	-	Resigned	-	-	-	-	-	-	
Marcus Lee	E	-		√		√	E	√	E	E	√	-	
Preston McCoy* (BPAC)	(Powers)			√	√	-	√	√	√	√	-	(Powers)	
Casey Mazzoni						Appointed	√	-	√	√	E	-	
Rich McGrath	√	√		√	√	√	√	√	√	√	√	√	
Brigitte Moran	√	E		√	√	√	E	√	E	√	-	E	
Larry Paul* (PC)	√	-		-	-	E	√	√	E	(Wise)	-	-	
Andrew Patterson	√	√		√	√	√	√	E	√	√	√	√	
Jeff Schoppert	√	√	√	√	√	√	√	√	√	√	√	√	
Judy Schriebman* (LGVSD)	√	E		√	-	-	√	√	√	√	√	√	
Roger Smith	√	√	√	√	√	√	√	√	√	√	√	√	
Jean Starkweather	√	√	√	√	√	√	√	√	√	√	√	√	
Tammy Taylor	√	√	√	√	√	-	√	√	E	√	√	√	
Gayle Theard	-	√		-	√	√	√	√	√	-	-	√	
Craig Thomas Yates	√	-		E	√	-	√	-	√	-	-	-	

*Ex officio, non-voting member
E: excused
BPAC: Bicycle/Pedestrian Advisory Committee

CC: City Council
DRB: Design Review Board
LGVSD: Las Gallinas Valley Sanitation District

PC: Planning Commission
GGBPAC: Golden Gate Bicycle Pedestrian
Committee

Civic Center Station Area Plan Advisory Committee
Draft Notes for 08/10 Meeting

Civic Center Station Area Plan Advisory Committee
Meeting Notes: Wednesday, August 10, 2011; 7:00 – 9:00 pm
Guide Dogs for the Blind, 350 Los Ranchitos Rd.

Attendance

Civic Center Station Area Plan Advisory Committee

Damon Connolly*	Larry Loder**	Preston McCoy*
Emily Dean	Casey Mazzoni	Jeff Schoppert
Mike Fryer	Brigitte Moran	Roger Smith
Elissa Giambastiani	Rich McGrath	Tammy Taylor
Nicholas Kapas	Andrew Patterson	Gayle Theard
Marcus Lee	Larry Paul	Craig Thomas Yates

*Ex officio, non-voting member

**Ex officio alternate

Absent: Bob Huntsberry*, Larry Paul*, Greg Knell, Judy Schriebman*, Jean Starkweather

Observers: Marge Macris, Elaine Lyford-Nojima, Stuart Shepherd, Oak and Mary Dowling, Paul Burress, Gregory Andrew, Whitney Merchant, Sue Mace, Austin Sos, Edward Bartshire

Staff: Linda Jackson (Principal Planner, City of San Rafael), Rebecca Woodbury (Planning Coordinator, City of San Rafael), Alan Zahradnik (Consultant to SMART), John Eells (Consultant to TAM)

Welcome, Announcements and Introductions

Co-chair Mike Fryer opened the meeting at 7:00 p.m. and said the purpose of the meeting was to hear about a recent walking tour of the planning area and to agree on land use assumptions for traffic modeling. Linda Jackson suggested that the graphics from last month's meeting be added to the minutes. Marcus Lee made a motion to approve the minutes. Roger Smith seconded the motion and the minutes passed with none opposed.

Linda Jackson gave a quick update regarding the project's timeline. She said the committee will have a second community workshop sometime in the fall after the traffic modeling work is done. The draft plan is due in February and the final plan in May.

There were no other announcements.

Walking Tour

Linda Jackson said that the Marin Environmental Housing Collaborative organized a walking tour of the Civic Center Station Area on Saturday, July 23. Ex-officio alternate Councilmember Brockbank attended along with about 20 members of the public. The group started at Northgate III, followed the Merrydale Overcrossing to Civic Center Drive, continued down to the station site underneath the freeway. The group then passed over to Merrydale and followed it down to Dandy Market. They walked over to Redwood Highway, crossed north over the tracks and took Merrydale back to Northgate III. The group talked about the housing potential at various sites as well as connectivity and access issues and opportunities to the new SMART station.

Marge Macris of Marin Environmental Housing Collaborative thanked Linda Jackson for leading the tour and noted the importance of visiting sites. Greg Brockbank said the tour was wonderful. Greg Andrew

Civic Center Station Area Plan Advisory Committee
Draft Notes for 08/10 Meeting

said he appreciated the opportunity to talk about his neighborhood, Rafael Meadows, and said it was good to see other spots as well. He said the tour was informative and well organized.

Land Use

Linda Jackson reminded the group about its adopted guidelines for voting. Ex-officios are non-voting members. Voting members can use a 1, 2 or 3 to show their vote: 1 = agreement, 2 = needs more information, 3 = block. An affirmative decision requires all but two people voting at level 1.

Linda Jackson reviewed the assumptions for alternative 1, referring to the map and table included in the meeting materials, and then opened it up for questions and discussion.

Larry Paul asked about the FAR of 950 Northgate. Roger Smith asked about parking opportunities and Linda Jackson noted that parking will be a topic for an upcoming meeting. Emily Dean asked about building height and Linda Jackson said that the committee will be discussing height in more depth at a later meeting, and tonight's focus is only on additional square footage. Larry Paul noted that density depends on the size of units.

Casey Mazzone asked if San Rafael has any land left for commercial development. Linda Jackson said there is very little vacant land remaining. Roger Smith said that a lot of property in the area is underdeveloped. Casey Mazzone asked about the office vacancy rate. Roger Smith estimated it is over 30%.

Jeff Schoppert asked how the land use assumptions evolved. Linda Jackson explained that using the information gathered at previous meetings, the consultants prepared two traffic modeling alternatives based on what they heard. She then explained the assumptions for alternative 2, again referring to the map and table provided in the meeting materials.

Tammy Taylor asked if area D could be split up for different uses. Rebecca Woodbury explained that this area is zoned for multiple uses and that staff recommends that specific uses it left up to the market to decide what uses are best for the area.

Elissa Giambastiani asked where the mini-storage is located. Rebecca Woodbury said it is at the north end of area D. Gayle Theard said there could be mixed use in area F. Preston McCoy asked if Caltrans had plans for sound walls. Linda Jackson noted that sound walls are expensive and that she is not aware of any plans for walls along this section of 101. Gayle Theard said double paned windows and natural elements can be used to block noise as well. Marcus Lee noted sound walls can block the view of commercial uses facing the freeway. Larry Paul added that retail and office should be closer to the freeway than residential.

Linda Jackson then opened the meeting up for public comment regarding the alternatives.

- Greg Andrew said a group called the North San Rafael Cooperative is a group of residents and other interested parties. They represent a variety of view points. They wrote a letter [provided in the meeting materials] that says: (a) there are opportunities for redevelopment in the area, (b) that uses should not intrude on neighborhoods, (3) that access and circulation should be improved (4) that creeks should be restored, (5) the North San Rafael Vision should be used as guidance, (6) the committee should continue to involve the public.
- Marge Macris said she appreciated the effort from people involved in this process. Some of the things in the alternatives get at the recommendations in the letter. She recommended that area D be divided lengthwise and that there be extensive outreach with the neighbors.
- Whitney Merchant said she works for Greenbelt Alliance which is anti-sprawl and promotes affordable, workforce housing. She recommended that the traffic model consider affordable units and the lower car ownership that corresponds with these. She said the committee should set a goal for the number of affordable units. She said the City needs to get more creative, rather than just upzoning for all levels of housing affordability.

Civic Center Station Area Plan Advisory Committee
Draft Notes for 08/10 Meeting

- Stuart Shepherd said he is concerned about development on Merrydale. He said cafés would mean lights at night. He agreed that area D should be split lengthwise and that retail on Merrydale would be a problem for the neighborhood.
- Greg Andrew said he is concerned about building height and that the traffic model alternatives tables need clarification. He asked that the parcel at 380 Merrydale be evaluated for parking.

Elissa Giambastiani said the vision statement is lacking adequate language regarding housing for the workforce. She said the committee needs to discuss how much housing they want to be affordable. Nick Kapas said he was concerned that the tables did not have all the information that the traffic modelers would need and agreed that there should be a goal for affordable housing. Linda Jackson said the City has a 20% requirement for affordable housing. She added that Public Works does not distinguish affordable from market rate in the traffic model. Casey Mazzoni asked about an affordable housing in-lieu fee. Linda Jackson said there is one for fractional units. Gayle Theard suggested that the goal for affordable housing should be increased to 25-30%. Craig Thomas Yates said there are TODs with 100% affordable units and residents do not have cars. Noting the time, Linda Jackson asked that this topic be discussed at a later meeting as it does not directly apply to the traffic model.

Jeff Schoppert noted that the work that has been done over the last couple of meetings has led to two alternatives for traffic modeling—a less intense alternative and a more intense alternative. He said the committee is not being asked to recommend these to the City Council; rather, the goal of the meeting is to send these alternatives on to the consultants for traffic modeling. He made a motion to approve both alternatives as presented. Craig Thomas Yates seconded the motion. The motion did not pass.

Level 1: 7

Level 2: 4

Level 3: 0

Linda Jackson invited members voting at level 2 to ask questions or say what would move them to level 1.

Roger Smith asked about the office in area F and the difference between Alternative 1 and 2. Larry Paul noted that the square footage in Alternative 2 is twice as much as Alternative 1. He said Alternative 1 has more residential and retail. Jeff Schoppert said the question is whether this is a station where people live or if it is a work destination. Linda Jackson said SMART's projections area that the station will be a work destination for commuters from the north. Roger Smith said that given the market for office space, the office assumption should be discounted.

Tammy Taylor asked about the different levels of assumptions and the traffic modeling. Gayle Theard also asked for clarification on the process, and Linda Jackson responded that the budget will accommodate one round of traffic modeling. After the assumptions are modeled, the committee will get the results and will discuss potential improvements, impacts and mitigations..

Gayle Theard said people will be coming into the area for a variety of reasons. She asked that for Alternative 1, residential be increased to 60 d/u in Area F & G and that the areas be mixed use with office.

Emily Dean said office should be discounted to 75% in Alternative 2. Roger Smith agreed with the two changes.

Kapas seconded the motion considering these two changes regarding density and the reduction in the office assumption in Alternative 2. The motion passed with 100% agreement.

Level 1: 11

Transportation

Linda Jackson shared two transportation improvement ideas from the consultants. One is a turnaround north of the tracks on Merrydale. The other is an extension of Merrydale through the Northgate III parcel to Las Gallinas, including two roundabouts on Merrydale.

Civic Center Station Area Plan Advisory Committee
Draft Notes for 08/10 Meeting

Emily Dean asked if the traffic modeling can include pedestrians at the Merrydale off-ramp. Roger Smith asked that SMART come speak to the committee about the station. Mike Fryer noted that roundabouts are problematic for the visually impaired.

Linda Jackson opened the meeting to comments from the public.

- Whitney Merchant asked when the results from traffic modeling will be done. Rebecca Woodbury said that hopefully they will be ready by the October meeting.
- Marge Macris asked when the final plan will be completed. Linda Jackson said the deadline is May 2012.
- Stuart Shepherd asked if the traffic modeling will include overflow parking in neighborhoods. Linda Jackson noted that parking management to address this concern will be a topic at the workshop and at upcoming meetings.

Public Comment

The meeting was opened to general comments by the public on items not on the agenda. There were none.

Meeting Evaluation

+	-
Done before 9 p.m.	Meeting materials provided more than 24 hours in advance
Got through the first vote	
Accomplished the task	
Materials were made available before the meeting	

Closing

Mike Fryer closed the meeting at 9:00 p.m.

Civic Center Station Area Plan Advisory Committee
 Draft Notes for 08/10 Meeting

Attendance

	9/22	10/13	10/16	11/10	12/8	1/12	2/9	3/9	4/13	5/11	6/8	7/13	8/10
Damon Connolly* (CC)	E	√	(four-optional)	√	(Brockbank)	√	√	(workshop)	√	(Brockbank)	-	√	√
Emily Dean	√	√	√	√	√	√	√	√	√	√	√	√	√
Michael Fryer	√	E	√	√	√	√	√	√	√	√	√	√	√
Elissa Giambastiani	√	√	√	√	√	√	√	√	√	√	√	√	√
Bob Huntsberry* (DRB)	-	√	√	-	√	√	√	√	√	-	-	√	E
Nicholas Kapas	√	√	√	√	√	√	√	√	√	√	√	√	√
Stanton Klose* (GGBPAC)	√	√	√	√	-	-	√	-	√	E	Resigned	-	-
Greg Knell	√	√	-	-	√	√	√	√	-	-	√	-	E
Klif Knoles	-	√	-	-	-	Resigned	-	-	-	-	-	-	-
Marcus Lee	E	-	√	√	√	√	E	√	E	E	√	-	√
Preston McCoy* (BPAC)	(Powers)		√	√	√	-	√	√	√	√	-	(Powers)	√
Casey Mazzoni					Appointed	√	-	√	√	√	√	E	√
Rich McGrath	√	√	√	√	√	√	√	√	√	√	√	√	√
Brigitte Moran	√	E	√	√	√	E	√	√	E	√	-	E	√
Larry Paul* (PC)	√	-	-	-	-	E	√	√	E	(Wise)	-	-	√
Andrew Patterson	√	√	√	√	√	√	E	√	√	√	√	√	√
Jeff Schoppert	√	√	√	√	√	√	√	√	√	√	√	√	√
Judy Schriebman* (LGVSD)	√	E	√	√	-	-	√	√	√	√	√	√	(Loder)
Roger Smith	√	√	√	√	√	√	√	√	√	√	√	√	√
Jean Starkweather	√	√	√	√	√	√	√	√	√	√	√	√	E
Tammy Taylor	√	√	√	√	√	-	√	√	E	√	√	√	√
Gayle Theard	-	√	√	-	√	√	√	√	√	√	-	√	√
Craig Thomas Yates	√	-	E	√	√	-	√	-	√	-	-	-	√

*Ex officio, non-voting member
 E: excused
 BPAC: Bicycle/Pedestrian Advisory Committee
 CC: City Council
 DRB: Design Review Board
 LGVSD: Las Gallinas Valley Sanitation District
 PC: Planning Commission
 GGBPAC: Golden Gate Bicycle Pedestrian Committee

Civic Center Station Area Plan Advisory Committee
 Meeting Notes: Wednesday, October 12, 2011; 7:00 – 8:30 pm
 Guide Dogs for the Blind, 350 Los Ranchitos Rd.

Attendance

Civic Center Station Area Plan Advisory Committee

Damon Connolly*	Marcus Lee	Roger Smith
Emily Dean	Casey Mazzoni	Jean Starkweather
Mike Fryer	Rich McGrath	Tammy Taylor
Elissa Giambastiani	Larry Paul	Craig Thomas Yates
Ann Hussman (for Brigitte Moran)	Jeff Schoppert	
Nicholas Kapas	Judy Schriebman*	

*Ex officio, non-voting member

**Ex officio alternate

Absent: Bob Huntsberry*, Stanton Klose*, Greg Knell, Preston McCoy*, Andrew Patterson, Gayle Theard

Observers: Greg Andrew, Elaine Lyford-Nojima

Staff: Linda Jackson (Principal Planner, City of San Rafael), Rebecca Woodbury (Planning Coordinator, City of San Rafael), Paul Jensen (Community Development Director, City of San Rafael), Katie Korzun (Economic Development Coordinator, San Rafael Redevelopment Agency), John Eells (Consultant to TAM)

Welcome, Announcements and Introductions

Co-chair Jeff Schoppert opened the meeting at 7:02 p.m. and said the purpose of the meeting was to hear an update on the land use alternatives and plan for the upcoming community workshop. He also announced Linda Jackson's retirement after 22 years of service to the City of San Rafael. Linda Jackson introduced Paul Jensen and Katie Korzun as staff that will take over her responsibilities on the Civic Center Station Area Plan.

Ms. Jackson gave an update on the project timeline. She said after the workshop on 11/9, the committee will review the results from the traffic modeling. The draft plan will be complete at the end of February and the final plan will be presented to the City Council in May.

Marcus Lee moved a motion to approve the minutes from the August meeting. Rich McGrath seconded the motion and they were approved with Jean Starkweather abstaining due to her absence in August.

Linda Jackson noted an interesting article in the Marin IJ about a recent report by Non-Profit Housing on the cost of commuting.

Emily Dean gave a report out from an event she attended on Transit-Oriented Development. She said the goal of the workshop was to learn about how to achieve the goal of people able to work and live in Marin. She said they discussed the impact of increased land values around transit and the need for affordable housing.

Land Use Alternatives

Jeff Schoppert introduced the brief update about the land use alternatives. He explained that after the committee last met, City staff finalized calculations on the land use alternatives and realized that, inconsistent with the direction of the committee, there was not a substantial difference in the numbers between the two alternatives. Staff convened a subcommittee of the two co-chairs, Schoppert and Fryer, as well as Roger Smith and Emily Dean (both of whom had substantive comments at the last review) to refine the numbers further so as to establish two distinct alternatives that captured the committee's intent.

Linda Jackson noted the need for distinction between the two alternatives for the traffic modeling to be meaningful. Linda explained the final Alternative 1 has 40% more residential, twice as much office, and slightly more retail than Alternative 2.

Jean Starkweather asked if the distinction between the alternatives is intensity. Ms. Jackson said that is correct. Judy Schriebman asked if there was a differentiation in one being more residential focused with another more office focused. Jackson noted that the difference was in the level of development: Alternative 1 has more than alternative 2. Mike Fryer added that the project budget is able to evaluate only two alternatives.

Public Comment:

Elaine Lyford-Nojima asked if they can be provided with a copy of the final alternatives. Rebecca Woodbury said she would email her the same spreadsheet that was sent to Public Works.

Greg Andrew said he was concerned about tweaks being done in a smaller group and not at a regular meeting. He said it doesn't seem like the letter submitted to the committee from MEHC was considered and that the alternatives don't seem realistic.

Workshop Preparation

Jeff Schoppert said that a workshop subcommittee convened prior to the meeting to discuss the format and topics for the workshop. The subcommittee includes him, Judy Schriebman, Marge Macris and Sue Mace. He explained that the format for the workshop will be open house with a variety of topics. He hopes that everyone on the committee will attend and help facilitate the various stations.

Linda Jackson said that the format for the workshop is conducive to getting input from many people. The purpose of the workshop is to identify how to implement the vision. She said there will be a station on streets & connections, transit, land use & design, and parking. Judy Schriebman will work on a station for creeks and the natural environment.

Craig Yates asked if Marin Transit will be at the workshop. Linda Jackson said we will invite them.

Jeff Schoppert asked about the staffing of the stations. Ms. Jackson said that consultants from Fehr & Peers will help at the connections and transit stations. Consultants from BMS Design will help with the land use station. Ms. Schriebman will staff the creeks and environment station.

Jean Starkweather said it would be good to provide everyone with maps of the area that they can carry with them.

Judy Schriebman asked what the displays will look like. Ms. Jackson said they would be information displays with maps, images, and diagrams.

Jeff Schoppert asked the committee if they felt there was a topic missing. Emily Dean said bike and pedestrian issues should be highlighted. Judy Schriebman said the greater connections beyond the study area should be noted. Tammy Taylor said the topic of Complete Streets should be covered. Larry Paul asked if the freeway would be included in the station on streets. He said this may be a good opportunity for the community to weigh in on this topic.

Elissa Giambastiani said that land use and design can be a contentious issue. She asked how this topic will be handled. Linda Jackson said they will separate housing from commercial and ask about density and intensity. Craig Yates suggested that Greenbelt Alliance can help with this topic. Jeff Schoppert said land use is probably the biggest issue and that station will need the most help from the committee for data capture. He asked for the committee's thoughts on data collection. Rich McGrath noted he would like to listen and take notes.

Jean Starkweather said that landscaping affects each of the topic areas.

Emily Dean said this workshop should build on the work that was done at the first and not repeat the same exercise. Linda Jackson agreed, and said this workshop will look at options and trade-offs for the topics.

Mike Fryer suggested comment cards or surveys for participants to fill out. Larry Paul suggested surveys that ask if people agree or disagree with statements. Rich McGrath said it will be helpful to have a lot of visuals of what it might look like with different densities. Craig Yates suggested clickers to vote; Linda Jackson said the City doesn't have that technology. Tammy Taylor said it would be helpful to record conversations. Emily Dean asked that the vision be provided.

Public Comment:

Greg Andrew said the workshop is an opportunity to talk about the Freitas exit reconfiguration. Also, the committee should consider how to best introduce people to the planning effort who may not be following it closely.

Rich McGrath asked about the order of the stations. Linda Jackson said there would be greeters at the entrance, but participants can freely go to the stations in any order. Jeff Schoppert said we should ask for ideas and solutions to major problems, like Freitas. He also asked about the outreach efforts and strategies. Linda Jackson said the City is sending a mailer to businesses, property owners, renters, and other major stakeholders in the area. Staff will also be sending out a press release and include a publicity in the City Manager's blog "Snapshot." Notification of the workshop will also be emailed to the plan's e-list. Flyers were handed out for the committee members to distribute as they see fit. Jean Starkweather said the RSVP on the flyer may turn people off; staff noted that it was helpful to have a count in order to buy refreshments. Larry Paul suggested the City put together a summary of the planning effort so far.

Public Comment:

Greg Andrew said the workshop is good for information and serves a purpose. He suggests that at a future meeting, the plan is presented as a draft for public reactions and to allow time for changes to be made.

Linda Jackson said there will be several months to review the plan and opportunities for public comment at the committee meetings, as well as loop-outs to the Planning Commission and neighborhood groups. Emily Dean asked what the committee will be doing in December and January. Ms. Jackson said the committee will be reviewing the workshop feedback, resolving issues and analyzing options.

Craig Yates asked about an Environmental Impact Report (EIR). Ms. Jackson said that environmental review will happen as the projects are implemented, but no environmental work is being done as a part of this effort. Jeff Schoppert asked if MTC will fund environmental review for projects suggested in this plan. Ms. Jackson said there are a variety of grants available and they are all different. Some pay for environmental work, some do not. Paul Jensen added that this plan is similar to the Downtown Vision in that pieces of it will be subject to environmental review as they are implemented. Tammy Taylor asked if SMART's EIR covers any of the work. Linda Jackson said it only covers topics related to SMART's plan for operations. Paul Jensen added that SMART's EIR is a high level environmental review as it covers the entire rail corridor. Environmental review for projects stemming from the Civic Center Station Area Plan will need to be more specific.

Civic Center Station Area Plan Advisory Committee
Draft Notes for 10/12 Meeting

Public Comment

The meeting was opened to general comments by the public on items not on the agenda. There were none.

Meeting Evaluation

+	-
Clarity on workshop	
Subcommittee work	
Ending early	

Closing

Jeff Schoppert closed the meeting at 8:25 p.m.

Attendance

	9/22	10/13	10/16	11/10	12/8	1/12	2/9	3/9	4/13	5/11	6/8	7/13	8/10	10/12
			(tour-optional)						(workshop)					
Damon Connolly* (CC)	E	√		√	(Brockbank)	(Brockbank)	√	√	(Brockbank)	-	√	√	√	√
Emily Dean	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Michael Fryer	√	E		√	√	√	√	√	√	√	√	√	√	√
Elissa Giambastiani	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Bob Huntsberry* (DRB)	-	√		-	√	√	√	√	√	-	-	√	E	-
Nicholas Kapas	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Stanton Klose* (GGBPAC)	√	√		√	-	-	√	-	√	E	Resigned	-	-	E
Greg Knell	√	√		-	√	√	√	√	-	-	√	-	E	-
Klif Knoles	-	√		-	-	Resigned	-	-	-	-	-	-	-	-
Marcus Lee	E	-		√		√	E	√	E	E	√	-	√	√
Preston McCoy* (BPAC)	(Powers)			√	√	-	√	√	√	√	-	(Powers)	√	E
Casey Mazzoni						Appointed	√	-	√	√	E	-	√	√
Rich McGrath	√	√		√	√	√	√	√	√	√	√	√	√	√
Brigitte Moran	√	E		√	√	√	E	√	E	√	-	E	√	(Ann Hussman)
Larry Paul* (PC)	√	-		-	-	E	√	√	E	(Wise)	-	-	√	√
Andrew Patterson	√	√		√	√	√	√	E	√	√	√	√	√	E
Jeff Schoppert	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Judy Schriebman* (LGVSD)	√	E		√	-	-	√	√	√	√	√	√	(Loder)	√
Roger Smith	√	√	√	√	√	√	√	√	√	√	√	√	√	E
Jean Starkweather	√	√	√	√	√	√	√	√	√	√	√	√	E	√
Tammy Taylor	√	√	√	√	√	-	√	√	E	√	√	√	√	√
Gayle Theard	-	√		-	√	√	√	√	√	-	-	√	√	E
Craig Thomas Yates	√	-		E	√	-	√	-	√	-	-	-	√	√

*Ex officio, non-voting member
E: excused
BPAC: Bicycle/Pedestrian Advisory Committee

CC: City Council
DRB: Design Review Board
LGVSD: Las Gallinas Valley Sanitation District

PC: Planning Commission
GGBPAC: Golden Gate Bicycle Pedestrian
Committee

Civic Center Station Area Plan Advisory Committee
Meeting Notes: Wednesday, December 14, 2011; 7:00 – 9:00 pm
Guide Dogs for the Blind, 350 Los Ranchitos Rd.

Attendance

Civic Center Station Area Plan Advisory Committee

Emily Dean	Rich McGrath	Judy Schriebman*
Elissa Giambastiani	Larry Paul	Roger Smith
Nicholas Kapas	Andrew Patterson	Tammy Taylor
Preston McCoy*	Jeff Schoppert	

*Ex officio, non-voting member

**Ex officio alternate

Absent: Damon Connolly*, Mike Fryer, Marcus Lee, Casey Mazzoni, Bob Huntsberry*, Stanton Klose*, Greg Knell, Brigitte Moran, Jean Starkweather, Gayle Theard, Craig Thomas Yates

Observers: Greg Andrew, Jerry Belletto, Mary Fellow, Elaine Lyford-Nojima, Sue Mace, Kate Powers, Jeff Rhoads, Stuart Shepard, Ken Taylor

Staff: Katie Korzun (Economic Development Coordinator, San Rafael Redevelopment Agency), Rebecca Woodbury (Management Analyst, City of San Rafael), Paul Jensen (Community Development Director, City of San Rafael), John Eells (Consultant to TAM)

Welcome, Announcements and Introductions

Co-chair Jeff Schoppert opened the meeting at 7:10 p.m. noting a quorum present. He said the purpose of the meeting was learn about what happened at the November workshop as well as the traffic modeling for the land use alternatives. He asked for a motion to approve the minutes. Nicholas Kapas made a motion and Elissa Giambastiani seconded. Minutes were approved. Nicholas Kapas left the meeting.

Jeff Schoppert said he would be chairing the meeting since Mike Fryer was out for a family emergency.

A member of the public asked when the committee would be taking public comment. Rich McGrath asked if public comment could be moved up earlier in the agenda. Jeff Schoppert assured there would be time for public comment throughout the meeting as well as at the end.

Jeff Schoppert acknowledged a letter sent to the committee from Marin Environmental Housing Collaborative (MEHC) on 10/31 and said staff had prepared a response. Both letters were in the agenda packet. Roger Smith asked who MEHC was and how many people are part of the organization. Elissa Giambastiani wondered what the committee was supposed to do. Jeff Schoppert asked if anyone in the committee had any objections to the staff response. Roger Smith suggested that the letter did not warrant a response. Katie Korzun noted that the letter as well as members of MEHC asked for a response. Jeff Schoppert said there was no longer a quorum so he tabled the topic.

Workshop Analysis

Rebecca Woodbury said the committee hosted a workshop in November and it was attended by 37 members of the public. She walked through the material presented at the workshop and presented information gathered during the workshop as well as a debrief of staff and committee members after the workshop.

Rebecca Woodbury said that some people at the workshop were curious about connections between bus, rail and shuttles and wondered if there was an opportunity for a mini bus hub near the train station. She said that most people were OK with the on-street parking opportunities identified, but some showed interest in parking opportunities for SMART riders on the west side of the station. Judy Schriebman noted the parking on McInnis is in close proximity to wetlands.

Rebecca Woodbury said there was general consensus at the workshop that the area needs more sidewalks and safer bicycle facilities. She said people showed an interest in having an at-grade pedestrian crossing on the west side of the station. Rich McGrath asked about the connection of the multi-use path to the path at Puerto Suello Hill. Rebecca Woodbury said SMART has not shared design plans yet. A member of the public suggested an at-grade auto connection of Merrydale Road.

Rebecca Woodbury said most people at the workshop liked Option A for the Promenade plan, connecting the Promenade through the Northgate III parcel down Merrydale to the SMART multi-use path. With regards to roundabouts, she said people at the workshop were concerned about pedestrian and bicycle safety.

Rebecca Woodbury said that the land use surveys showed that generally people favored Alternative A, although 2 people noted that both alternatives proposed too much development. She pointed out that in several areas the vote count was close and in area B, the votes were even.

Judy Schriebman questioned the amount of support for some of the ideas about development, noting that some people said they preferred no new development in the area. She said the comment about new office on the east side of the freeway conflicted with concerns about sea-level rise. She expressed concern that the analysis displayed bias.

Rebecca Woodbury noted that the comment about office use on the east side of the freeway was only made by one person and that people said they were interested in heights of 3-4 stories in some areas. Desire for heights above 4 stories was not indicated.

A member of the public said there were not enough people at the workshop and many people did not fill out the land use survey. The workshop was not advertised well. It doesn't seem like that many people favored higher densities.

Larry Paul said it was unfortunate not to have more people at the workshop and that people need to show up if they want their opinion counted.

A member of the public said that people in Santa Venetia are very involved, but they are also burnt out because of all the issues they are involved with.

Judy Schriebman said people at the workshop were shocked at the effect sea-level rise would have on the area and they expressed concern about wetlands.

Rich McGrath noted that the Santa Venetia neighborhood is represented on the committee.

Traffic Modeling Analysis

Katie Korzun explained the results of the traffic modeling for the land use alternatives. She said that in both alternatives the traffic model showed gridlock throughout the area, but we learned a great deal about where there is capacity for development including:

1. Increases in residential density to 60 units/acre across the board are not supportable; it may be possible in area FGH. Some increases in density, on a case by case basis, may be possible.
2. The addition of housing in the general area of the Northgate Mall, Northgate I and III, and the office area on Las Gallinas, is possible.
3. The addition of housing in Area B is possible.
4. Some addition of housing in Area DE is possible, but the regulations and locations must be carefully reviewed.
5. Increases in FAR over 0.3 are not possible
6. Increases in activity 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. The addition of retail in area FGH was not indicated in the capacity numbers, but might be possible in limited amounts if the office development is altered.

Roger Smith asked about trading uses, such as office for retail. Katie Korzun said that is a possibility and she added that uses have different trip generations. Preston McCoy asked about the assumptions for the traffic model with regards to bicyclists and pedestrians. Roger Smith said the assumptions for the traffic model are based on average behavior. Nick Kapas asked for clarification about traffic failure. Katie Korzun said that although the traffic model fails under both alternatives, we learned a lot about the capacity in the different areas. She said the model reflects where we are today.

A member of the public said this process is about the community achieving a vision, not a process for development. He suggested the committee think about the goals of the vision, not about how much development can fit. He noted that he is not anti-development, but the committee should be cautious about how much development they propose and where.

Nick Kapas asked about the adjustments staff made in the analysis of the traffic modeling results. Katie Korzun said she scaled the alternatives back, but maintained the same assumptions.

A member of the public said that residents in Santa Venetia commissioned a study by an independent traffic consultant and learned the numbers that the City of San Rafael has are off. She brought in an image of an intersection with cars queuing.

Year end review

Katie Korzun gave an overview of the work that has been done to date and what was coming up for 2012. She said that the committee has finished the information gathering and in January would start working on the draft plan. The consultants have been putting pieces together and some parts are further along than others. Emily Dean asked what work had been completed. Katie Korzun said some work on circulation and connectivity had been done but no land use decisions have been made. Larry Paul said it may be helpful to see conceptual drawings of the proposed densities or diagrams of FAR changes. Roger Smith said the pictures of buildings they looked at were helpful.

Paul Jensen spoke said staff is adding two public forums to this planning process, with the Design Review Board (DRB) and the Planning Commission. These will occur after the draft plan is completed. Roger Smith questioned whether DRB was appropriate. Paul Jensen said elements of the plan relate to

Civic Center Station Area Plan Advisory Committee
Draft Notes for 12/14 Meeting

the Design Review Board and this will help maximize opportunities for public comment. Paul Jensen reminded the group that the finished produced is accepted, not adopted by the City Council. The Plan will help to create a road map for the future, but no environmental work will be done.

A member of the public said that he appreciates a transparent process and the plan for the added public forums is satisfactory.

Nick Kapas asked what the committee will be doing for the next couple of meetings. Jeff Schoppert said the committee will be filling in part of the plan. Katie Korzun said staff will bring material for the committee to respond to. She asked for a subcommittee of about four people to help with this process. Jeff Schoppert asked that she send out the subcommittee request via email.

Rich McGrath asked that the public have an opportunity to speak at the beginning of the meetings. Emily Dean concurred, adding that it can be hard for the public to know when is the appropriate time to comment. Katie Korzun said at the next meeting the agenda will allow for open time at the beginning of the meeting.

Public Comment

The meeting was opened to general comments by the public on items not on the agenda.

Greg Andrew provided some clarity on three letters that have been sent to the committee, by Marin Environmental Housing Collaborative (MEHC) and North San Rafael Collaborative (NSRC). He said that MEHC has 25 board members and that NSRC is a group of residents.

Meeting Evaluation

+	-
Katie is providing a great transition.	

Closing

Jeff Schoppert closed the meeting at 9:20 p.m.

Attendance

	9/22	10/13	10/16	11/10	12/8	1/12	2/9	3/9	4/13	5/11	6/8	7/13	8/10	10/12	11/9	12/14
			(tour-optional)					(workshop)							(workshop)	
Damon Connolly* (CC)	E	√		√	(Brockbank)	(Brockbank)	√	√	(Brockbank)	-	√	√	√	√	-	-
Emily Dean	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Michael Fryer	√	E		√	√	√	√	√	√	√	√	√	√	√	√	E
Elissa Giambastiani	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Bob Huntsberry* (DRB)	-	√		-	√	√	√	√	√	-	-	√	E	-	-	-
Nicholas Kapas	√	√	√	√	√	√	√	√	√	√	√	√	√	√	-	√
Stanton Klose* (GGBPAC)	√	√		√	-	-	√	-	√	E	Resigned	-	-	-	-	-
Greg Knell	√	√		-	√	√	√	√	-	-	√	-	E	-	-	E
Klif Knoles	-	√		-	-	Resigned	-	-	-	-	-	-	-	-	-	-
Marcus Lee	E	-		√		√	E	√	E	E	√	-	√	√	E	-
Preston McCoy* (BPAC)	(Powers)			√	√	-	√	√	√	√	-	(Powers)	√	E	√	√
Casey Mazzoni						Appointed	√	-	√	√	E	-	√	√	√	E
Rich McGrath	√	√		√	√	√	√	√	√	√	√	√	√	√	√	√
Brigitte Moran	√	E		√	√	√	E	√	E	√	-	E	√	(Ann Hussman)	√	-
Larry Paul* (PC)	√	-		-	-	E	√	√	E	(Wise)	-	-	√	√	-	√
Andrew Patterson	√	√		√	√	√	√	E	√	√	√	√	√	E	√	√
Jeff Schoppert	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Judy Schriebman* (LGVSD)	√	E		√	-	-	√	√	√	√	√	√	(Loder)	√	√	√
Roger Smith	√	√	√	√	√	√	√	√	√	√	√	√	√	E	√	√
Jean Starkweather	√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	E
Tammy Taylor	√	√	√	√	√	-	√	√	E	√	√	√	√	√	√	√
Gayle Theard	-	√		-	√	√	√	√	√	-	-	√	√	E	-	√
Craig Thomas Yates	√	-		E	√	-	√	-	√	-	-	-	√	√	√	-

*Ex officio, non-voting member
E: excused
BPAC: Bicycle/Pedestrian Advisory Committee

CC: City Council
DRB: Design Review Board
LGVSD: Las Gallinas Valley Sanitation District

PC: Planning Commission
GGBPAC: Golden Gate Bicycle Pedestrian
Committee

Civic Center Station Area Plan Advisory Committee
 Meeting Notes: Wednesday, January 11, 2012; 7:00 – 9:00 pm
 Guide Dogs for the Blind, 350 Los Ranchitos Rd.

Attendance

Civic Center Station Area Plan Advisory Committee

Emily Dean	Preston McCoy*	Judy Schriebman*
Mike Fryer	Rich McGrath	Roger Smith
Elissa Giambastiani	Brigitte Moran	Jean Starkweather
Barbara Heller*	Larry Paul*	Tammy Taylor
Nicholas Kapas	Andrew Patterson	Craig Thomas Yates
Casey Mazzoni	Jeff Schoppert	

*Ex officio, non-voting member

**Ex officio alternate

Absent: Marcus Lee, Bob Huntsberry*, Greg Knell, Gayle Theard

Observers: Mary Linn King, Sue Mace, Heather Gass, Shirley McGrath, Stuart Shepherd, Greg Andrew, Bill Carney, Alice Watkins

Staff: Katie Korzun (Economic Development Coordinator, San Rafael Redevelopment Agency), Rebecca Woodbury (Management Analyst, City of San Rafael), John Eells (Consultant to TAM)

Welcome, Announcements and Introductions

Co-chair Mike Fryer opened the meeting at 7:02 p.m. noting a quorum present. He said the purpose of the meeting was to discuss and accept a land use proposal, review a draft outline and hear about the schedule for the rest of the project. He asked for a motion to approve the minutes. Jeff Schoppert made a motion and Nicholas Kapas seconded. Minutes were approved.

Rebecca Woodbury announced a walking tour for the Downtown Station Area Plan on 1/12 at noon. The meeting place is at Whistlestop.

Nicholas Kapas announced a lecture on the history of Smith Ranch Road at on 1/14 at 4:15 pm at the Marin History Museum.

Mike Fryer noted that "Open Time" was added to the beginning of the agenda in response to a request last meeting. He opened the meeting up for public comment on items not on the agenda. There were none.

Land Use Proposal

Katie Korzun said the committee has been working on the topic of land use for many months. They have ranked photographs of buildings, learned about traffic constraints, and discussed where in the area more intense development might be appropriate. To make further progress, a subcommittee on land use was formed. They met and discussed everything they have heard from the public and the committee over this time and came up with a proposal.

Emily Dean, a member of the subcommittee, presented the proposal. Other members of the subcommittee included Elissa Giambastiani, Rich McGrath, and Roger Smith. The proposal is available in the agenda packet.

Mike Fryer opened the meeting up for public comment on the land use proposal.

Public Comment

Greg Andrew: Mr. Andrew sent the committee a memo with his comments on the land use proposal. He suggests that they do not focus on the number of stories, but rather on design guidelines and heights. He appreciates the committee's intent of protecting neighborhoods. His specific recommendations include:

- Changing "3-4 stories" to "1-4 stories" in the Overarching Considerations section.
- Changing "development up to 4 stories" to "development up to 3 stories" in the Area around Merrydale section.
- Refer to planning areas (A-H) for consistency.
- Mention affordable housing.
- Mention parking.
- Split area D north/south into two separate planning areas.
- What does "occupant safety and health" mean?
- What does "housing access to station" mean in the Area East of Freeway section?

Mary Linn King: Ms. King asked that committee respect neighborhood characteristics and Frank Lloyd Wright's vision. She spoke against 5-story buildings near the Frank Lloyd Wright campus.

Member of the public: A member of the public spoke against 5-story buildings east of the freeway and spoke in favor of buffer zones to protect neighborhoods.

Bill Carney: Mr. Carney spoke in favor of the land use proposal as a sound concept and good start. He said residential near the station will help create a core. He suggested that the consultants prepare development prototypes to help the committee and the public understand what the design impact could be. He spoke in favor of higher buildings coupled with good design guidelines. He spoke in favor 5-story buildings in Area A and 4-story buildings in the Merrydale area closest to the station. He said Merrydale and the creek provide a buffer to the neighborhood. He suggested the proposal emphasize the importance of affordable housing and that additional height can be exchanged for benefits to the community, such as affordable housing.

Stuart Shepherd: Mr. Shepherd commended the committee for listening to public input. He spoke against allowing 4-story buildings near the station and said they would impact the people who live at the end of Merrydale. He spoke in favor of allowing taller heights at the freeway as long as they transitioned into lower heights on Merrydale.

End of public comment.

Preston McCoy asked if there are second stories or second units in the San Rafael Meadows neighborhood. Greg Andrew said about 10% of the homes have added second stories. He said there are no second units and the neighborhood opposes them.

Elissa Giambastiani asked about how the committee will deal with affordable housing. Katie Korzun said that is a detail that will need to be discussed at a later date. Jean Starkweather asked if the subcommittee took traffic into consideration when they came up with the proposal. Roger Smith said the subcommittee assumed that future plans will take traffic, wetland, health and safety into account. This was more of an overall vision concept.

Mike Fryer asked the committee to go through the proposal section by section to gain consensus on the concepts. Starting with the preface, the committee discussed, made modifications and voted on each section.

Preface

Changes suggested:

Our overall intent was to respect the character of existing residential neighborhoods. However, we recognize that the future in

Vote:

- Level One: 13
- Level Two: 0
- Level Three: 0
- **Consensus: Yes**

Overall Considerations

Changes suggested:

In general, multi-family residential of 3 to 4 stories (unless otherwise noted) within walking distance from the station should be encouraged throughout the area. This is a long range 25 year plan,

Additional neighborhood-serving retail should be allowed, but not required in areas that are appropriate for mixed use.

Vote:

- Level One: 13
- Level Two: 0
- Level Three: 0
- **Consensus: Yes**

Area east of freeway and surrounding the Civic Center

Changes suggested:

The level properties along Civic Center Drive within walking distance of the Station are possible locations for more intense usage. In particular, the vacant County site adjacent to the station presents an opportunity for an intense, transit oriented use. It is large, close to the station and offers a blank slate for a new and exciting project.

Housing or mixed use on the identified priority development sites should be allowed up to 5 stories with sensitivity to existing residential neighborhoods, creeks and wetlands.

Vote:

- Level One: 10
- Level Two: 1
- Level Three: 1
- **Consensus: Yes**

Area around Northgate Mall

Changes suggested:

Multi-family residential and commercial mixed-use should be encouraged on the Northgate III site

Vote:

- Level One: 10
- Level Two: 1
- Level Three: 0
- **Consensus: Yes**

Civic Center Station Area Plan Advisory Committee
Draft Notes for 01/11 Meeting

Area around Merrydale/Redwood

Changes suggested:

Development should be allowed up to 4 stories and up to 3 stories along Merrydale Road, with design guidelines addressing building articulation, massing, and setbacks.

Vote:

- Level One: 13
- Level Two: 0
- Level Three: 0
- **Consensus: Yes**

Schedule

Due to lack of time, Katie Korzun said the remainder of the agenda was self-explanatory and did not warrant staying further.

Public Comment

Greg Andrew: Mr. Andrew requested that a representative of Public Works attend the Design Review Board and Planning Commission public meetings to answer questions, should they arise. He asked that the item on the schedule called 'Committee presentations to interest groups' occur before the Design Review Board and Planning Commission meetings.

Meeting Evaluation

+	-
Got through the land use proposal!	

Closing

Mike Fryer closed the meeting at 9:25 p.m.

Draft Notes for 01/11 Meeting

Attendance

	9/22	10/13	10/16	11/10	12/8	1/12	2/9	3/9	4/13	5/11	6/8	7/13	8/10	10/12	11/9	12/14	1/11	2/8
Damon Connolly* (CC)	E	√	(tour-optional)	√	(Brockbank)	(Brockbank)	√	(workshop)	√	(Brockbank)	-	√	√	√	√	-	-	Reappointed
Emily Dean	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Michael Fryer	√	E		√	√	√	√	√	√	√	√	√	√	√	√	√	E	√
Elissa Giambastiani	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Barbara Heller* (CC)																		Appointed
Bob Huntsberry* (DRB)	-	√		-	√	√	√	√	√	-	-	√	E	-	-	-	-	-
Nicholas Kapas	√	√	√	√	√	√	√	√	√	√	√	√	√	√	-	√	√	√
Stanton Klose* (GGBPAC)	√	√		√	-	-	√	-	√	E	Resigned							
Greg Knell	√	√		-	√	√	√	√	-	-	√	-	E	-	-	E	-	-
Klif Knoles	-	√		-	-	Resigned	-											
Marcus Lee	E	-		√		√	E	√	E	E	√	-	√	√	E	-	-	-
Preston McCoy* (BPAC)	(Powers)			√	√	-	√	√	√	√	-	(Powers)	√	E	√	√	√	√
Casey Mazzoni						Appointed	√	-	√	√	E	-	√	√	√	E	√	√
Rich McGrath	√	√		√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Brigitte Moran	√	E		√	√	√	E	√	E	√	-	E	√	(Ann Hussman)	√	-	√	√
Larry Paul* (PC)	√	-		-	-	E	√	√	E	(Wise)	-	-	√	√	-	√	√	√
Andrew Patterson	√	√		√	√	√	√	E	√	√	√	√	√	E	√	√	√	√
Jeff Schoppert	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Judy Schriebman* (LGVSD)	√	E		√	-	-	√	√	√	√	√	√	(Loder)	√	√	√	√	√
Roger Smith	√	√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	√	√
Jean Starkweather	√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	E	√	√
Tammy Taylor	√	√	√	√	√	-	√	√	E	√	√	√	√	√	√	√	√	√
Gayle Theard	-	√		-	√	√	√	√	√	-	-	√	√	E	-	-	-	-
Craig Thomas Yates	√	-		E	√	-	√	-	√	-	-	-	√	√	√	-	√	√

*Ex officio, non-voting member

E: excused

BPAC: Bicycle/Pedestrian Advisory Committee

CC: City Council

DRB: Design Review Board

LGVSD: Las Gallinas Valley Sanitation District

PC: Planning Commission

GGBPAC: Golden Gate Bicycle Pedestrian Committee

Civic Center Station Area Plan Advisory Committee
 Meeting Notes: Wednesday, February 8, 2012; 7:00 – 9:00 pm
 Guide Dogs for the Blind, 350 Los Ranchitos Rd.

Attendance

Civic Center Station Area Plan Advisory Committee

Emily Dean	Preston McCoy*	Roger Smith
Mike Fryer	Rich McGrath	Jean Starkweather
Elissa Giambastiani	Brigitte Moran	Tammy Taylor
Nicholas Kapas	Jeff Schoppert	
Casey Mazzoni	Judy Schriebman*	

*Ex officio, non-voting member

**Ex officio alternate

Absent: Barbara Heller*, Marcus Lee, Bob Huntsberry*, Greg Knell, Larry Paul*, Andrew Patterson, Gayle Theard, Craig Thomas Yates

Observers: Patsy White, Stuart Shepherd, Don Magdanz, Greg Andrew, Bill Carney, Kate Powers, Elaine Lyford Nogina, Alisha Oloughlin, Sam Mathare

Staff: Katie Korzun (Economic Development Coordinator, City of San Rafael), John Eells (Consultant to TAM)

Welcome, Announcements and Introductions

Co-chair Jeff Schoppert opened the meeting at 7:05 p.m. noting a quorum present. He said the purpose of the meeting was to adjust the Committee memberships discuss and accept a parking proposal. No changes to the agenda were requested. He asked for a motion to approve the minutes. Emily Dean requested that Committee changes to documents be shown in track changes. Elissa Giambastiani made a motion and Jean Starkweather seconded. Minutes were approved.

Judy Schriebman announced a series of 3 meetings hosted by Sustainable San Rafael on sea level rise, the first to be on February 27.

Schoppert announced that he had attended the tour of the Downtown Station Area, and was very impressed with the Committee work, and noted that the Plan was available on line.

Nick Kapas noted that he had attended the November 19 Workshop and asked that the attendance chart be corrected.

Jean Starkweather noted that she had attended the opening of the new hardware store in the Plan Area, and had found that the on and off ramp congestion was difficult. She felt that this was an example of what would happen if too much development is approved.

Schoppert announced "Open Time" and there were no public comments. .

Committee Adjustments

Schoppert stated that the Committee Guidelines directed that committee members are considered resigned if they have 3 unexcused absences in a row and that 3 members were in that situation. He has spoken with Greg Knell who had found that other commitments required his attendance on Wednesday evening. Korzun noted that she had spoken with Marcus Lee who also had business commitments on Wednesdays, and that she had spoken to Gayle Theard who had expressed her intent to attend tonight. Schoppert thanked Knell and Marcus for their efforts and participation in the process, and accepted their resignations. Schriebman asked if that opened up positions for new members, and Schoppert said that appointments were made by the City Council.

Parking Proposal

Korzun presented the parking proposal and said the recommendation based on information gathered from the background report, the second community workshop, a review of best practices, and in consultation with the City's Parking Manager. The intent is to identify issues and propose strategies to address each issue. Many of the strategies are derived from the Metropolitan Transportation Commission's handbook. The proposal is available in the agenda packet.

Schoppert asked if the Committee had questions.

Kapas asked if people wanting to use the train could not find parking and drove around looking for open spaces would cause traffic problems. Korzun responded that the SMART EIR evaluation of traffic would have addressed this situation.

Dean asked if high tech solutions to finding and reporting open parking spaces and thus reduce the driving around to find open spaces had been considered. Korzun responded that the technology existed, but due to the high cost of the infrastructure, the Parking Manager had not considered it feasible.

Roger Smith asked if developers were routinely asked to provide on site parking and that the proposal suggested on street parking for SMART. Korzun said yes, that was the case. Smith noted that parking is essential to the success of SMART and that they needed to provide enough.

Schoppert opened the meeting for public comment on the parking proposal.

Public Comment

Greg Andrew said that the Goal statement should reference all development, not just new. He appreciated the inclusion of neighborhood parking permits as that was a request of his neighborhood and he is glad their concern was heard. He agrees that it should be implemented only if a problem arises. He noted that the San Rafael Coalition of neighborhoods supported the use of the Marin Storage lot for parking. He noted that the confusion between requirements and needs was explained in the staff presentation. The Coalition is also supportive of unbundled parking when it is designed as an incentive to live car free. He stated that these parking ideas are new and will catch on in the future. In his opinion, parking on Merrydale is used and the County parking is used so that parking coordination between public agencies is necessary.

Bill Carney said he had submitted a letter to staff earlier in the day. Sustainable San Rafael liked the tools proposed. The purpose of a Station Plan is to create a walkable community so more parking should be added only if needed after the operation of the Train showed that it was needed. There are alternatives such as feeder buses. North Merrydale's priority use should be for the Promenade. There is a difference between parking needs and requirements and he urges that reducing requirements should be in the Plan.

Schoppert asked for Committee discussion.

Preston McCoy stated that North Merrydale should be used for the promenade, not parking. Bike parking is needed close to the Station and Merrydale would be a good location. He wanted bike parking to be mentioned in the Plan.

Dean said residential development needed bike parking too.

Schriebman said that commercial development needed bike parking.

Kapas said that if there was too much parking, people would park here and take the train to other stations that had less parking. The Civic Center should not become the mecca for SMART parking in North Marin.

Starkweather said that too much parking was not the problem, that there is not enough parking for train users.

Smith stated that the underlying issue was that the Committee did not accept SMART'S estimate of parking need. He pointed out that it is removal of parking to build a building is reasonable, but that buildings are not removed for parking. He suggests that the northern part of the Christmas tree lot be used for parking.

Mike Fryer agreed with Smith that until SMART is in operation, the parking need will not be known.

Schoppert asked for Committee action on the Report on Parking Issues and Recommendations. Consensus was reached with the following changes:

Parking issues

Parking-related issues that have been identified include:

- **How much SMART parking is needed**
- Commuter parking in residential areas
- Additional parking for SMART patrons
- Parking requirements for new development
- Parking coordination
- **Secure bike parking throughout the Plan Area is needed**

Additional parking for SMART patrons

Recommendation:

- Three additional parking opportunities have been identified for SMART commuter parking. This will be public parking and therefore they will be open to non-SMART users as well. They are:
 - McInnis Parkway, approximately 80 on-street parking spaces
 - Merrydale North, approximately 65 on-street spaces (depending on how the roadway is configured **and without compromising the proposed extension of the Promenade**)
 - Vacant parcel northeast of station, approximately 32 spaces (can include some ADA parking for SMART **and bike parking**)
- **If more parking is needed beyond these lots, the City, County and SMART should pursue the use of public and private lots for additional parking**

Parking needed for new development

Recommendation:

- *Reduce parking needs.* If coupled with other strategies such as transit incentive programs, carsharing, unbundled parking, **shuttles**, and shared parking, new development may need less parking than the current ordinance requires. ~~Reductions in parking requirements can be considered project-by-project through discretionary review.~~

Civic Center Station Area Plan Advisory Committee
Draft Notes for 02/08 Meeting

Parking Coordination

Recommendation:

- *Coordination of parking **controls**. Successful parking **strategies** will require extensive on-going coordination between the County of Marin, SMART and the City of San Rafael.*

Preparation for Draft Plan

Korzun said that the draft Vision Statement which was last worked on in October 2011 needed to be revisited for consistency with the work that has been done in the interim. She asked for a Subcommittee that could meet very soon as the Consultants needed the Vision to work on the Plan. A Subcommittee of Schriebman, Mc Grath, Kapas, Smith, Giambastiani, and Dean volunteered.

Public Comment

There was no public comment.

Meeting Evaluation

+	-
Handled dissent very well!	

Closing

Schoppert closed the meeting at 9:10 p.m.

Draft Notes for 02/08 Meeting

Attendance

	9/22	10/13	10/16	11/10	12/8	1/12	2/9	3/9	4/13	5/11	6/8	7/13	8/10	10/12	11/9	12/14	1/11	2/8	
Damon Connolly* (CC)	E	√	(tour-optional)	√	(Brockbank)	(Brockbank)	√	(workshop)	√	(Brockbank)	-	√	√	√	-	-	Reappointed		
Emily Dean	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Michael Fryer	√	E		√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	
Elissa Giambastiani	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Barbara Heller* (CC)																	Appointed	-	
Bob Huntsberry* (DRB)	-	√		-	√	√	√	√	√	-	-	√	E	-	-	-	-	-	-
Nicholas Kapas	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Stanton Klose* (GGBPAC)	√	√		√	-	-	√	-	√	E	Resigned								
Greg Knell	√	√		-	√	√	√	√	-	-	√	-	E	-	-	E	-	Resigned	
Klif Knoles	-	√		-	-	Resigned	-												
Marcus Lee	E	-		√		√	E	√	E	E	√	-	√	√	E	-	-	Resigned	
Preston McCoy* (BPAC)	(Powers)			√	√	-	√	√	√	√	-	(Powers)	√	E	√	√	√	√	√
Casey Mazzoni						Appointed	√	-	√	√	E	-	√	√	√	E	√	√	
Rich McGrath	√	√		√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Brigitte Moran	√	E		√	√	√	E	√	E	√	-	E	√	(Ann Hussman)	√	-	√	√	
Larry Paul* (PC)	√	-		-	-	E	√	√	E	(Wise)	-	-	√	√	-	√	√	-	
Andrew Patterson	√	√		√	√	√	√	E	√	√	√	√	√	E	√	√	√	√	-
Jeff Schoppert	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Judy Schriebman* (LGVSD)	√	E		√	-	-	√	√	√	√	√	√	(Loder)	√	√	√	√	√	√
Roger Smith	√	√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	√	√	√
Jean Starkweather	√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	E	√	√	
Tammy Taylor	√	√	√	√	√	-	√	√	E	√	√	√	√	√	√	√	√	√	√
Gayle Theard	-	√		-	√	√	√	√	√	-	-	√	√	E	-	-	-	-	
Craig Thomas Yates	√	-		E	√	-	√	-	√	-	-	-	√	√	√	-	√	-	

*Ex officio, non-voting member

E: excused

BPAC: Bicycle/Pedestrian Advisory Committee

CC: City Council

DRB: Design Review Board

LGVSD: Las Gallinas Valley Sanitation District

PC: Planning Commission

GGBPAC: Golden Gate Bicycle Pedestrian Committee

Civic Center Station Area Plan Advisory Committee
 Meeting Notes: Wednesday, March 14, 2012; 7:00 – 9:00 pm
 Guide Dogs for the Blind, 350 Los Ranchitos Rd.

Attendance

Civic Center Station Area Plan Advisory Committee

Emily Dean	Casey Mazzoni	Judy Schriebman*
Mike Fryer	Preston McCoy*	Jean Starkweather
Elissa Giambastiani	Rich McGrath	Tammy Taylor
Barbara Heller*	Andrew Patterson	Gayle Theard
Nicholas Kapas	Jeff Schoppert	

*Ex officio, non-voting member

**Ex officio alternate

Absent: Bob Huntsberry*, Brigitte Moran, Larry Paul, Roger Smith, Craig Thomas Yates

Observers: Greg Andrew, Maggi Garloff, Elaine Lyford-Nojima, Sue Mace, Kate Powers, Barry Taranto

Staff: Katie Korzun (Economic Development Coordinator, City of San Rafael), Rebecca Woodbury (Management Analyst, City of San Rafael), Paul Jensen (Community Development Director, City of San Rafael), John Eells (Consultant to TAM)

Welcome, Announcements and Introductions

Co-chair Mike Fryer opened the meeting at 7:02 p.m. noting a quorum present. He said the purpose of the meeting was to understand the contents of the Administrative Version document as well as the process for review.

Fryer asked for a motion to approve the minutes. Nick Kapas noted that on page 3 of the minutes, his intention was not to imply that having parking available at the station is a negative aspect. He requested the second sentence be struck from the record. He requested that “too much” be replaced with “enough available” and that the word “some” be added before the word “people.”

Jeff Schoppert asked that “Marin Storage” be changed to “Public Storage” on page 2. Schoppert made a motion to approve the minutes with the changes noted. Jean Starkweather seconded and the minutes were approved.

Fryer welcomed back Gayle Theard to the group after missing some meetings due to illness. He noted that the April meeting would run longer than usual. Schoppert suggested an earlier start time of 6:30. Starkweather said the public might not know about the early start time and show up late. Elissa Giambastiani moved to start the April meeting at 6:30 and Tammy Taylor seconded the motion. All voted in favor, except Starkweather opposed. The motion passed.

Open Time

Fryer asked if any members of the public would like to speak on items not on the agenda. There were none.

Vision Re-visit

Katie Korzun said a subcommittee revisited the Vision Statement since the last meeting and made some changes, noted in the Agenda Packet. She said any further changes to the statement could be suggested at the next meeting during the Committee's review of the Administrative Version.

Rich McGrath thanked Fryer for his previous work on the original vision statement. Schoppert asked for clarification on the crossings mentioned in the statement. Starkweather noted that there are no views of the hills from the North San Pedro underpass of 101.

Kapas said the Vision Statement is a snapshot of where the group started and it should serve as a check to see if they are staying on track. He said it should be in line with the final draft and there may be reasons to change either one.

Public Comment:

- Greg Andrew said the reference to "steelhead salmon" should be changed to "steelhead trout." He also asked that the phrase "moms with strollers" be changed to "parents with strollers."

Plan Review Process

Rebecca Woodbury said the committee has been working on a vision, or a roadmap, for the area around a future rail station with the goal of setting a stage for a vibrant, mixed-use, livable area supported by a mix of transit choices. At this meeting the committee is seeing all their work compiled into one document.

The administrative version is a working document for the committee to review and shape into a draft for public review. At the next meeting, the committee will refine the recommendations and come up with a public review draft.

The public review draft will be presented to any interested neighborhood group or organization, the boards of the funding partners, the Design Review Board and the Planning Commission. Members of the public can comment on the draft plan through written comments by email or mail, at any of the public meetings, or at the June Committee meeting.

At the June meeting, the Committee will consider all the public comments received and then provide direction to staff on how to revise the Draft Plan into a Final Plan. The Committee will make a recommendation to the City Council that they accept the Final Plan.

Kapas asked about including access to Contempo Marin even though it is outside of the Planning Area. Staff replied that they would look into it with regards to the scope of the project.

McGrath asked about scheduling meetings with HOAs and other groups. Staff replied that the best time to set these meetings up is between the May and June committee meetings. Staff will assist with these presentations.

Public Comment:

- Greg Andrew said that stakeholder meetings should be held prior to the Design Review Board or Planning Commission meetings.

Presentation of Administrative Version

Chris Mitchell from Fehr & Peers and Barbara Maloney from BMS Design gave a presentation on the contents of the Administrative Version document.

Questions of Clarification:

- Schriebman asked if the document contained mention of the “Green Streets” concept. The consultants said it did not, but does contain a section on Complete Streets. She asked if bike racks are covered. The consultants said SMART will provide some lockers for bikes in addition to regular racks.
- Theard asked if there is room on the Promenade for both bicycles and pedestrians. The consultants said there is a pinch point where it may be narrower, but mostly there is room for both. She asked about east-west access for Professional Center Parkway. The consultants said that access point is Merrydale Overcrossing.
- Giambastiani asked what the proposal was for the Public Storage site. The consultants said that if the site were to redevelop, it could accommodate a vehicular turn around/drop off area, and would be a good site for housing.
- Schoppert asked if the General Plan development capacity numbers in Table 3 were absolutes for each area, did they therefore dictate the type of development allowed, and if the land uses and densities proposed in the Station Plan was in conflict with those. Staff replied that the development numbers reflected the traffic capacity, and that different uses could use the capacity. For example, additional residential uses could go into the area east of 101, and would reduce the amount of office. It would be a situation of first in gets the capacity.
- Schriebman said the discussion on capacity was unclear.
- Starkweather asked if heights were mentioned. The consultant said they described buildings using stories and that generally, 1 story = 10 feet for residential.

Public Comment:

- Barry Taranto asked if the City was going to force out property owners using eminent domain. The consultant said a change of use would be at the discretion of the property owners. Taranto asked if the Plan recommends anything for the County property around the Christmas Tree lot. The consultant said the County has a Plan for their property already. Taranto asked if parking near Michael’s was considered for the station. The consultant said there is more parking opportunities located closer to the station. Taranto asked if the City has discussed housing opportunities with the owners of Northgate Mall. Staff replied that they have not.
- Greg Andrew said the North San Rafael Collaborative has submitted a letter to the committee and the recommendations were developed by consensus.
- Kate Powers asked what the MUP and crossings will look like. She also asked whether creeks would be incorporated into the plan and if there would be a discussion about flood mitigation.
- Greg Andrew asked about the funding responsibilities of the City and SMART for projects such as the Walter Place crossing. Staff said the Plan will have a multi-agency implementation chapter once the recommendations are finalized.

Homework

Woodbury said the committee’s homework this month is to complete a checklist on the Plan’s recommendations. The exercise is for voting members, but the public is also welcome to participate. The responses from the voting committee members will be compiled so at the next meeting you will be able to see where you agree and where you disagree with one another. Responses from the public and non-voting members will be provided to the committee for their information.

The homework is due no later than noon on Friday, March 30. The checklist can be submitted to Rebecca by email, mail, fax or drop it off. Instructions for this are on the cover sheet.

Public Comment

The meeting was opened to general comments by the public on items not on the agenda.

Civic Center Station Area Plan Advisory Committee
Draft Notes for 03/14 Meeting

- Barry Taranto encouraged the City to involve the County and the Northgate Mall with this process.

Meeting Evaluation

+	-
We made it!	

Closing

Fryer closed the meeting at 9:05 p.m.

Draft Notes for 03/14 Meeting

Attendance

	2010		2011								2012								
	9/22	10/13	10/16	11/10	12/8	1/12	2/9	3/9	4/13	5/11	6/8	7/13	8/10	10/12	11/9	12/14	1/11	2/8	3/14
Damon Connolly* (CC)	E	√	(tour-optional)	√	(Brockbank)	(Brockbank)	√	(workshop)	√	(Brockbank)	-	√	√	√	√	-	-	Reappointed	
Emily Dean	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Michael Fryer	√	E		√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	√
Elissa Giambastiani	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Barbara Heller* (CC)																	Appointed	-	√
Bob Huntsberry* (DRB)	-	√		-	√	√	√	√	√	-	-	√	E	-	-	-	-	-	-
Nicholas Kapas	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Stanton Klose* (GGBPAC)	√	√		√	-	-	√	-	√	E	Resigned								
Greg Knell	√	√		-	√	√	√	√	-	-	√	-	E	-	-	E	-	Resigned	
Klif Knoles	-	√		-	-	Resigned	-												
Marcus Lee	E	-		√		√	E	√	E	E	√	-	√	√	E	-	-	Resigned	
Preston McCoy* (BPAC)	(Powers)	-		√	√	-	√	√	√	√	-	(Powers)	√	E	√	√	√	√	√
Casey Mazzoni						Appointed	√	-	√	√	E	-	√	√	√	E	√	√	√
Rich McGrath	√	√		√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Brigitte Moran	√	E		√	√	√	E	√	E	√	-	E	√	(Ann Hussman)	√	-	√	√	-
Larry Paul* (PC)	√	-		-	-	E	√	√	E	(Wise)	-	-	√	√	-	√	√	-	E
Andrew Patterson	√	√		√	√	√	√	E	√	√	√	√	√	E	√	√	√	-	√
Jeff Schoppert	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Judy Schriebman* (LGVSD)	√	E		√	-	-	√	√	√	√	√	√	(Loder)	√	√	√	√	√	√
Roger Smith	√	√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	√	√	E
Jean Starkweather	√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	E	√	√	√
Tammy Taylor	√	√	√	√	√	-	√	√	E	√	√	√	√	√	√	√	√	√	√
Gayle Theard	-	√		-	√	√	√	√	√	-	-	√	√	E	-	-	-	-	√
Craig Thomas Yates	√	-		E	√	-	√	-	√	-	-	-	√	√	√	-	√	-	E

*Ex officio, non-voting member
E: excused
BPAC: Bicycle/Pedestrian Advisory Committee

CC: City Council
DRB: Design Review Board
LGVSD: Las Gallinas Valley Sanitation District

PC: Planning Commission
GGBPAC: Golden Gate Bicycle Pedestrian Committee

Civic Center Station Area Plan Advisory Committee
Meeting Notes: Wednesday, April 11, 2012; 6:30 – 9:00 pm
Guide Dogs for the Blind, 350 Los Ranchitos Rd.

REVISED

Attendance

Civic Center Station Area Plan Advisory Committee

Emily Dean	Rich McGrath	Roger Smith
Mike Fryer	Larry Paul	Jean Starkweather
Elissa Giambastiani	Kate Powers**	Tammy Taylor
Nicholas Kapas	Jeff Schoppert	Craig Thomas Yates
Casey Mazzoni	Judy Schriebman*	

*Ex officio, non-voting member

**Ex officio alternate

Absent: Barbara Heller*, Bob Huntsberry*, Brigitte Moran, Andrew Patterson, Gayle Theard

Observers: Whitney Merchant, Bill Carney, Elaine Lyford-Nojima

Staff: Katie Korzun (Economic Development Coordinator, City of San Rafael), Rebecca Woodbury (Management Analyst, City of San Rafael), John Eells (Consultant to TAM)

Welcome, Announcements and Introductions

Co-chair Jeff Schoppert opened the meeting at 6:35 p.m. noting a quorum present. He said the purpose of the meeting was to come to consensus on the recommendations in the Administrative Version document and direct staff with any revisions for the Draft Plan.

After suggesting a revision to the minutes (change “move” to “approve” on page 1), Schoppert asked for a motion to approve the minutes. Jean Starkweather made a motion to approve the minutes with the change noted. Rich McGrath seconded and the minutes were approved, with one abstention from Craig Yates.

Emily Dean announced that there is a creek cleanup organized by Las Gallinas Watershed Council on April 21 from 9-12 noon.

Rebecca Woodbury noted that the Committee received correspondence from Las Gallinas Valley Sanitary District and the letter was included in their agenda packet. Jeff Schoppert also noted that the Committee received an email from Judy Schriebman.

Open Time

Schoppert asked if any members of the public would like to speak on items not on the agenda. There were none.

Review of Recommendations – Items with No Consensus

Staff explained that the administrative version of the Plan to be considered at this evening's meeting was provided to committee members at the March committee meeting to go through with instructions to the committee members to provide preliminary votes for or against each recommendation. Staff presented a spreadsheet that compiled committee members' preliminary votes and comments on each of the Plan's recommendations. Jeff Schoppert explained that the process for the review of the recommendations would focus around the items the committee did not appear to have consensus on. After hearing a staff presentation and public comment on each item, the committee would deliberate and vote. There were three items with no consensus.

Recommendation #22: Increase building height and density to allow five stories of residential/mixed-use on the level lots near the station.

Public Comment: Bill Carney said he was pleased with this recommendation and that it seems like a reasonable place for extra intensity. He said it should include design guidelines to minimize building impacts. Whitney Merchant said five stories would work in those places and the impacts from height could be addressed with stepbacks and massing. She said taller buildings can achieve more units and therefore lower the costs of the units.

Committee Deliberation: Tammy Taylor agrees with the idea of stepbacks, but said the height didn't match the area. She said she would be amenable if the buildings could be designed to fit the context of the area. Jean Starkweather said articulation is needed, but buildings that high on the east side of Civic Center Drive would add a feeling of density, which is inappropriate for the area. She is also concerned about bay mud.

Rich McGrath said the buildings would disrupt the views and ambience in the area. He said four stories would be better. Emily Dean asked for clarification about what views the buildings would disrupt. McGrath responded that the views of the hill from the Civic Center campus would be blocked if buildings filled in the parcels along McInnis Parkway. Larry Paul said that due to narrow parts of the parcel, it is likely that buildings could not fill in the entire parcel and would likely just replace the current building footprints.

Mike Fryer said he was concerned with any heights over four stories, citing concerns about traffic capacity and the character of the area. Starkweather added that she is concerned the area will have a city center ambience. Larry Paul said that even if the area is zoned for five stories, if traffic capacity doesn't allow for a development, it will not be approved.

Roger Smith said that the impacts are being exaggerated and that a few new buildings would not lead to a city center feel. The purpose of the committee is to help the train station succeed and density will help achieve that. He spoke in favor of the five story height.

Craig Yates said he was concerned about health impacts of development near freeways and impacts to residential views.

Elissa Giambastiani said she feels similar to Roger and that there should be more housing for people near the train station. She said that five stories are appropriate and that design restrictions would control the shape of buildings. She said that density helps achieve affordability of units.

Emily Dean spoke in favor of the five story height limit.

Jean Starkweather said that creek setbacks could be increased due to policy changes.

Tammy said she changes her no vote to a yes, in favor of the five story height. Nick Kapas said he is considering changing his yes vote to a no, citing the need to address the concerns.

Larry Paul noted that the current hotel is five stories high and it doesn't make sense to downzone. He said a fifth story could be a bonus in exchange for a community benefit such as additional affordable housing or a public plaza. McGrath asked if the restoration of a creek could be considered a community benefit. Katie Korzun said that creek improvements could be called out in the Plan.

Judy Schriebman said that she is concerned about any development there, citing impacts of sea level rise. She also said that mitigations are not always environmentally sensitive.

McGrath said he would consider changing his no vote to yes if a fifth story could be attached to a "significant public benefit in the planning area." Giambastiani added that this area is the best property for homes for people using the train.

Schoppert asked for a vote:

Yes – 8

No – 3

Consensus – No

Kapas said he agrees with having residents near the station, but said there are other goals including protecting the neighborhoods and creeks. Larry Paul said that five story buildings and creek protections can be achieved simultaneously and those goals should both be stated in the vision. Roger Smith said that the design guidelines in the Plan will not allow for walls of buildings.

Jean Starkweather said she is concerned about the effect tall buildings will have on creeks in terms of shading. Emily Deans said that shading probably won't be a factor due to the location of the creeks and the movement of the sun.

Casey Mazzone asked staff to explain the approval process of development. Katie Korzun described the process to include administrative and environmental review, review by the Design Review Board, and review by the Planning Commission. Larry Paul added that community input is a major element as well.

Schoppert decided to move to the next recommendation and come back to this one for a vote later.

Recommendation #24: Allow development of the Christmas Tree Lot at the same density as nearby lots, should the County seek to develop the site.

Public Comment: Whitney Merchant said the location of this parcel is perfect for development, but added that any development would require a countywide vote. She said the site needs design guidelines to ensure that any development relates well with the Civic Center campus. She said an overlay zone could help achieve affordable housing by allowing higher density. She added that Marin is a difficult place to develop because environmental review is extensive and process tends to favor neighborhood concerns.

Committee Deliberation: Rich McGrath said this recommendation is beyond the scope of the Plan. He said he thinks the committee should consider input from the County and that it is a very contentious issue. Nick Kapas also said that this topic is not part of the committee's charge. Tammy Taylor said the topic was inappropriate because the parcel is not within the City's jurisdiction.

Schoppert said he understands that the County asked the committee not to talk about that parcel, but he added that it has come up on many occasions. Starkweather said the parcel should have been part of the committee's charge. Giambastiani agreed.

Kapas said he is concerned about creek protections.

Mike Fryer said the language in the recommendation is appropriate in that it is similar to the Plan's discussion of the Guide Dogs property. Larry Paul said it is a good housing opportunity. He said that even

though the City has no control over the parcel, it is still appropriate to have language from the committee because development will benefit the station and everyone in the area.

McGrath said that he would consider changing his no vote to a yes if the wording said “encourage” instead of “allow.”

Roger Smith said this parcel is important because it is the only vacant parcel near the station and development there will add to the success of the station. Judy said the parcel had not been vetted through the public process, and neither had the Northgate Mall.

Schoppert asked for a vote:

Yes – 10

No – 1

Consensus – Yes

Recommendation #26: Increase retail FAR and residential density on the properties near the station (Public Storage and Marin Ventures).

Elissa Giambastiani said that retail would not be viable at the end of the road and it makes more sense to have residential there. She noted that in the spirit of consensus, she’d be willing to change her no vote to a yes. Mike Fryer said that he thinks the recommendation allows for too much density, but thinks it is a good place for some retail due to its proximity to the station.

Roger Smith said that properties are almost always downzoned due to restrictions like setbacks. He said possibilities allow for projects to happen.

Public Comment: Bill Carney said these two parcels are prime sites because of their location to the station and their size. They are opportunities for creating a nucleus and transit-oriented development. He said the Plan should include an additional height bonus in exchanged for public benefit. Whitney Merchant said there is a limit to how much retail can be sustained and is concerned about blanketing the area with mixed-use. She said some sites should be housing only. She said there is an undersupply of low-income housing in Marin and an overlay zone may help achieve affordable units.

Committee Deliberation: Jean Starkweather said she is concerned about preservation of the creeks and trees in the area. Jeff Schoppert said he agrees with Elissa’s comments about retail. Judy Schriebman asked if the entire first floor must be retail and staff responded that it does not. Larry Paul said that it can be hard to get financing for mixed-use. He said that by allowing and encouraging it, developers can figure out how to make it work.

Schoppert asked for a vote:

Yes – 8

No – 1

Consensus – Yes

Schoppert asked the committee to revisit recommendation #22 again and asked the committee for a vote, with the suggested language about public benefits added:

Yes – 8

No – 1

Abstain – 1

Consensus – Yes

Review of Recommendations – Other Items of Concern

Jeff Schoppert asked if any members had any other items they wanted to discuss. Committee members said they wanted to discuss recommendations 1, 3, 10, 12, and 20.

Public Comment: Whitney Merchant said she is concerned that the three story height proposed on Merrydale will not result in much affordable housing. She said increased heights and an overlay zone will help achieve affordable units.

Recommendation #1: Provide “Complete Streets” treatments throughout the Study Area, but particularly on Merrydale Road (both north and south of the tracks), Merrydale Overcrossing, and McInnis Parkway.

Emily Dean would like to see more improvements recommended for Merrydale Road, south of the tracks.

Public Comment: Bill Carney said a lot could happen there and that the creek could be restored. Whitney Merchant said there should be bike lanes on Merrydale Road.

Katie Korzun said that City staff and the consultant can work with Emily to revise this section.

Recommendation #20: Restore and enhance the area’s natural resources (e.g., creeks, wetlands, and hillsides).

Casey Mazzoni said that the discussion of sea-level rise is not appropriate because the City will address this concern as a regional issue.

Kate Powers said the creek is not delineated in the Plan and should be added to maps.

Public Comment: Bill Carney said reference to the Climate Change Action Plan is important and should be listed earlier on in the Plan under list of relevant plans. He said the City needs to step up even though it is a regional issue.

Craig Yates said that the west side of Merrydale does not have sidewalks because there is a creek.

Schoppert asked the committee if anyone wanted to change their vote. No changes were made.

Recommendation #3: Complete the sidewalk network, as shown in Figure 8 of the Plan.

Nick Kapas wants the Plan to do more and have a stronger message about walking and biking paths.

Schoppert asked the committee if anyone wanted to change their vote. No changes were made.

Recommendation #12: To supplement the 130 parking spaces provided by SMART, consider additional supply at other locations in the area, as summarized pm Figure 14 of the Plan, and coordinate with other jurisdictions to determine if other locations may also be suitable.

Roger Smith said that parking is vital to the success of the station. He is not comfortable with the language to ensure that parking functions well. He said the City should regularly report on the adequacy of parking in the area.

Public Comment: Whitney Merchant said that surface parking is the enemy of walkability and that the train needs ridership to succeed. She said Roger’s idea to monitor the area’s parking is a good one and suggested that the City define a trigger for the need for more parking.

Katie Korzun said City staff can incorporate this idea into the Plan.

Civic Center Station Area Plan Advisory Committee
 Draft Notes for 04/11 Meeting

Recommendation #10: Construct traffic improvements to support area growth, as previously identified in the General Plan 2020.

Judy Schriebman said these improvements need to be explained further and that a map would be helpful.

Schoppert asked the committee if anyone wanted to change their vote. No changes were made.

Public Draft and Review Process

Rebecca Woodbury explained that staff would make changes to the Plan per committee direction and bring a Draft Plan to the May committee meeting for their approval. If the committee approves the Draft in May, the Draft will be released for public review. She asked for the committee’s help in scheduling presentations of the Draft Plan with community groups. The Draft Plan is scheduled to be presented to the Planning Commission on 5/29 and the Design Review Board on 6/5. She encouraged committee members to attend as many of the presentations are possible so they can hear public comments first hand. Staff will present a summary of all public comments to the committee at their June meeting and seek direction for revisions to the Final Plan.

Public Comment

The meeting was opened to general comments by the public on items not on the agenda. There were none.

Meeting Evaluation

+	-
Excellent meeting facilitation.	

Closing

Schoppert closed the meeting at 9:12 p.m.

Draft Notes for 04/11 Meeting

Attendance

	2010			2011							2012										
	9/22	10/13	10/16	11/10	12/8	1/12	2/9	3/9	4/13	5/11	6/8	7/13	8/10	10/12	11/9	12/14	1/11	2/8	3/14	4/11	
Damon Connolly* (CC)	E	√	(tour-optional)	√	(Brockbank)	(Brockbank)	√	√	(Brockbank)	-	√	√	√	√	-	-	Reappointed				
Emily Dean	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	
Michael Fryer	√	E		√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	√	√	
Elissa Giambastiani	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	
Barbara Heller* (CC)																	Appointed		-	√	E
Bob Huntsberry* (DRB)	-	√		-	√	√	√	√	√	-	-	√	E	-	-	-	-	-	-	-	
Nicholas Kapas	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	
Stanton Klose* (GGBPAC)	√	√		√	-	-	√	-	√	E	Resigned										
Greg Knell	√	√		-	√	√	√	√	-	-	√	-	E	-	-	E	-	Resigned			
Klif Knoles	-	√		-	-	Resigned		-													
Marcus Lee	E	-		√		√	E	√	E	E	√	-	√	√	E	-	-	Resigned			
Preston McCoy* (BPAC)	(Powers)	-		√	√	-	√	√	√	√	-	(Powers)	√	E	√	√	√	√	√	(Powers)	
Casey Mazzoni						Appointed		√	-	√	√	E	-	√	√	√	E	√	√	√	√
Rich McGrath	√	√		√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	
Brigitte Moran	√	E		√	√	√	E	√	E	√	-	E	√	(Ann Hussman)	√	-	√	√	-	E	
Larry Paul* (PC)	√	-		-	-	E	√	√	E	(Wise)	-	-	√	√	-	√	√	-	E	√	
Andrew Patterson	√	√		√	√	√	√	E	√	√	√	√	√	E	√	√	√	-	√	-	
Jeff Schoppert	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	
Judy Schriebman* (LGVSD)	√	E		√	-	-	√	√	√	√	√	√	(Loder)	√	√	√	√	√	√	√	
Roger Smith	√	√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	√	√	√	E	√
Jean Starkweather	√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	E	√	√	√	√	
Tammy Taylor	√	√	√	√	√	-	√	√	E	√	√	√	√	√	√	√	√	√	√	√	
Gayle Theard	-	√		-	√	√	√	√	√	-	-	√	√	E	-	-	-	-	√	E	
Craig Thomas Yates	√	-		E	√	-	√	-	√	-	-	-	√	√	√	-	√	-	E	√	

*Ex officio, non-voting member
 E: excused
 BPAC: Bicycle/Pedestrian Advisory Committee

CC: City Council
 DRB: Design Review Board
 LGVSD: Las Gallinas Valley Sanitation District

PC: Planning Commission
 GGBPAC: Golden Gate Bicycle Pedestrian Committee

Civic Center Station Area Plan Advisory Committee
Meeting Notes: Wednesday, May 9, 2012; 7:00 – 8:30 pm
Guide Dogs for the Blind, 350 Los Ranchitos Rd.

Attendance

Civic Center Station Area Plan Advisory Committee

Emily Dean	Rich McGrath	Roger Smith
Mike Fryer	Larry Paul	Jean Starkweather
Elissa Giambastiani	Kate Powers**	Tammy Taylor
Barbara Heller*	Jeff Schoppert	Craig Thomas Yates
Nicholas Kapas	Judy Schriebman*	

*Ex officio, non-voting member

**Ex officio alternate

Absent: Bob Huntsberry*, Casey Mazzoni, Brigitte Moran, Andrew Patterson, Gayle Theard

Observers: Bill Hale, Greg Brockbank, Greg Andrew, Stuart Shepard

Staff: Katie Korzun (Economic Development Coordinator, City of San Rafael), Rebecca Woodbury (Management Analyst, City of San Rafael), John Eells (Consultant to TAM)

Welcome, Announcements and Introductions

Co-chair Mike Fryer opened the meeting at 7:02 p.m. noting a quorum present. He said the purpose of the meeting was to review and approve the Draft Plan for public review and to hear an update on the public review process.

Jeff Schoppert asked that the committee consider changing the date of the June meeting. Several committee members will be on vacation and there is concern over whether there will be a quorum. This item was added to the agenda after the item on the public review process.

Schoppert suggested language for page 2 of the minutes, adding a discussion about the committee's process for reviewing the Plan's recommendations. Jean Starkweather had two changes for the minutes, clarifying her comments regarding height east of the freeway as well as creek setbacks. With the suggested changes noted, Schoppert made a motion to approve the minutes, Starkweather seconded the motion, and the motion passed.

Tammy Taylor said she will not be able to guarantee her attendance for the duration of the Committee due to work commitments. She asked the committee if they would prefer for her to resign or attend when she is able. The committee asked that attend when she is able.

Emily Dean announced that May is National Bike Month and Thursday, May 10 is Bike to Work Day. She also said that a recent study showed that a \$25 million federal grant to Marin County for pedestrian and bicycle improvements was deemed a success. Bicycle trips countywide increased by 64%.

Open Time

Fryer asked if any members of the public would like to speak on items not on the agenda. There were none.

Review Draft Plan

Katie Korzun said that staff and the consultants incorporated the changes from the last meeting. She asked the committee to direct staff if any changes were incorrect.

Emily Dean said that although there is a proposal to add sidewalks along Las Gallinas between Los Ranchitos and Merrydale, there is no discussion in the text about its impacts to parking. She suggested that a discussion be added or the sidewalk deleted.

Jeff Schoppert made note of three typos:

- Section 3.4.3: "... (each of which can accommodate at least two bicycles..."
- Section 4.3.5: "Exceptions or reductions are subject to review..."
- Section 5.3: "...increases to the City's affordable housing stock could..."

Schoppert also asked about the capitalization and definition of the term "Planning Area." Korzun concurred that it means the ½ mile radius around the station.

Schoppert asked about the suggestion in section 4.3.5 to require developers seeking parking reductions to periodically report the success of its parking reduction program. Jean Starkweather said she did not think that suggestion made sense. Larry Paul said that a conditional use permit granting a parking reduction could be revoked. Roger Smith said that the reporting requirement should be removed as it would only result in a layer of bureaucracy with no purpose. Nick Kapas said that information gained from the reporting requirement could help inform future decisions. Emily Dean concurred that the information would be helpful.

Public Comment: Greg Andrew said that without reporting, there will be no data to base decisions on. The information will be helpful for future decisions.

Nick Kapas made a motion to keep the language as stated. Elissa Giambastiani seconded the motion and all members voted in favor.

Public Comment: Greg Andrew asked for clarification regarding the 3-story height limit on Merrydale in Section 5.8.3. He asked if it also applied to the Northgate Storage, Public Storage, and Marin Ventures parcels.

Korzun said that the intent as staff interpreted it was that those three parcels could be higher due to their immediate proximity to the station. Dean said that since those properties border the Rafael Meadows neighborhood, they should be maintained at 3 stories. Schoppert suggested leaving the language as is and waiting for comments from Design Review Board and Planning Commission.

Korzun introduced the Implementation Chapter and explained the cost and priority columns in the table. She noted a typo:

- Number 4: "~~Improve access to Walter Place crossing from west side of Los Ranchitos Road by installing high-visibility crosswalk with flashing yellow beacons (HAWK signal or Rapid Flashing Beacon), advance yield lines and signage, a median pedestrian refuge, and ADA-compliant ramps on either end.~~"

Dean expressed concern that the cost for number 10, regarding the widening of Las Gallinas, seemed too low. Korzun said she would ask the consultants to confirm that recommendation.

Fryer asked for public comment. There was none.

Schoppert made a motion to approve the Plan with the recommended changes. Giambastiani seconded the motion and all members voted in favor.

Civic Center Station Area Plan Advisory Committee
Draft Notes for 05/09 Meeting

Rebecca Woodbury said she would work with the consultants to make the suggested changes and email out the pages where changes were made. She will also upload the final version of the Draft Plan to www.cityofsanrafael.org/stationareaplans.

Public Review Process

Woodbury shared the schedule of community meetings for the Draft Plan. She asked members of the committee to attend the meetings in order to hear the comments from the meeting participants as well as help out with the presentation.

Woodbury explained the format for the next committee meeting. Staff would bring a summary of all comments and letters submitted. The committee would consider the comments and direct staff with any changes. Staff would then make changes and bring back a final Plan for the committee to review and approve at the following meeting.

June Meeting Change

The committee decided to cancel the June meeting due to concern about having a quorum present. They decided to review public comments at the regularly scheduled July 11 committee meeting and then hold a special meeting on July 25 to review and approve the Final Plan.

Public Comment

Greg Andrew acknowledged the milestone of approving the Draft Plan and commended the committee for their work. He asked whether Santa Venetia or Marin Lagoon had been contacted for a presentation of the Plan. Rich McGrath said he had contacted Santa Venetia HOA and Rebecca Woodbury said she would see if Marin Lagoon has an association.

Stuart Shepard thanked the committee for their hard work on the Plan.

Meeting Evaluation

+	-
Consistent public participation	

Closing

Fryer closed the meeting at 8:15 p.m.

Draft Notes for 05/09 Meeting

Attendance

	2010			2011							2012											
	9/22	10/13	10/16	11/10	12/8	1/12	2/9	3/9	4/13	5/11	6/8	7/13	8/10	10/12	11/9	12/14	1/11	2/8	3/14	4/11	5/9	
Damon Connolly* (CC)	E	√	(tour-optional)	√	(Brockbank)	(Brockbank)	√	√	(Brockbank)	-	√	√	√	√	-	-	Reappointed					
Emily Dean	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	
Michael Fryer	√	E		√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	√	√	√	
Elissa Giambastiani	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	
Barbara Heller* (CC)																	Appointed		-	√	E	√
Bob Huntsberry* (DRB)	-	√		-	√	√	√	√	√	-	-	√	E	-	-	-	-	-	-	-	-	
Nicholas Kapas	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	
Stanton Klose* (GGBPAC)	√	√		√	-	-	√	-	√	E	Resigned											
Greg Knell	√	√		-	√	√	√	√	-	-	√	-	E	-	-	E	-	Resigned				
Klif Knoles	-	√		-	-	Resigned		-														
Marcus Lee	E	-		√		√	E	√	E	E	√	-	√	√	E	-	-	Resigned				
Preston McCoy* (BPAC)	(Powers)	-		√	√	-	√	√	√	√	-	(Powers)	√	E	√	√	√	√	√	√	(Powers)	(Powers)
Casey Mazzoni						Appointed		√	-	√	√	E	-	√	√	√	E	√	√	√	√	E
Rich McGrath	√	√		√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Brigitte Moran	√	E		√	√	√	E	√	E	√	-	E	√	(Ann Hussman)	√	-	√	√	-	E	E	
Larry Paul* (PC)	√	-		-	-	E	√	√	E	(Wise)	-	-	√	√	-	√	√	-	E	√	√	
Andrew Patterson	√	√		√	√	√	√	E	√	√	√	√	√	E	√	√	√	-	√	-	-	
Jeff Schoppert	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Judy Schriebman* (LGVSD)	√	E		√	-	-	√	√	√	√	√	√	(Loder)	√	√	√	√	√	√	√	√	√
Roger Smith	√	√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	√	√	√	E	√	√
Jean Starkweather	√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	E	√	√	√	√	√	√
Tammy Taylor	√	√	√	√	√	-	√	√	E	√	√	√	√	√	√	√	√	√	√	√	√	√
Gayle Theard	-	√		-	√	√	√	√	√	-	-	√	√	E	-	-	-	-	√	E	-	
Craig Thomas Yates	√	-		E	√	-	√	-	√	-	-	-	√	√	√	-	√	-	E	√	√	

*Ex officio, non-voting member
E: excused
BPAC: Bicycle/Pedestrian Advisory Committee

CC: City Council
DRB: Design Review Board
LGVSD: Las Gallinas Valley Sanitation District

PC: Planning Commission
GGBPAC: Golden Gate Bicycle Pedestrian Committee

Civic Center Station Area Plan Advisory Committee
Meeting Notes: Wednesday, July 11, 2012; 7:00 – 8:30 pm
Guide Dogs for the Blind, 350 Los Ranchitos Rd.

Attendance

Civic Center Station Area Plan Advisory Committee

Emily Dean	Preston McCoy*	Roger Smith
Mike Fryer	Casey Mazzoni	Tammy Taylor
Elissa Giambastiani	Jeff Schoppert	Craig Thomas Yates
Nicholas Kapas	Judy Schriebman*	

*Ex officio, non-voting member

**Ex officio alternate

Absent: Barbara Heller*, Bob Huntsberry*, Rich McGrath, Brigitte Moran, Andrew Patterson, Larry Paul, Jean Starkweather, Gayle Theard

Observers: Cathy Manovi, Victor Manovi, Scott Urquhart, Jan Jackson, Wayne & Linda Rayburn, Jenny Casey, Patrick Moriarty, Dil Kazzaz, Lynn Rosso, Janet Shirley, Sue Ciolino, Roy Habenicht, Kate Powers, Bill Carney, Alisha O'Laughlin

Staff: Katie Korzun (Economic Development Coordinator, City of San Rafael), Rebecca Woodbury (Management Analyst, City of San Rafael), John Eells (Consultant to TAM)

Welcome, Announcements and Introductions

Co-chair Jeff Schoppert opened the meeting at 7:10 pm. He said the purpose of the meeting was to review public comments on the draft plan and provide staff with direction on any changes to the plan. He said that over the past month staff made 10 presentations to various community organizations, including the Design Review Board, Planning Commission, and County Board of Supervisors. Various members of the committee attended the meetings as well.

Emily Dean made a motion to approve the minutes. Craig Yates seconded the motion and the motion passed with all in favor.

Open Time

Schoppert asked if any members of the public would like to speak on items not on the agenda.

- Dil Kazzaz suggested that SMART use rubber tires to mitigate noise.
- Cathy Manovi said she is concerned about her paths, sidewalks, traffic and safety in her neighborhood.
- Scott Urquhart said the San Rafael Meadows neighborhood would like signs posted saying 'No SMART Parking.'
- Roy Habenicht asked about quiet zones.

Review Draft Plan

Jeff Schoppert said that staff had compiled all public comments into a table along with staff recommendations. The co-chairs selected major discussion items, but committee members could also

pull any topic out for discussion. The major discussion items were building height and density, the Christmas Tree lot, and affordable housing. Elissa Giambasitiani questioned whether the Committee needed to talk about the Christmas Tree lot. Schoppert said that co-chairs and staff felt the County's comment letter warranted discussion. Roger Smith verified that the committee's original position on building height for Redwood Hwy was 4 stories.

Building Height and Density

Katie Korzun explained that there was some confusion about the committee's height recommendation along Merrydale and Redwood Hwy during the community meetings. She showed the committee 3 alternatives for building heights based on their position, photographs of existing conditions on Merrydale and sections depicting 3-story and 4-story buildings on Merrydale.

Jeff Schoppert asked for public comment:

- Janet Shirley said that entrances for the Marin Ventures and Public Storage are on Merrydale. She said the San Rafael Meadows neighborhood is collecting signatures on a petition with the following requests for the Station Area Plan:
 - Any new developments on Merrydale Road, Redwood Highway, or at the Northgate Storage parcel be limited to three stories.
 - Any new development at the Dandy Market parcel be limited to one story; at the Casa de Rafael parcel to two stories.
 - These building height limits should not be exceeded by any concessions to accommodate affordable housing.
 - Parcels along Merrydale Road and Redwood Highway should provide parking for SMART users.
 - Specifically state no vehicular crossing of the train tracks at Merrydale Road or Walter Place.
- Dil Kazzaz said the City and Committee must defend renters against impacts.
- Cathy Manovi is concerned about safety and parking.
- Scott Urquhart said the language in their petition should supersede any previous comments from the neighborhood made at the Draft Plan presentation.
- Sue Ciolino said 4 stories would encroach on their neighborhood.
- Wayne Rayburn said 3 story buildings are pushing the limit.
- Jenny Casey said there is an empty apartment building in Santa Venetia and she hopes it does not happen to her neighborhood.
- Bill Carney said that Sustainable San Rafael endorses the plan's recommendations on heights and densities. SMART is a public investment and height and density increases are necessary as long as they are in conjunction with good design guidelines, complete streets and landscaping.
- Dil Kazzaz asked if Marin Ventures is aware of plans to rezone the site.

Rebecca Woodbury said the executive director of Marin Ventures hosted and attended a community meeting on the Draft at their facility. She also added that rezoning of the property would not affect their current functions.

Emily Dean said that she understood the Committee's consensus on building height to match Alternative 3. The public comment period shows that 4 stories is too tall for the San Rafael neighborhood. She proposed the committee consider no change to current zoning along Merrydale and Redwood Hwy as well as the storage site north of the tracks. If that is not palatable, she said Alternative 3 is OK.

Jeff Schoppert asked the committee if they wanted to discuss any other heights other than on Merrydale and Redwood Hwy. The committee voted to only discuss heights on Merrydale and Redwood and that all other heights in the plan should stay as recommended. Then he asked for an initial vote on Emily's proposal for no change to the Merrydale/Redwood area which was

Level 1: 2

Level 3: 3

Emily Dean said that although the committee already came to consensus regarding height, she believes the topic warrants revision considering the public comment that was received. Jeff Schoppert asked for another vote on Dean's proposal:

Level 1: 4

Level 3: 5

The committee members voting against the proposal said that 4 stories on Redwood was an important recommendation. Jeff Schoppert made a motion for the plan to include language in the plan to say that 5 members support 4 stories on Redwood Hwy and 4 members support no change to the height in those areas. Elissa Giambastiani seconded the motion. Roger Smith said he likes the idea of communicating no consensus to the Council, but not through the motion. The motion failed.

Smith said the committee should communicate the two sides to the Council and agree on language at the next meeting. Emily made a motion to present the Council with the two sides and with two maps. Katie Korzun said that staff will bring back write-ups describing the split decision.

Christmas Tree Lot

Rebecca Woodbury explained the language in the plan referring to the Christmas Tree Lot and said this garnered attention from the community; most notably the County of Marin asked that the plan not mention the site. Jeff Schoppert asked for public comment:

- Dil Kazzaz said the site would be a good place for more density because the streets are wider.
- Janet Shirley said the site would be a good place for SMART parking.

Jeff Schoppert made a motion to accept the staff recommendations. All members voted in favor and the motion passed.

Roger Smith asked that the Plan to refer to the Autodesk site by it's address because Autodesk is just the lessee.

Affordable Housing

Rebecca Woodbury said that the topic of affordable housing was a topic that garnered a lot of interest during the public comment period. She explained the staff recommendation to refer to the City's recently adopted housing element. It includes the citywide policies and is updated frequently. Jeff Schoppert asked for public comment:

- Dil Kazzaz said that if the density and height is increased on Merrydale, San Rafael Meadows will become affordable housing.
- Cathy Manovi said the city should disperse affordable housing units throughout the city, and not cluster them in one area.
- Janet Shirley said that affordable housing should not be built in order to build four stories.

Elissa Giambastiani said she is pleased so see all the comments from the public regarding affordable housing and the need for more. She said the 2012 median income for Marin is \$103,000 and low income in Marin means \$88,000.

Jeff Schoppert made a motion to accept the staff recommendations. All members voted in favor and the motion passed.

Other items

Jeff Schoppert asked if the committee had any other topics they wanted to discuss. Emily Dean asked the committee to discuss the County's comment about SMART charging for parking. She said she is concerned that if SMART charges for parking, commuters may park in the San Rafael Meadows neighborhood. Jeff Schoppert asked for public comment:

Civic Center Station Area Plan Advisory Committee
 Draft Notes for 07/11 Meeting

- Scott Urquhart said he agrees with Emily’s concerns.
- Cathy Manovi said she would not take the train if she had to pay for parking, or she would park in a nearby neighborhood.

Korzun noted that coordination between the 3 governmental entities is the key to controlling and preventing intrusion into the neighborhoods and section 4.3.4 was written with that in mind, and that it could be further strengthened. Emily Dean made a motion for the plan to include language emphasizing that means need to be taken to insure that parking does not intrude into the residential neighborhoods. All members, except two, voted in favor and the motion passed.

Jeff Schoppert asked for public comment on all other topics:

- Lynn Rosso said that if the Public Storage and Marin Ventures lots are rezoned for residential at 3 stories, housing potential is added to the area.
- Scott Urquhart said that gut reactions are real feelings and they won’t go away over time. The San Rafael Meadows neighborhood is the only neighborhood impacted. He thanked the committee for listening to their concerns.
- Kate Powers said she agrees with the staff recommendations for bike improvements. She asked for clarification on how many bikes will be accommodated by SMART’s bike parking. She also asked what MCSTOPPP stands for and if the City must comply. (Staff responded that SMART will accommodate approximately 20 bikes. MCSTOPPP stands for Marin County Stormwater Pollution Prevention Program and the City must comply)
- Alisha O’Laughlin said the plan was successful and well-thought out. She asked that the staff recommended language about bike improvements be placed in a few other locations in the Plan and that graphics reflect the recommendations. (Staff said they will work with MCBC to integrate their recommendations)
- Bill Carney said that language on public space should be beefed up. The Plan should include recommendations to provide focal public spaces that aid in the identity of the area. They should tie in with pathways and thematic landscape treatments.

Jeff Schoppert made a motion to accept all other staff recommendations. All the members voted in favor and the motion passed.

Next Meeting

Staff said they will bring the final plan to the next meeting for the Committee to approve, including the two height options. The Plan will then be presented to the City Council on August 20.

Meeting Evaluation

+	-
	Process for answering questions from the public

Closing

Schoppert closed the meeting at 9:30 p.m.

Draft Notes for 07/11 Meeting

Attendance

	2010			2011										2012									
	9/22	10/13	10/16	11/10	12/8	1/12	2/9	3/9	4/13	5/11	6/8	7/13	8/10	10/12	11/9	12/14	1/11	2/8	3/14	4/11	5/9	6/11	
Damon Connolly* (CC)	E	√	(tour-optional)	√ (Brockbank)	(Brockbank)	√	√	√	√	(Brockbank)	-	√	√	√	(workshop)	-	-	Reappointed					
Emily Dean	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Michael Fryer	√	E		√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	√	√	√	√	√
Elissa Giambastiani	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Barbara Heller* (CC)																Appointed	-	√	E	√	E		
Bob Huntsberry* (DRB)	-	√		-	√	√	√	√	√	-	-	√	E	-	-	-	-	-	-	-	-	-	-
Nicholas Kapas	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Stanton Klose* (GGBPAC)	√	√		√	-	-	√	-	√	E	Resigned												
Greg Knell	√	√		-	√	√	√	√	-	-	√	-	E	-	-	E	-	Resigned					
Klif Knoles	-	√		-	-	Resigned																	
Marcus Lee	E	-		√	√	E	√	E	E	√	-	√	√	E	-	-	Resigned						
Preston McCoy* (BPAC)	(Powers)	-		√	√	-	√	√	√	√	-	(Powers)	√	E	√	√	√	√	√	(Powers)	(Powers)	√	√
Casey Mazzoni					Appointed	√	-	√	√	E	-	√	√	√	E	√	√	√	√	√	E	√	√
Rich McGrath	√	√		√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	E
Brigitte Moran	√	E		√	√	√	E	√	E	√	-	E	(Hussman)	√	-	√	√	-	E	E	-		
Larry Paul* (PC)	√	-		-	-	E	√	√	E	(Wise)	-	-	√	√	-	√	√	-	E	√	√	-	-
Andrew Patterson	√	√		√	√	√	√	E	√	√	√	√	√	E	√	√	√	-	√	-	-	-	-
Jeff Schoppert	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Judy Schriebman* (LGVSD)	√	E		√	-	-	√	√	√	√	√	√	(Loder)	√	√	√	√	√	√	√	√	√	√
Roger Smith	√	√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	√	√	√	E	√	√	√
Jean Starkweather	√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	E	√	√	√	√	√	√	-
Tammy Taylor	√	√	√	√	√	-	√	√	E	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Gayle Theard	-	√		-	√	√	√	√	√	-	-	√	√	E	-	-	-	-	√	E	-	-	-
Craig Thomas Yates	√	-		E	√	-	√	-	√	-	-	-	√	√	√	-	√	-	E	√	√	√	√

*Ex officio, non-voting member
E: excused
BPAC: Bicycle/Pedestrian Advisory Committee

CC: City Council
DRB: Design Review Board
LGVSD: Las Gallinas Valley Sanitation District

PC: Planning Commission
GGBPAC: Golden Gate Bicycle Pedestrian Committee

Civic Center Station Area Plan Advisory Committee
Meeting Notes: Wednesday, July 25, 2012; 7:00 – 8:30 pm
Guide Dogs for the Blind, 350 Los Ranchitos Rd.

Attendance

Civic Center Station Area Plan Advisory Committee

Emily Dean	Casey Mazzoni	Jeff Schoppert
Mike Fryer	Preston McCoy*	Roger Smith
Elissa Giambastiani	Rich McGrath	Jean Starkweather
Nicholas Kapas	Larry Paul*	Craig Thomas Yates

*Ex officio, non-voting member

**Ex officio alternate

Absent: Barbara Heller*, Bob Huntsberry*, Brigitte Moran, Andrew Patterson, Tammy Taylor, Gayle Theard

Observers: Maureen Degnan, Jonathan Artz, Bari Levinson, Kenneth Louie, Heidi Alegaur, Victor Manovi, Greg Andrew, Stuart Shepard, Janet Shirley, David Schonbrunn, Wayne Rayburn, Steve Mansfield, Debra Mansfield, Geraldine Judas, Linda Saldana, Fawn Yacker, Chris Daniels, Bill Frink, Jennifer Wallace, Sue Ciolino, Gary Ciolino, Valerie Taylor, Tim Sullivan, Kathie Sullivan, Glenn Bossow, Jenean La Roche, Mary Collie, Linda Balestrieri, Sandra Chilvers, Bob Chilvers, Dennis Johnson, Tony Taubert, Stephanie Taubert, Carolyn Lenert, A Sideris, Patricia Drenzo, Kate Powers, Gaye Lauchenhauer, Veronica Gondouin, Francis Gondouin, Cindy Hiroshima, Lea Ann Bernick, Richard Hall, Morgan Genolly, Mary Donlan, Hariott Manley, Chris Henzel, Carl Kontz, Julie Lavezzo, Ken Dickinson

Staff: Katie Korzun (Economic Development Coordinator, City of San Rafael), Rebecca Woodbury (Management Analyst, City of San Rafael)

Welcome, Announcements and Introductions

Co-chairman Mike Fryer opened the meeting at 7:05 pm. Fryer reviewed the agenda and noted that the desired meeting outcomes were to review the final changes to the Plan as directed by the Committee at their last meeting and to celebrate the completion of the Committee's work.

Fryer noted that the Committee had been working on the Plan for almost 2 years, with 23 meetings and workshops, and that 4 members had perfect attendance.

Staff noted that the seconds had been left off the minutes for the July 11 meeting but they would be added. A motion to adopt the minutes with the staff amendments was made by Dean and seconded by Schoppert. The minutes were approved.

Fryer noted that Judy Schriebman, an ex-officio member has submitted a letter of resignation from the Committee and thanked for her good attendance and input.

Open Time

Fryer announced Open Time for comments on items not on the agenda and requested that speakers limit comments two minutes.

- Linda Balistrieri, President of Vista Marin HOA. Voiced strong objections to proposed zoning changes; said Homeowners' associations should be notified; zoning changes will impact the

Civic Center Station Area Plan Advisory Committee
Draft Notes for 07/25 Meeting

architectural integrity of their neighborhood. She stated desires for wetlands protection, protection against noise generated by the construction of high density housing, and the construction and operation of SMART, and believes property values of Vista Marin will decrease if high density residential allowed.

- Richard Hall, past president of Vista Marin HOA. Before any additional residential zoning occurs, as is being considered, the Freitas freeway interchange would need to be updated as it is already the number one most dangerous intersection in Marin according to Caltrans. He was surprised at high density housing proposed. Civic Center should have charged parking in order to encourage county employees to use the train and not place any further strain on parking; employers should provide bus and shuttle service to allow employees to get to station.
- Jenean La Roche. There was public outcry last time a multi-story public safety building was proposed for the dog park at the Civic Center area, and it was moved to another location; Plan description of a “vibrant, mixed-use liveable area supported by a mix of transit opportunities” is not what people want in their neighborhood; this is a residential area with a beautiful landscape; the lack of density is what Marin wants; opposes recommendation for multi-story, high density residential.
- Lea Ann Bernick, Vista Marin resident. Vista Marin is a private gated community without a gate; the proposals in the Plan do not preserve the character of their neighborhood; wants low density as high density will have an adverse impact; remove 5 story proposal from east side of freeway; the reason for position is that too many people and housing will cause congestion, it will reduce their housing value, the provision of SMART parking will attract more cars to the area and the provision of amenities referenced in the Plan should be closer to the existing amenities and services at the mall.
- Harriet Manley, Vista Marin resident. Clapper rails are her passion and they are not on the list of protected species in SMART EIR and the impacts to them are not mitigated. Therefore the SMART EIR cannot be relied upon for this development.
- Glenn Bossow, Vista Marin resident. 101 access is bad; traffic during the Marin County fair and Civic Center events is bad and will be exacerbated by high density housing; maintain the integrity of single family housing by allowing nothing but 2-story residential east of the freeway.
- Sandy Chilvers, Vista Marin resident. 4 to 5 stories on Civic Center Drive will be a profound change to the area; will change the suburban environment to an urban environment. Vista Marin is impacted by parking during the Marin County Fair and must retain security to keep people out of the neighborhood and from blocking their driveways.
- Janet Shirley, San Rafael Meadows resident. SR Meadows petition has collected 140 signatures so far and is not complete yet. They will be some of the people most impacted by the Plan. The petition includes: Limit development on storage lots and Marin Ventures to 3 stories, limit Dandy Market to 1 story, limit Casa Marin to 2 stories, do not allow height increases as concessions for affordable housing, parcels on Merrydale and Redwood should provide SMART parking, no vehicular crossing at Walter Place or Merrydale Road. They want to maintain the character of the neighborhood.
- Bob Chilvers, San Rafael Meadows resident. How many units are proposed in the Plan? SMART train is supposed to take cars off the freeway, high density housing will add cars, block views, and decrease property values.
- Greg Andrew, San Rafael Meadows resident. The comment analysis presented at the last meeting had 40 of the 72 comments noted as “no change” or “comment noted” responses from staff. He was disappointed by that.
- Jonathan Artz, Vista Marin resident. Opposes height/density increases on east side of freeway because of pollution and congestion; there will be health issues for runners and people walking their dogs.
- Carolyn Lenert, North San Rafael Coalition. It is well known that high density housing units use more water than single family units. The City cannot zone for high density until it is known where the water will come from for these units.
- David Schonbrunn, TRANSDEF. The Plan takes a regional focus with regard to planning; people complained when Vista Marin was proposed and now the Vista Marin is protesting the next development; strongly supports Committee’s work.

Civic Center Station Area Plan Advisory Committee
Draft Notes for 07/25 Meeting

- Julie Lavezzo. Wants to align the feel of the area with the environment; has no confidence with the follow through for intentions or design guidelines; Committee should uphold the vision of Frank Lloyd Wright for the area and Marin; maintain feel of the area; public comments are not reflected in the Plan; high standards for development are important.
- Bari Levinson, Vista Marin resident. Needs to sleep in the morning and is concerned with the noise generated by the train. Knows the Committee does not deal with that issue, but a Quiet Zone is essential.
- Wayne Rayburn, San Rafael Meadows. The Plan takes revenue into concern more than the public comments; high density housing means more revenue to the City and there is more interest in money than concern for residents.

Review Final Plan

Fryer asked for the staff presentation on Agenda item III, the Final Plan Review. Staff member Katie Korzun gave a presentation about the split decision on height from the July 11 meeting. The committee had directed staff to include both alternatives in the Recommended Plan and to indicate that the decision was almost evenly split. In response to this direction, staff placed the following text box in four areas in the Recommended Plan noting the decision, and included the two Alternatives as Figures 18 A and B.

The Committee reached consensus on the Draft plan to include the italicized text above. After hearing the public comments on the draft, the Committee was not able to reach consensus on heights for the redwood Highway frontage, the Marin Ventures site, or either storage lot parcel, and were evenly divided between a No Change Alternative and a Four-Story Alternative.

Korzun stated that the various pages where the insert was made had been distributed to the Committee.

The Parking Section was completely reorganized to reflect the Committee's decision to emphasize their concern that SMART parking not impact existing neighborhoods, and Korzun referred the Committee to the online version of the Plan to see the changes. Korzun also explained that the other changes made at the last meeting had been incorporated throughout the document.

Co-chair Fryer asked for public comment.

Public Comment:

- Opposes 4 or 5 story building heights
- Objects to any expanded parking near the train station; the train is supposed to remove cars from the roadways
- There is already too much traffic in the area now
- High density housing will impact the neighborhoods
- The Plan applies urban standards to a non-urban area
- What happens with the split decision language at the City Council meeting?
- No one is asking for tall buildings; people want 3-story buildings or less
- Opposes height changes on the east side; development should be confined to the other areas

Kapas made a motion to incorporate the requests of the petition in the Plan. Starkweather seconded the motion.

Fryer said it would be better to include the petition with the staff report to Council. Giambastiani disagreed with incorporating the petition. Dean said the petition issues were considered at the last meeting, were debated intensively and the Committee arrived at the split decision. She noted that SMART was providing parking and the Plan tried to insure that parking would not go into neighborhoods. She also noted that the Plan already includes statement on no vehicular crossing at Walter Place and Merrydale. She doesn't agree with incorporating the petition into the Plan. Smith asked how they would be incorporated. Kapas said staff could incorporate them into the text.

Civic Center Station Area Plan Advisory Committee Draft Notes for 07/25 Meeting

Starkweather said she thought Kapas meant that the petition would be reflected in the minutes and the minutes attached to the staff report. Kapas asked to revise his motion to mean that the petition be reflected in the minutes and attached to the staff report.

Schoppert said the petition will be part of the public record and the Council be made aware of it regardless of committee action. Smith said there was no harm in the committee asking the petition be attached to the staff report. Korzun said it would be normal staff procedure for the staff report to include the petition and address the petition's concerns.

Vote: 8-1; approved.

Schoppert made a motion that the committee present to the City Council for its consideration and acceptance the recommended plan as submitted to the committee for approval at the July 25, 2012 meeting. Giambastiani seconded the motion.

Public Comment:

- The Committee should include in the motion that the City look at Comment # 35 on the Plan's parking recommendations and consider applying them citywide, especially with regards to providing certainty for affordable housing projects. The Committee should also include in the motion that conditions of project approval be used to require mitigation for traffic impacts of projects more than say 1000 ft from the station: create a fund for shuttles to the Station and to require commercial and multifamily building owners to contribute annually to the fund.

Vote: 10-0; approved

Next Steps

Korzun explained that the Plan was scheduled for consideration by Council at their August 20 meeting, but cautioned that the meeting date could change.

Public Comment

- Vista Marin neighborhood is signing a petition for quiet zones and opposing 5 story buildings. The petition has 34 signatures so far.
- Is staff asking the Council to do something different than it originally planned in terms of accepting the Plan?
- Concerned about public health issues for cyclists and runners due to increased congestion. Requests that a public health assessment be done.
- Good intentions as regards parking are not good enough.
- What is the best way to submit public comments if unable to attend council meeting?

Dean encouraged residents to become involved earlier in then planning processes so the comments can be considered earlier.

Yates said he understood concerns about public safety, parking, and building heights.

Kapas thanked the public for participating and encouraged them to stay involved.

Meeting Evaluation

Giambastiani congratulated the four members with perfect attendance. Kapas thanked staff for their work over the past 2 years, especially Rebecca who was on staff for the entire process. Korzun thanked Committee on behalf of herself and Rebecca.

Closing

Fryer closed the meeting at 8:30 p.m.

Civic Center Station Area Plan Advisory Committee
Draft Notes for 07/25 Meeting

Attendance

	2010				2011								2012											
	9/22	10/13	10/16	11/10	12/8	1/12	2/9	3/9	4/13	5/11	6/8	7/13	8/10	10/12	11/9	12/14	1/11	2/8	3/14	4/11	5/9	7/11	7/25	
Damon Connolly* (CC)	E	√	(tour-optional)	√ (Brockbank)	(Brockbank)	√	√	√	√	-	√	√	√	√	-	-	-	-	-	-	-	-	-	-
Emily Dean	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Michael Fryer	√	E		√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	√	√	√	√	√	√
Elissa Giambastiani	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Barbara Heller* (CC)																	Appointed	-	√	E	√	E	E	
Bob Huntsberry* (DRB)	-	√		-	√	√	√	√	√	-	-	√	E	-	-	-	-	-	-	-	-	-	-	-
Nicholas Kapas	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Stanton Klose* (GGBPAC)	√	√		√	-	-	√	-	√	E Resigned														
Greg Knell	√	√		-	√	√	√	√	-	-	√	-	E	-	-	E	-	-	-	-	-	-	-	-
Klif Knoles	-	√		-	-	Resigned																		
Marcus Lee	E	-		√	√	E	√	E	E	√	-	√	√	E	-	-	-	-	-	-	-	-	-	-
Preston McCoy* (BPAC)	(Powers)	-		√	√	-	√	√	√	√	-	(Powers)	√	E	√	√	√	√	√	√ (Powers)	(Powers)	√	√	√
Casey Mazzoni						Appointed	√	-	√	√	E	-	√	√	√	E	√	√	√	√	E	√	√	√
Rich McGrath	√	√		√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	E	√
Brigitte Moran	√	E		√	√	√	E	√	E	√	-	E	√ (Hussman)	√	-	√	√	√	-	E	E	-	E	-
Larry Paul* (PC)	√	-		-	-	E	√	√	E	(Wise)	-	-	√	√	-	√	√	√	-	E	√	√	-	√
Andrew Patterson	√	√		√	√	√	√	E	√	√	√	√	√	E	√	√	√	√	-	√	-	-	-	-
Jeff Schoppert	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Judy Schriebman* (LGVSD)	√	E		√	-	-	√	√	√	√	√	√	(Loder)	√	√	√	√	√	√	√	√	√	√	Resigned
Roger Smith	√	√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	√	√	√	E	√	√	√	√
Jean Starkweather	√	√	√	√	√	√	√	√	√	√	√	√	E	√	√	E	√	√	√	√	√	√	-	√
Tammy Taylor	√	√	√	√	√	-	√	√	E	√	√	√	√	√	√	√	√	√	√	√	√	√	√	E
Gayle Theard	-	√		-	√	√	√	√	√	-	-	√	√	E	-	-	-	-	-	√	E	-	-	-
Craig Thomas Yates	√	-		E	√	-	√	-	√	-	-	-	√	√	√	-	√	-	-	E	√	√	√	√

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E: excused
BPAC: Bicycle/Pedestrian Advisory Committee

CC: City Council
DRB: Design Review Board
LGVSD: Las Gallinas Valley Sanitation District

PC: Planning Commission
GGBPAC: Golden Gate Bicycle Pedestrian Committee

I present to your Committee as a private homeowner living very near your proposed site for development.

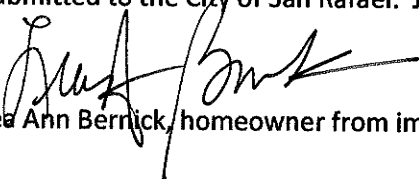
Vista Marin is a private community, a gated community without a gate. We bought our homes because of the value we all share for tranquil, uncongested living that is so apparent in our area, including the beautiful wetlands, hillsides and views, that we so enjoy. So strong was that regard of the developers and purchasers, that the 55 acres of what is noted on your maps as either "park" or "open space" is indeed private land owned by Vista Marin homeowners- to never be developed as was the legal agreement at it's purchase.

In reading many versions of your reports and final recommendations, you have authored a strong sense of commitment to and I quote, "preserve the existing character of the area, and in addition, "these neighborhoods should be protected from adverse impacts of new development". Your current proposals--as written in your report I do not believe protect us from adverse effects, and this is why we are here. Before I mention those, I want to be clear in communicating that I am not in opposition of the proposed plan in it's entirety. The map called FIGURE 18A with the removal of the blue sections of proposed housing on Civic Center Drive near our community and off McGinnis parkway adjacent to our community are what I oppose. The reasons being:

- 1) Congestion – too many people and too many cars --which is not why we live here and would drastically change the peace and quiet that we have known for over 12 years.
- 2) Reduction in housing values – a high density congested area will negatively impact what draws buyers to our homes – an open, peaceful and quiet private community without traffic or people congestion.
- 3) Parking – bringing more cars and their Co2 emissions into our community negatively impacts our health, our environment, and the wetland habitat ecosystem.
- 4) Amenities – new housing should be located close to consumer amenities -which is not on the east side of the freeway—but rather on the purple area outlined on the aforementioned map. Your report references that current market demand does not support additional retail in the area.

Thank you for your serious consideration to our concerns.

Submitted to the City of San Rafael: July 25, 2012 by


Lea Ann Bernick, homeowner from impact area

July 25, 2012

To: SMART Train Advisory Committee/Civic Center Station

Re: Recommended Plan

Dear Committee Members:

As a voting resident in North San Rafael, I am thankful that our laws allow for things like "Advisory Committees" and citizen input. I know how much time it takes to come to consensus on complicated issues with major impacts, and I appreciate the efforts of those who have come up with the current Recommended Plan.

That said, it is extremely unfortunate that this plan does not take into consideration the concerns of people like me, who live right next to the proposed Civic Center station and the future SMART train tracks.

Specifically, I'd like to address environmental impacts along the federally designated wetland area bordering North Gallinas Creek. As you know, the tracks run parallel to this wetland. Proposals to upgrade and alter the current rails will significantly impact this area. Wetlands in this region have been designated as critical habitat for the federally endangered California clapper rail, an wetland species that requires special consideration and protection under federal law. It's ironic that the clapper rail does not even appear on the animal species list created for this project (attached here). I heard one there last night.

This wetland is going to be impacted and changed forever. Your current recommendations to "celebrate natural resources" along the SMART train corridor and at the Civic Center station don't do enough to ensure that the existing habitat and its native (endangered) species are not impacted, especially when those species aren't adequately identified. This is not acceptable, and is deeply troubling as the project moves forward. What facts are being ignored or glanced over in the name of "progress"?

Thank you very much for your time.

Harriot Manley, Registered Voter
47 Vista Marin Drive San Rafael CA 94903
415.472.2116



WILDLIFE SPECIES OBSERVED IN THE PROJECT CORRIDOR

SCIENTIFIC NAME	COMMON NAME	TYPE OF DETECTION*
Amphibians		
<i>Hyla regilla</i>	Pacific tree frog	O
<i>Rana catesbeiana</i>	Bullfrog	O
Reptiles		
<i>Clemmys marmorata</i>	Western pond turtle	O
<i>Sceloporus occidentalis</i>	Western fence lizard	O
<i>Diadophis punctatus</i>	Ringneck snake	O
<i>Pituophis melanoleucus</i>	Gopher snake	O
Birds		
<i>Pelecanus erythrorhynchos</i>	American white pelican	O
<i>Phalacrocorax auritus</i>	Double-crested cormorant	O
<i>Ardea herodias</i>	Great blue heron	O
<i>Ardea alba</i>	Great egret	O, N
<i>Egretta thula</i>	Snowy egret	O, N
<i>Nycticorax nycticorax</i>	Black-crowned night heron	O
<i>Cathartes aura</i>	Turkey vulture	O
<i>Branta canadensis</i>	Canada goose	O
<i>Cygnus olor</i>	Mute swan	O
<i>Aix sponsa</i>	Wood duck	O
<i>Anas americana</i>	American wigeon	O
<i>Anas platyrhynchos</i>	Mallard	O
<i>Anas cyanoptera</i>	Cinnamon teal	O
<i>Anas clypeata</i>	Northern shoveler	O
<i>Circus cyaneus</i>	Northern harrier	O
<i>Buteo jamaicensis</i>	Red-tailed hawk	O
<i>Falco sparverius</i>	American kestrel	O
<i>Phasianus colchicus</i>	Ring-necked pheasant	O
<i>Meleagris gallopavo</i>	Wild turkey	F
<i>Callipepla californica</i>	California quail	O, V
<i>Charadrius vociferus</i>	Killdeer	O, V
<i>Himantopus mexicanus</i>	Black-necked stilt	O
<i>Recurvirostra americana</i>	American avocet	O
<i>Limnodromus sp.</i>	Dowitcher	O
<i>Sterna forsteri</i>	Forster's tern	O

* Type of detection: B = burrow, C = carcass, F = feathers, N = Nest, O = visual observation, S = scat/ guano, T = tracks, V = vocal detection (i.e., call, song)



SCIENTIFIC NAME	COMMON NAME	TYPE OF DETECTION*
<i>Columba livia</i>	Rock dove (domestic pigeon)	O
<i>Zenaida macroura</i>	Mourning dove	O, V
<i>Bubo virginianus</i>	Great horned owl	O
<i>Calypte anna</i>	Anna's hummingbird	O
<i>Melanerpes formicivorus</i>	Acorn woodpecker	O
<i>Picoides nuttallii</i>	Nuttall's woodpecker	O
<i>Colaptes auratus</i>	Northern flicker	O
<i>Empidonax difficilis</i>	Pacific-slope flycatcher	O
<i>Sayornis nigricans</i>	Black phoebe	O
<i>Aphelocoma californica</i>	Western scrub-jay	O, V
<i>Corvus brachyrhynchos</i>	American crow	O
<i>Corvus corax</i>	Common raven	O
<i>Tachycineta bicolor</i>	Tree swallow	O
<i>Stelgidopteryx serripennis</i>	Northern rough-winged swallow	O
<i>Petrochelidon pyrrhonota</i>	Cliff swallow	O, N
<i>Hirundo rustica</i>	Barn swallow	O, N
<i>Baeolophus inornatus</i>	Plain oak titmouse	O
<i>Psaltriparus minimus</i>	Bushtit	O
<i>Certhia americana</i>	Brown creeper	O
<i>Sialia mexicana</i>	Western bluebird	O
<i>Mimus polyglottos</i>	Northern mockingbird	O, V
<i>Sturnus vulgaris</i>	European starling	C
<i>Icteria virens</i>	Yellow-breasted chat	O
<i>Pipilo crissalis</i>	California towhee	O
<i>Melospiza melodia</i>	Song sparrow	O, V
<i>Pheucticus melanocephalus</i>	Black-headed grosbeak	O
<i>Agelaius phoeniceus</i>	Red-winged blackbird	O, V
<i>Euphagus cyanocephalus</i>	Brewer's blackbird	O
<i>Molothrus ater</i>	Brown-headed cowbird	O
<i>Carpodacus mexicanus</i>	House finch	O
<i>Carduelis psaltria</i>	Lesser goldfinch	O
<i>Carduelis tristis</i>	American goldfinch	O
<i>Passer domesticus</i>	House sparrow	O, V
Mammals		
<i>Lepus californicus</i>	Black-tailed jackrabbit	O, S
<i>Spermophilus beecheyi</i>	California ground squirrel	O
<i>Canis latrans</i>	Coyote	O, S
<i>Felis catus</i>	Feral cat	O
<i>Odocoileus hemionus</i>	Mule deer	O, T



Marin Environmental Housing Collaborative

Marin Environmental Housing Collaborative
PO Box 9033
San Rafael, CA 94912
415-686-6204

To: Civic Center Station Area Plan Advisory Committee
From: North San Rafael Collaborative
Date: August 10, 2011
Re: Civic Center Station Area-Plan Alternatives to Be Evaluated by the Committee

The City of San Rafael, with the help of the Civic Center Station Area Plan Advisory Committee, is preparing a plan, to be completed in 2012, for changes in land use and circulation in the vicinity of the Civic Center SMART station. The Committee is considering alternatives for the City and consultant to analyze. The City has focused the discussion of planning alternatives on eight "Vision Areas," identified as areas A – H, which we will refer to here. (See map prepared by Fehr & Peers, 6/3/11.)

On August 4th, a group of North San Rafael residents and representatives of organizations interested in the Civic Center Station Area Plan effort, convened by the Marin Environmental Housing Collaborative, met to discuss the station area planning alternatives for housing and land use and to develop recommendations for the Advisory Committee to consider in the alternatives analysis.

Some sites in the area have the potential for more intensive development, possibly mixed uses with ground floor retail and residential or office above. One example is the public storage next to the station at the north end of Area D, at 380 Merrydale. This may be a suitable site for mixed use, provided there is no development that would be any higher than current zoning allows and that it would not impact the residential properties immediately to the west of this parcel. The alternative of using this site for station area parking, preferably with access and egress from the Redwood Highway Frontage Road, should also be evaluated by the team traffic engineers. This alternative would reduce traffic on Civic Center Drive, which is consistent with the North San Rafael Vision. (Members of this group have a Power Point on alternative parking and access that can be shown to the Advisory Committee.)

In addition, the existing strip commercial along Redwood Highway Frontage Road in Area D, the Northgate 3 of Area A, and the west end of Area H could also be redeveloped with mixed use, with residences or office above retail.

The site identified as Area D ought to be split, lengthwise down the middle, into two distinct vision areas (perhaps as Areas D1 and D2), to separate the parcels along Merrydale from the parcels along Redwood Highway Frontage Road. They have very different issues and offer different opportunities. The self-storage site at the north of Area D, however, should be retained as a single unit. The parcels

along Merrydale should not have development that is any higher than is allowed by current zoning; the strip along the frontage road could be redeveloped with mixed use.

New uses should not intrude upon or adversely affect the character of existing communities in the area, such as Rafael Meadows, Marin Lagoon, the neighborhood along Merrydale in Area D, and the residential area around Area C. Existing affordable units should be retained even as they are improved. The pedestrian and auto circulation improvements should improve access of existing neighborhoods to the SMART station and the Civic Center and should minimize the potential for spill-over parking into residential neighborhoods.

If the existing office development north and east of the Civic Center in Areas F and G is rebuilt, it should incorporate residential uses and not exceed the existing four-story height.

Northgate Mall is outside the City's study area; however, the addition of housing would benefit the retail uses and the surrounding area. Housing at Northgate has been recommended by the Marin Environmental Housing Collaborative and other organizations.

The site of the "Christmas Tree Lot" ought to be added as a Vision Area (perhaps as Area I), since it is within the planning sphere and adjacent to the station. It has potential for residential use, as well as retail and services. While we recognize that this site is part of the grounds of the Civic Center, its use is the responsibility of the County, and it is being considered as a site for the Farmers' Market, it is within the City and has been discussed by the Committee. The Committee may want to develop suggestions for the site that are relayed to the County. This parcel and others near the SMART station could provide interesting places to shop and socialize for employees and residents. Any construction of a building larger than a storage shed on this site, for the Farmers' Market or other use, will require approval by a countywide vote, under the requirements of a voter-approved initiative.

Creeks through the area should be restored and connected with nearby open space.

Lastly, we urge the Committee to recognize the planning guidance provided by North San Rafael Vision, adopted by the City Council in 1997. The North San Rafael Vision was the result of an extensive public process and consensus of multiple interests. Copies of the Vision report should be made available to the Committee and the public. This Civic Center Station Area Plan warrants a similar level of public involvement, and we encourage the Committee and the City to do extensive outreach, including mailings, flyers, and meeting announcements, to neighborhood residents and organizations in the area. As part of the process, please make clear the responsibilities of the various government entities.

In conclusion, the plan for land uses and access for the Civic Center station area must reflect the views of existing residents and businesses, based on a thorough understanding of alternative uses for the various sites, within the context of their surrounding neighborhoods.

We appreciate the Committee's consideration of these recommendations.

Thank you.

Gregory Andrew, 213 Las Gallinas Ave., San Rafael, San Rafael Meadows

Paul Burks, 574 Woodbine Dr., San Rafael

Mary Dowling, 273 Mountain View Ave., San Rafael

Oak Dowling, 273 Mountain View Ave., San Rafael

Kay Karchevski, Friends of SMART, Sustainable San Rafael

Elaine Lyford-Nojima, Marin Environmental Housing Collaborative

Marge Macris, Mill Valley, Marin Environmental Housing Collaborative

Stuart Shepherd, 204 Las Flores, San Rafael, Flood Zone 6

Bob Spofford, 61 Dunfries Ter., San Rafael, Sustainable San Rafael

Valerie Taylor, 110 Garden Ave., San Rafael, Santa Venetia



To: Civic Center Station Area Plan Advisory Committee
 From: North San Rafael Collaborative
 Date: August 10, 2011
 Re: Civic Center Station Area-Plan Alternatives to Be Evaluated by the Committee

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We appreciate the Committee's consideration of these recommendations.

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Gregory Andrew, 213 Las Gallinas Ave., San Rafael, San Rafael Meadows

Paul Burks, 574 Woodbine Dr., San Rafael

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Kay Karchevski, Friends of SMART, Sustainable San Rafael

Elaine Lyford-Nojima, Marin Environmental Housing Collaborative

Marge Macris, Mill Valley, Marin Environmental Housing Collaborative

Stuart Shepherd, 204 Las Flores, San Rafael, Flood Zone 6

Bob Spofford, 61 Dunfries Ter., San Rafael, Sustainable San Rafael

Valerie Taylor, 110 Garden Ave., San Rafael, Santa Venetia



To: Civic Center Station Area Plan Advisory Committee
Via Fax: 485-3184 (Rebecca Woodbury)
From: Ron Albert, Chair, Marin Environmental Housing Collaborative (MEHC)
Gregory Andrew, San Rafael Meadows Improvement Association
Marge Macris, MEHC
Elaine Lyford-Nojima, Coordinator, MEHC
Date: October 31, 2011

Re: Public Review of the Draft Civic Center Station Area Plan

We have been following closely the City and Advisory Committee's work on the plan for the area around the future Civic Center SMART station. We appreciate the City's efforts to chart the future of this important area.

It is essential that the public, especially residents of nearby areas, have maximum opportunity to review and comment on the plan as it evolves and before it develops too far to incorporate changes. One of the main purposes of the Marin Environmental Housing Collaborative is to encourage citizen involvement in planning, especially in relation to environmentally friendly affordable housing.

We know that the November 9th workshop on the plan will be an "open house" format, in which members of the public visit different stations to get information and make comments. There will be no opportunity for comments and discussion on the plan as a whole or a forum for the entire group of people who attend. The "open house" format can be useful in providing information, but it does not allow full public participation. It is our understanding that there is not another workshop planned for after the November 9th workshop. We strongly urge the City to develop another opportunity for public participation in this planning process.

At the subcommittee meeting for workshop planning on October 27, Planning staff assured us that there will be ample opportunity for public review and discussion before the Advisory Committee decides on the preferred plan, but the forum for this was not specified. We request that there be another workshop after the traffic analysis of the alternatives has been completed and before the preferred plan is finalized, at which the public can review and comment on the alternatives and make recommendations for what the plan should contain. There should be enough advance notice that the public has ample time to review all relevant information.

The flyer for the November 9th workshop should specify what the next steps will be for plan preparation and public comment. This information should also be made clear to the workshop participants.

We are pleased with the great work you are doing, and we would appreciate a reply, to Ron Albert, rpalaw@sbcglobal.net, and Gregory Andrew, andrewenv@aol.com. Thank you.



To: Civic Center Station Area Plan Advisory Committee
From: North San Rafael Collaborative
Date: December 12, 2011
Re: RECOMMENDATIONS FOR THE CIVIC CENTER STATION AREA PLAN

The North San Rafael Collaborative, a group of residents and representatives of organizations interested in the Civic Center Station Area Plan, present the following recommendations to be included in the Civic Center Station Area Plan. These recommendations represent consensus amongst the Collaborative participants who represent a diverse set of interests and concerns and whose affiliations are provided below.

Vision:

We generally agree with the Advisory Committee's vision statement, and we add that we envision a community near the Civic Center SMART station that is a vibrant place of employment, gathering, and activity, with a mix of affordable housing, neighborhood retail, offices, and open spaces. Bicycle and pedestrian pathways connect all parts of the community with the station and major employers. The character of existing neighborhoods are retained and enhanced by the station area developments. It is a sustainable community - people can get around without using their cars, services and stores are within walking distance, existing buildings have been rehabilitated, and environmental resources are conserved

Plan Elements:

Affordable Housing. Establish goals and incentives for developing affordable housing, such as an overlay zone that permits an increase in density only when a minimum share is below market rate. Prioritize housing for households earning less than 65% of Area Median Income, for Marin, which reflects the incomes of many employees working in and nearby the station planning area. Specify sources of funds for affordable housing. Encourage workforce housing throughout the area.

Commercial Development. Encourage new, local-serving businesses, including services for the rail station as well as neighborhoods. Rehabilitate and reuse existing commercial buildings. Major new office development and destination retail are not appropriate near the existing neighborhoods.

Environment. Protect and restore Gallinas Creek in the planning area. Allow no filling of wetlands. Use green building materials, and design for maximum energy efficiency. Plan to accommodate anticipated sea level rise.

Circulation. Provide bicycle and pedestrian circulation throughout the area, with connections to the station, the Civic Center, and Northgate Mall. Extend the Northgate Promenade

through the station and on to the Civic Center, as depicted in the North San Rafael Vision. Provide a bicycle/pedestrian crossing of the tracks, at the west end of the station.

Planning in Adjacent Areas. Relate the Station Area Plan to adjacent parcels, such as the Christmas Tree Lot. Incorporate housing into the Northgate Mall.

Parking. Provide an adequate supply of parking at locations that do not have an adverse effect on existing neighborhoods. Evaluate parking potential near the station, especially at existing surface parking lots on both sides of the highway. Make the most efficient use of nearby land by studying the feasibility of using existing underutilized parking lots for SMART passengers. These include, but are not limited to, the Veterans Memorial Auditorium and Marin Ventures on Merrydale Road. The station will be primarily used by people arriving here for work, so there is less need for parking than for a station from which people go to work. However, there will be more reverse commuting from central Marin to the north in the future, and plans for parking should recognize this trend and a potential need for additional SMART parking.

Reduce parking minimums for new development in the area. Encourage unbundled parking for new residential developments.

Neighborhoods. Retain the character of existing neighborhoods and minimize the potentially adverse effects of traffic, parking, and development. Ensure that new building heights and residential densities do not have adverse effects on existing neighborhoods. New residential buildings should facilitate very-low and low income housing, while also keeping the scale compatible with existing neighborhoods.

In addition to these recommendations, we also request the City and Advisory Committee host another public workshop to allow comment on the Plan. While the recent workshop served a purpose for input on discrete issues, it did not allow for the public to consider and comment on the plan as a whole. Another workshop should be held after the draft plan has been prepared and before it is finalized. This workshop should be structured as a forum to allow open discussion and comment on the draft plan.

We appreciate the Committee's consideration of these recommendations and we will continue to participate in this process. We will be happy to help plan the next public workshop.

Thank you.

Gregory Andrew, San Rafael Meadows Improvement Association

Elaine Lyford-Nojima, Marin Environmental Housing Collaborative

Marge Macris, Marin Environmental Housing Collaborative

Whitney Merchant, Greenbelt Alliance

Valerie Taylor, Santa Venetia resident

Stuart Shepherd, Chair, Flood Zone 6

Paul Burks, Terra Linda resident



To: Civic Center Station Area Plan Advisory Committee

From: North San Rafael Collaborative

Date: March 8, 2012.

Re: RECOMMENDATIONS FOR THE CIVIC CENTER STATION AREA PLAN

The North San Rafael Collaborative would like to review and summarize recommendations to be included in the San Rafael Civic Center Station Area Plan. The Collaborative is a group of residents and representatives of organizations interested in the Civic Center Station Area Plan. Most of the recommendations have previously been presented to the Advisory Committee. They are summarized here to fit within the format of the Station Area Plan report, based on the report outline presented to the Advisory Committee at the January 2012 meeting. These recommendations were developed through consensus among the Collaborative participants who represent a diverse set of interests and concerns and whose affiliations are listed with the names at the end of this memo. We request that these recommendations and comments be incorporated directly into the Station Area Plan.

I. Introduction

- The Plans should clearly state the purpose of the Plan, as well as the limitations for what the Plan is and is not intending to accomplish.
- Any references to Areas A – H are the areas that the Advisory Committee has evaluated for the Plan.

II. Vision for the Civic Center Station Area

- We generally agree with the Advisory Committee's vision statement, and we add:
- We envision a community near the Civic Center SMART station that is a vibrant place of employment, gathering, and activity, with a mix of affordable housing, neighborhood retail, offices, and open spaces. Bicycle and pedestrian pathways connect all parts of the community with the station and major employers. The character of existing neighborhoods is retained and enhanced by the station area developments. It is a sustainable community - people can get around without using their cars, services and stores are within walking distance, existing buildings have been rehabilitated, and environmental resources are conserved.

III. Station Access and Connectivity

a. Complete Streets:

- Landscape Merrydale Road with trees, sidewalks, and appropriate lighting, and also restore and enhance the branch of Gallinas Creek that runs along the segment of Merrydale between Las Gallinas Avenue and the railroad tracks and then out to Highway 101.

b. Promenade Extension:

- Extend the Northgate Promenade through the station and on to the Civic Center, as depicted in the North San Rafael Vision.

- Provide a branch of the Promenade pedestrian/bicycle crossing of the tracks, to connect Merrydale Road.

c. Other Pedestrian Improvements:

- Provide pedestrian circulation throughout the area, with connections to the station, the Civic Center, and Northgate Mall.
- Provide a pedestrian (Promenade or Promenade branch) crossing of the tracks, at the west end of the station.

d. Other Bicycle Improvements:

- Provide bicycle circulation throughout the area, including a transition through the station, with connections to the station, the Civic Center, and Northgate Mall.
- Provide a bicycle (Promenade or Promenade branch) crossing of the tracks, at the west end of the station.

e. Transit Access:

- Consider transit access via Merrydale, on the north side of the tracks, since access by transit via Civic Center Drive will be highly unreliable due to traffic congestion.

f. Vehicular Access and Circulation:

- The Plan should state that there will not be any vehicular traffic connection of Merrydale across the tracks, as is stated in the North San Rafael Vision.

IV. Land Use

We provide comments here, on issues of interest and concern to us that are not organized under the subheadings of the report outline.

Affordable Housing

- The land use proposal developed by the Advisory Committee makes no mention of affordable housing; this seems to have been an oversight. The Plan should establish goals and incentives for developing affordable housing, such as an overlay zone that permits an increase in density only when a minimum share is below market rate. Prioritize housing for households earning less than 65% of Area Median Income, for Marin, which reflects the incomes of many employees working in and near the station planning area. Specify sources of funds for affordable housing. Encourage workforce housing throughout the area.
- New residential buildings should facilitate very-low and low-income housing, while also keeping the scale compatible with existing neighborhoods.
- Existing affordable units should be retained even as they are improved.
- Northgate Mall provides an excellent opportunity to provide affordable housing, especially under its renovated configuration that does not utilize the upper floors of the interior mall building; The Plan should include Northgate and identify it as an opportunity site for affordable housing.

Land Use and Development Concepts

- Some sites in the area have the potential for more intensive development, possibly mixed uses with ground floor retail and residential or office above. One example is the public storage next to the station at the north end of Area D, at 380 Merrydale. This may be a suitable site for mixed use, provided there is no development that would impact the residential properties immediately to the west of this parcel.
- The public storage and the Marin Ventures parcels, at the end of Merrydale in Area D, are opportunity sites for affordable housing. The Plan should

specifically call for 50% or more affordable housing at those two parcels, if any new development occurs there and if they are not utilized as parking for the train station.

- The alternative of using these sites for station area parking, preferably with access and egress from the Redwood Highway Frontage Road, should also be evaluated by the team of traffic engineers. This alternative would reduce traffic on Civic Center Drive, which is consistent with the North San Rafael Vision.
- In addition, the existing strip commercial along Redwood Highway Frontage Road in Area D, the Northgate 3 of Area A, and the west end of Area H could also be redeveloped with mixed use, with residences or office above retail.
- The site identified as Area D ought to be split, lengthwise down the middle, into two distinct vision areas (perhaps as Areas D1 and D2), to separate the parcels along Merrydale from the parcels along Redwood Highway Frontage Road. They have very different issues and offer different opportunities. The self-storage site at the north of Area D, however, should be retained as a single unit. The parcels along Merrydale should not have development that is any higher than is allowed by current zoning; the strip along the frontage road could be redeveloped with mixed use.

Building Heights

- The Land Use proposal, as modified by the Advisory Committee at the January 2012 meeting, is improved over the first draft and we appreciate the changes made by the Committee. The following reiterates our comments on land use for the Plan:
- The Land Use proposal is too focused on the numbers of stories and on increasing building heights within the planning areas; some of the proposed heights are excessive. Rather than the number of stories, the plan should provide guidance on limits of building heights.
- For the parcels along Merrydale Road, zoned as HR1 and GC, building heights should be limited to the existing zoning height limits of 36 feet (not more than 3 stories). The plan should not allow taller buildings along Merrydale; to do so would impose on the character and privacy of the existing residential neighborhoods.
- Buildings along Redwood Highway can be somewhat higher, but still not higher than 46 feet (not more than 4 stories).
- The parcels around Northgate Mall can also be higher.
- Building heights for the area adjacent to existing residential sites along or off of Civic Center Drive should be limited to a height that would allow for 3 or 4 stories, not 5 stories as proposed.
- In order to reduce the impact of building heights and massing, the Plan should call for design guidelines such as setbacks and stepped floors that can help to make buildings appear smaller in scale and more hidden from view.

Commercial Development

- Encourage new, local-serving businesses, including services for the rail station as well as neighborhoods. Rehabilitate and reuse existing

commercial buildings. Major new office development and destination retail are not appropriate near the existing neighborhoods.

- If the existing office development north and east of the Civic Center in Areas F and G is rebuilt, it should incorporate residential uses and not exceed the existing four-story height.

Neighborhoods

- Retain the character of existing neighborhoods and minimize the potentially adverse effects of traffic, parking, and development. Ensure that new building heights and residential densities do not have adverse effects on existing neighborhoods.
- New uses should not intrude upon or adversely affect the character of existing communities in the area, such as Rafael Meadows, Marin Lagoon, the neighborhood along Merrydale Road in Area D, and the residential area around Area C. The pedestrian and auto circulation improvements should improve access of existing neighborhoods to the SMART station and the Civic Center and should minimize the potential for spill-over parking into residential neighborhoods.

Other

- Northgate Mall is outside the City's study area; however, the addition of housing would benefit the retail uses and the surrounding area. Housing at Northgate has been recommended by the Marin Environmental Housing Collaborative and other organizations.
- Relate the Station Area Plan to adjacent parcels, such as the Christmas Tree Lot. It has potential for residential use, as well as retail and services. While we recognize that this site is part of the grounds of the Civic Center, its use is the responsibility of the County, and it is being considered as a site for the Farmers' Market, it is within the City's purview and has been discussed by the Committee. The Committee may want to develop suggestions for the site that are relayed to the County. This parcel and others near the SMART station could provide interesting places to shop and socialize for employees and residents.

V. Parking

As with our land use comments, we provide comments here, on issues of interest and concern to us that are not organized under the subheadings of the report outline.

- The draft parking proposal does not address parking for the Civic Center station commuters, to prevent commuters from parking in the existing neighborhoods; parking needs to be addressed, both in the land use and parking elements of the plan.
- Consider parking permits for San Rafael Meadows, or other neighborhoods, but only if and when needed.
- The plan should include specific areas to be considered as parking for the station. The North San Rafael Collaborative has previously recommended that the public storage and Marin Ventures parcels, at the end of Merrydale in Area D, be studied as potential train station parking, along with other parcels on the east side of Highway 101.
- Provide an adequate supply of parking at locations that do not have an adverse effect on existing neighborhoods.

- Make the most efficient use of nearby land by studying the feasibility of using existing underutilized parking lots for SMART passengers; these include, but are not limited to, the Veterans Memorial Auditorium and the self storage and Marin Ventures parcels at the end of Merrydale Road.
- Evaluate parking potential near the station, especially at existing surface parking lots on both sides of the highway. The station will be primarily used by people arriving here for work, so there is less need for parking than for a station from which people go to work.
- Consider allowing 10-hour parking on a portion of Merrydale, using pay per space meters. Use the money generated to provide improvements to the station area such as wide sidewalks, street lighting, etc.
- There will, however, be more reverse commuting from central Marin to the north in the future, and plans for parking should recognize this trend and a potential need for additional SMART parking.
- Reduce parking minimums for new development in the area, to promote housing affordability and encourage transit and bicycle use. Encourage unbundled parking for new residential developments.
- The Committee's report on parking includes several excellent ideas under *Tools for achieving reductions in parking requirements*, such as shared and unbundled parking. However, these recommendations contain the fatal flaw of only allowing them on 'a project-by-project basis through discretionary review.' Affordable housing developers list this type of uncertainty as one of the greatest barriers to working in Marin. In these economic times, developers aren't going to risk purchasing a parcel when they don't know what they can do on it. The time and money it would require to get parking reductions this way would directly threaten any chance of truly affordable housing in the area.

VI. Environment and Natural Resources

This section needs to be added to the Plan; it has been a focal area of discussion and planning throughout the process of developing this Plan.

- Protect and restore Gallinas Creek in the planning area, on both sides of Highway 101, according to recommendations by the Marin County Watershed Program as it pertains to the Las Gallinas watershed so that the natural hydrology of the watershed is understood and supported prior to and during development or reuse.
- Do not allow any filling or covering over of the creeks and wetlands in the area.
- Creeks through the area should be restored and connected with nearby open space.
- Address sea level rise in the Plan and how sea level rise can be accommodated.
- Use green building materials, and design for maximum energy efficiency.

VI. Implementation Strategy

- Elements of this Plan must be revisited once the Civic Center Station is designed, to ensure consistency between the two.
- Reach out to interest groups before the draft plan is presented to the Design Review Board and the Planning Commission.
- Other residential areas – such as Santa Venetia and Marin Lagoon —ought to be more involved in the process their input should be sought.

- Continue community involvement in the planning and implementation process; establish an ongoing community involvement process for even after this Plan is adopted.
- Engage the County to incorporate the Christmas Tree Lot and Civic Center in this Plan.
- We urge the Committee to recognize the planning guidance provided by North San Rafael Vision, adopted by the City Council in 1997. The North San Rafael Vision was the result of an extensive public process and consensus of multiple interests.
- The plan for land uses and access for the Civic Center station area must reflect the views of existing residents and businesses, based on a thorough understanding of alternative uses for the various sites, within the context of their surrounding neighborhoods

We appreciate the Committee's consideration of these comments and recommendations. We look forward to reviewing the draft Plan.

Thank you,

Gregory Andrew, 213 Las Gallinas Ave., San Rafael; San Rafael Meadows Improvement Association

Valerie Taylor, 110 Garden Ave., San Rafael; Station area resident and transportation planner

Jerry Belletto, 18 Wilson Ct., San Rafael; Lincoln San Rafael Hill Neighborhood Association

Stuart Shepherd, 204 Las Flores, San Rafael; Chair, Flood Zone 6

Paul Burks, 574 Woodbine Drive, San Rafael, First Congregational Church San Rafael-UCC

Kay Kachevski, 42 Hillcrest Dr., San Rafael; Sustainable San Rafael, Friends of SMART

Whitney Merchant; Greenbelt Alliance

Elaine Lyford-Nojima; Marin Environmental Housing Collaborative

Marge Macris, Mill Valley; Marin Environmental Housing Collaborative

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 Plant Manager

March 13, 2012

Rebecca Woodbury, Project Coordinator
 City of San Rafael
 1400 Fifth Ave.
 San Rafael, CA 94901

RE: SMART Civic Center Design Area

Dear SMART Civic Center Design Area Committee:

The Las Gallinas Valley Sanitary District requests that the impacts of sea level rise on current and future sewer system infrastructure be considered by SMART planning agencies. Bay and coastal sanitary sewer agencies are paying close attention to the data on climate change and sea level rise. Many agencies will struggle to maintain their existing treatment plants and sewer system infrastructure because of sea level rise. Careful planning must be implemented to avoid significant costs due to poor sea level rise planning. For example, much of our new recycled water plant can be easily disassembled and relocated to a new location in the event of significant sea level rise. In some cases, a plan of abandonment should be considered in areas where it is cost prohibitive to protect flooded areas.

The 2009 BCDC map shows 16 inches of rise by 2050 and 55 inches by 2100: http://www.bcdc.ca.gov/planning/climate_change/maps/16_55/cbay_north.pdf. Along McInnis Parkway, the high tide mark is a mere three feet below the roadway and will be covered with water if the BCDC map predictions are realized.

LGVSD is already severely impacted by Santa Venetia's leaking levees and insufficient and deteriorating storm water infrastructure. The majority of our Santa Venetia gravity sewer main pipes were replaced in the 1980's to reduce the amount of salt water intrusion impacting our water quality and reclamation facilities. Despite spending millions of dollars to do this, salt water intrusion continues to deteriorate recycled water quality. This has an impact on our ability to produce recycled water for Marin. Recycled water is a significant buffer against the effects of climate change as it protects our potable water supplies.

The Marin Lagoon development homes are just above sea level and require nine District sewage pump stations to convey sewage to our Civic Center sewage pump station. There only 224 homes in the Marin Lagoon development. These nine pump station represent 1/3 of our total number of the District's sewage pump stations. The Marin Lagoon development required an excessive

amount of pump stations because it was constructed on bay mud. Marin Lagoon homeowners are experiencing uneven settle which will worsen with time.

Another issue with building infrastructure behind levees is that levees act not only to keep sea water out, but also act like a holding tank keeping flood waters in. The picture below shows Santa Venetia in the flood of 1983. The four pump stations that serve the neighborhood could not keep up with the deluge of stormwater. During this event, the District sewer system was severely impacted. Climate change scientists predict more severe storms like this one in the next century. Stormwater entering our sewer system during the December/January 2005/2006 storm event increased our flow from an average of 2.3 million gallons per day to levels as high as 15.1 million gallons.



High floodwaters also create a dangerous situation for District and other emergency workers, who must put themselves in harm's way to protect public health and safety. It is not easy nor is it safe to work against the pressure of flooding waters.

As the water evaporates and the natural cycle of sediment deposition is stopped, land behind the levees subsides over time. This is obvious in the diked lands near our plant, where the marsh on one side of the levee is about four feet from the top of the levee and on the landward side is nearly fifteen feet below. The photos below were taken from the same location atop the levee road.



Sewer system pipes and manholes crack and break when the land subsides irregularly. These cracks and breaks also allow stormwater and mud/debris to enter our sewer system. Water following the path of aging and leaking stormwater pipes wash away bay mud near homes, yards and roads causing severe settlement issues. The pictures below are representative of uneven settlement throughout Santa Venetia.



It can be extremely difficult, if not impossible, to maintain infrastructure below sea level. Governments around the world, including the US and State of California, have been recommending a plan of managed retreat for areas that cannot be saved from rising water levels. Part of this managed retreat strategy is to avoid putting more infrastructure in coastal, bay, river or delta floodplains, as this is an expensive and difficult battle to win as indicated in the following article:

http://coastalmanagement.noaa.gov/initiatives/shoreline_ppr_retreat.html

Managed Retreat Strategies

Overview:

Managed or planned retreat allows the shoreline to advance inward unimpeded. As the shore erodes, buildings and other infrastructure are either **demolished or relocated inland**. Coastal managers realize that in many situations attempting to stop erosion through structural or non-structural solutions is a losing battle. **Shoreline protection efforts and/or their repeated maintenance would be too costly and ultimately ineffective** at preventing further erosion. A managed retreat approach typically involves establishing thresholds to trigger demolition or relocation of structures threatened by erosion. Therefore, this approach is frequently coupled with several other planning and regulatory techniques including: shoreline planning, to identify high-risk areas where this type of policy would be the only cost-effective, long-term solution; regulating the type of structure allowed near the shore to ensure that buildings are small enough and constructed in a way to facilitate relocation when needed; and instituting relocation assistance and/or buy-back programs to help with relocation costs or compensate property owners when their property becomes unusable. While the overall policy emphasizes retreat, a managed retreat approach may allow some erosion control measures using soft-stabilization techniques to prolong the life of shorefront buildings and other infrastructure for a little while. However, hard stabilization structures or repeated beach renourishment are generally not permitted.

Benefits: Usually less expensive than costly structural stabilization projects that may only be a temporary solution, especially in highly erosive areas. Maintains natural shoreline dynamics and enables shoreline habitats to migrate inland as the shoreline erodes to prevent loss of wetlands and other intertidal areas.

Drawbacks: Can be politically difficult to implement, especially where significant development has already occurred. May cause depreciation of shorefront property values.

Case Studies:

Pacifica State Beach Adopts Managed Retreat Strategy

Multi-pronged Approach to Manage Erosion at Surfer's Point, Ventura, CA

In closing, we ask that you consider sea level rise and the potential impacts on our District and our ratepayers in planning your current and future projects. I can be reached at 415-472-1734.

Sincerely,



Mark R. Williams
General Manager

cc LGVSD Board

January 10, 2012

To: Civic Center Station Area Plan Advisory Committee

City of San Rafael
P.O. Box 151560
1400 Fifth Avenue, Room 203
San Rafael, CA 94915-1560

Re: Civic Center Station Area Plan

Dear Advisory Committee,

I was unable to attend the November 9, 2012 workshop on the Civic Center Station Plan, but I have reviewed the workshop summary. As a former leader of the North San Rafael Coalition of Residents (1987-2002) and member of the North San Rafael Vision Steering Committee (1996-1997) and the North San Rafael Vision in Action Committee (1998-2002), I ask that you consider the following comments in your deliberations on the Civic Center Station design and area plan:

- 1) **North San Rafael Promenade:** This bicycle and pedestrian pathway is an integral part of the North San Rafael Vision. Its intent is to provide a central focal point or “spine” to the northern San Rafael community and to reunite the eastern and western parts of the community that were split when Highway 101 became a divided superhighway. The NSR Promenade Master Plan, adopted in 2002, envisioned the Promenade allowing people to walk and bicycle from Terra Linda underneath Highway 101 to connect with the SMART station, with the multiuse path that is to parallel the railroad, and with the Marin Civic Center and walking paths in the Santa Venetia community.
 - a) **Western connections**--To fulfill this intent, it is critical that safe pedestrian and bicycle access from Las Gallinas Avenue to the SMART station be guaranteed in whatever alternative alignment is chosen. **Option A would be a preferable choice in the long term. Option C would be an acceptable interim measure, if it included safe pedestrian and bicycle passage through the intersection of Merrydale Road and Las Gallinas Avenue. Option B does not adequately meet the intent of the Promenade.**
 - b) **North San Rafael Promenade signage**—To provide clear directions to pedestrians and bikers (and train passengers), **the Civic Center Station project needs to include clear signage indicating the direction to landmarks such as Northgate Mall and the Marin Civic Center, as well as periodic logo signs (on lampposts) to mark the walkway as a continuing part of the North San Rafael Promenade that now exists around Northgate Mall.**
 - c) **Eastern terminus**—**The Civic Center Station Plan need to include a continuation of the NSR Promenade on the eastern side of the station to an appropriate terminus at the Marin Center and/or the Marin Civic Center property.**
- 2) **Land Use:** When the Northwest Pacific Railroad Property was sold, the Civic Center North Master Plan created in the early 1980’s. The intent of the master plan for this large property, extending from the Civic Center north to the former Scettrini property (the hill at the end of Freitas Parkway) and from Highway 101 to San Pablo Bay wetlands, was to cluster high density office and residential development near the highway in exchange for airport use and low impact recreational activities on the eastern areas bordering sensitive wetland habitat. There has been and continues to be

considerable controversy on the interpretation of this intended trade-off (including many debates over use of the airport property and even a controversy about whether pet cats would be allowed in Marin Lagoons), but there are basic facts which remain constant:

- the offices, hotels, and residences intended in the CCN Plan have already been completed;
- the Las Gallinas wetlands are a critical connection between China Camp and the northern wetlands that comprise a large portion of San Francisco Bay's remaining wetlands;
- homes built on bay mud in Santa Venetia and Marin Lagoons continue to subside and require additional public expenditure for levees and pumps;
- climate change and rising sea level will make low areas east of Highway 101 even more at risk of flooding in the future;
- restriction and channeling of Gallinas Creek has negative impacts on fish population and potentially increases risks of flooding in neighboring areas;
- transit centered development needs to be within a reasonable walking distance of the station

Given all these considerations, I would like to make the following suggestions:

- a) **Development or redevelopment of parcels to include more intensive commercial and residential development would make most sense in the less environmentally and geologically sensitive areas A, D, and E, which are close to the station and which contain aging buildings whose replacement would improve the community.**
- b) **Area H, between two estuaries of Gallinas Creek (currently known as ditches) is an opportunity area for habitat restoration and flood plain mitigation, which might also be creatively tied to improving water quality in the Civic Center lagoon.** For example, joining the two channels to create a substantial wetland area with additional connections to the Lagoon (requiring relocation of parking and possibly the western building) would allow wetland vegetation and increased tidal flushing to freshen water in the lagoon and would provide a vegetative sponge to absorb runoff during heavy rains and high tides. This type of mitigation could be tied to intensive development on other parcels.
- c) **Area G and area F are less appropriate for more intensive development, not only because it violates the initial intent of the development of the NWP property, but also because of their proximity to important wetlands and of potential risks of building on steep hillsides and lowlands.** Any development in these areas will need careful scrutiny for safety issues and environmental impacts and may require environmental mitigation measures.

Thank you for giving consideration to these issues.

Shirley R. Fischer
19 Cermenho Court, San Rafael, CA 94903



San Rafael Meadows Improvement Association

MEMORANDUM

DATE: January 11, 2012
TO: Civic Center Station Area Plan Advisory Committee
FROM: Gregory Andrew, San Rafael Meadows Improvement Association (SRMIA)
RE: Comments on Subcommittee Proposal for Land Use

Please accept the following comments on the Subcommittee's draft land use proposal for the Civic Center Station Area Plan, which I am submitting on behalf of the SRMIA.

Intent of the Land Use Proposal: I appreciate the Subcommittee's intent to respect the existing neighborhoods' character.

Affordable Housing: The land use proposal makes no mention of affordable housing. Previously, the North San Rafael Collaborative provided recommendations for affordable housing. The recommendations should be incorporated into the land use plan.

Parking: The proposal does not address parking for the Civic Center station commuters, to avoid commuters parking in the existing neighborhoods; this is a concern that I have raised before and parking needs to be addressed, both in the land use and parking elements of the plan. The plan should include specific areas to be considered as parking for the station. The North San Rafael Collaborative has previously recommended that public storage and Marin Ventures parcels, at the end of Merrydale, be considered for train station parking, along with other parcels.

Building Heights: The proposal is too focused on the numbers of stories and on increasing building heights within the planning areas; some of the proposed heights are excessive. Rather than the number of stories, the plan should provide guidance on limits of building heights. For the parcels along Merrydale, zoned as HR1 and GC, building heights should be limited to the existing zoning height limits of 36 feet. For the public storage and Marin Ventures parcels on Merrydale, zoned as PD, the heights should also be limited to 36, to be consistent and compatible with the adjacent parcels on Merrydale. The plan should not allow taller buildings along Merrydale and to do so would impose on the character and privacy of the existing residential neighborhoods. Buildings along Redwood can be somewhat higher, but still not higher than 46 feet. The parcels around Northgate Mall can also be higher. Building heights for the area adjacent to existing residential sites along or off of Civic Center Drive should be limited to a height that would allow for 3 or 4 stories, not 5 stories as proposed.

The effect of the proposed land use changes on traffic should be evaluated. Also, please provide a description of how the land use proposal compares to the alternatives that the traffic model evaluated.

Thank you.

From: Mazer [nfrlprdpr@yahoo.com]
Sent: Wednesday, January 18, 2012 1:52 PM
To: Paul Jensen; Rebecca Woodbury; Katie Korzun
Subject: Smart Train Committeee - Merrydale Station design proposals

Jan. 16, 2012

Dear City of San Rafael Planning and SMART Civic Center Station Design Area Committee:

I was extremely disappointed and dismayed at the way the meeting was conducted on January 12th, 2012. I was under the impression during the first couple of meetings that the council was to be diplomatic and the public was to be involved in every step of the process. Last night's meeting appeared to veer greatly from this track, specifically with regard to the subcommittee's draft proposal regarding the development of the East side of 101 and their suggestion to build on the "Christmas tree lot." First, this lot was never a part of the SMART committee's scope of planning and when objections made by Judy Schriebman, Jean Starkweather, Tammy Taylor, Brigitte Moran, and Nicholas Kapas regarding this, all five were brusquely overruled by some of the other council members including the chair.

There is an issue with the fact that this property was only on the table for discussion during the first publicly attended meeting where we were encouraged to mark up large maps depicting our vision of the entire SMART train area. Since then, that property has not been up for discussion, nor is it part of the A-H designated planning areas given the committee by the city, nor is it under the jurisdiction of the city being county property.

Secondly, much of that area is currently influenced by salt water intrusion; in fact, there is a thriving population of pickleweed growing on the grounds within 40 feet of the freeway's boundary fence. This population has grown nearly three times in size since last spring. As you know, pickleweed is a salt water indicator plant. This area also supports a nice population of ducks every winter when it's inundated by stormwater due to its low elevation and lack of any potential for drainage. To even consider building on the east side of the freeway in this area would not only jeopardize the investment of the building owners but also the occupants and their property due to inevitable stormwater flooding and sea level rise.

A watershed plan considering sea level rise and its impact on the residents of the low lying areas of the 94903 area is already in process at the county, and considering the current mess created by building on areas adjacent to wetlands (Santa Venetia, Marin Lagoon), it frankly shocks me that anyone would suggest further building on bay mudlands. Ms. Schriebman and the Gallinas Watershed Council, including myself, gave a presentation to the public and the committee members at the last public workshop highlighting the impacts of sea level rise, so other than possible personal future gain for someone on the committee, I can not imagine why anyone would consciously put future residents

in harm's way.

In addition to the issue above, the public was denied the option for input on the changes proposed by the committee members on the subcommittee's document. Any time something is changed by the committee, the public should have the benefit of being able to voice their opinion. After all, it is our neighborhoods that will be impacted. This is also a potential violation of the Brown Act regarding public input.

Neither the committee nor the city has ever brought up in *any* of their previous planning sessions or discussions the concept of 5-story buildings in any of the areas under consideration for increased density, until the land use subcommittee put it into THEIR plan. This plan was not widely available to the public until that very evening. It is dishonest for this document to go to San Rafael's planners with 5-story buildings as a possibility when this height was never proposed by the city to any of the residents or the committee at large at any previous workshop, nor proposed at any time by the committee, prior to this night's meeting when it was presented by the land use subcommittee, which appeared to be stacked with developer interests. I would like to see the City contact the residents of Marin Lagoon, Marin Vista and Santa Venetia to advise them of what this committee is now proposing.

After witnessing some of the committee members' and the public's viewpoints being dismissed out of hand because the chair did not appear to agree with them is not democratic or a fair community process. This needs to be addressed and corrected immediately. I have been to almost every meeting of this committee as a nearby resident and member of the public and am appalled by this turn of events. In a true community process, the considerations of the public and the minority viewpoints of the committee need to be included as they are all representatives of the larger community.

Sincerely,

Sue "Mazer" Mace
ARS - KE6CJC
San Rafael, California

Cc: Paul Jensen, Community Development
Gary Phillips
Barbara Heller
Andrew McCullough
Damon Connolly
Marc Levine



February 8, 2012

Civic Center Station Area Plan Citizens Advisory Committee
San Rafael City Hall
1400 5th Avenue
San Rafael, CA 94901

Greetings:

Sustainable San Rafael has participated in the planning efforts for the Civic Center Station Area for several months and welcomes the opportunity to comment, as the drafting of a plan begins in earnest. We have also commented on the Downtown draft plan and note that, while the overall goal of achieving a sustainable and low-carbon future for San Rafael are the same, each area has its unique issues and concerns. The Civic Center planning area contains a substantial neighborhood of single-family homes that requires full consideration of the Plan's impacts. If done carefully, this area could benefit greatly.

Heights and density – SSR agrees with the draft land use element's call for increased density and heights, particularly the recommendation for 5-story buildings in the vicinity of Northgate (Area A). Several large buildings already exist in this area without obvious negative impacts. We are more concerned with the area south of the station on the west side of the freeway (Area D), where 3 and 4 story limits are proposed. The success of this area will depend on careful and nuanced architecture and design, but given those ingredients, a 4-story limit throughout the area between Redwood and Merrydale could be accommodated with little impact on the neighborhood to the west. An adequate buffer for Rafael Meadows exists with the creek and Merrydale, if sensitively designed.

Sense of Place – Area D is at the core of the station area and presents the best opportunity to achieve the goals of compact, pedestrian-friendly, transit-oriented development. Ideally, the area should be designed as a unit rather than piecemeal, and we are hopeful that the Plan will include development prototypes that will help the community visualize this potential. With its underutilized land and proximity to the station, this area in particular calls out for signature design elements establishing a strong visual identity and "sense of place"—for instance, a focal public space in a village-like setting attractive to both commuters and residents.

Parking – The need for parking is difficult to anticipate, given unknown transit ridership and uncertain phasing of development. Adequate commuter parking for the initial train service

appears to exist on the east side of the freeway and along Merrydale north of the station. Since the primary goal of both SMART and the Station Area Plan is to reduce driving by the use of transit, and since parking facilitates ease of driving, providing additional parking needs to be very carefully considered in light of actual conditions in the field and of alternative non-auto solutions such as shuttles. However, concerns about potential commuter parking in existing neighborhoods are justified, and for that reason the option of residential parking permits should be included in the Plan. For new development, we strongly support the concepts of unbundled parking, reduced parking requirements, transit passes and car-sharing, which are all consistent with the goals of providing a living and working environment that is less auto-dependent.

Bike and Pedestrian Coherence – We also strongly support the development of a distinctive multi-use path or promenade connecting the station to Northgate Mall (along North Merrydale) and to the Civic Center. If well designed, this improvement could provide the unifying theme so needed to tie together the disjointed visual character of the Plan area. Pedestrian and bike access also needs to be extended across the tracks at the west end of the station to link in the Merrydale area and connect with the multi-use path to downtown San Rafael. Funding for such purposes may be available from MTC as part of their Sustainable Communities Strategy (SCS). We understand that 70% of this funding is earmarked for Priority Development Areas (PDA's), and that the Civic Center and Downtown Station Areas are the only two such PDA's in Marin.

Sea Level Rise – Sea level rise is a phenomenon that needs greater attention, given warnings from local agencies such as BCDC and reports that it is occurring more rapidly than originally predicted. BCDC's 2009 report, "Living with a Rising Bay," and other scientific studies, indicate that the Bay is likely to rise by 11 to 18 inches by mid-century and by 23 to 55 inches by 2100. The Plan should identify portions of the Plan area that may be subject to this sea level rise, and possible ways of reducing impacts in accordance with San Rafael's Climate Change Action Plan. A companion issue is wetlands protection, including the creek by Merrydale and running parallel to the tracks. Enhancement of the natural system in these areas could both ease flooding hazards and strengthen the visual character of the area.

Sustainable San Rafael commends the hard work and careful thought of the committee, and we look forward to a draft Plan that can serve as a model for transit-oriented development in Marin.

Sincerely,

Jerry Belletto
Secretary



May 15, 2012

Rebecca Woodbury
 Management Analyst
 City of San Rafael
 P.O. Box 151560
 1400 Fifth Avenue, Room 203
 San Rafael, CA 94915-1560

Subject: San Rafael Civic Center Station Area Plan

The Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes and advocates for the implementation of a continuous 500-mile bicycling and hiking path around San Francisco Bay. When complete, the trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. To date, slightly more than half the length of the Bay Trail alignment has been developed. 36 of Marin's 95 miles of Bay Trail are complete. Over the past decade, ABAG's Bay Trail project has provided the City of San Rafael with \$688,000 in grant funds for planning, design, and construction of this important regional trail system.

The Bay Trail and SMART Civic Center Station Area

Near the San Rafael SMART Civic Center Station, the Bay Trail alignment is on North San Pedro Road, Civic Center Drive/Redwood Highway, and McInnis Parkway. An existing multi-use path (MUP) currently exists on McInnis Parkway, and a Bay Trail grant is providing assistance to SMART for final design of the MUP heading north across Las Gallinas Creek.

While the Bay Trail is mentioned in passing in the Civic Center Station Area Plan, we would like to take this opportunity to highlight desired conditions in the study area. As shown on the attached map, we would like to see the following improvements incorporated into the Plan:

1. **Civic Center Drive: Class I from North San Pedro to McInnis Parkway**
 A multi-use path on Civic Center Drive meets the goals of the San Rafael Bicycle & Pedestrian Plan, the Bay Trail Plan and Guidelines, aligns with SMART's overall plan for a 70-mile MUP, and is the best possible way to encourage SMART riders

to access the Civic Center via non-motorized transportation. Please include a Class I facility in near term planning for the Civic Center Station.

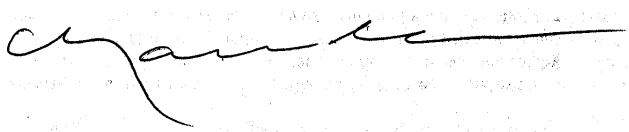
2. **Civic Center Drive/Redwood Highway Class II:** Between McInnis Parkway and Smith Ranch Road, the Bay Trail is pleased to see the SAP's plans for a Class II bike lane.

All of the documents referenced section 1.4 "Relationship to Other Plans" illustrate a strong desire by the community for the completion of a bicycle and pedestrian pathway in this area—an important part of the larger North-South Greenway as well as the regional San Francisco Bay Trail. In future drafts of the document, it would be helpful to include the actual station on the figures, as well as the location of SMART's MUP and how the City's proposed bike and pedestrian facilities will link up with this important new infrastructure. For ease of reference, street names should also be included on figures.

Thank you for considering our comments on this process. A Class I path on Civic Center Drive may be eligible for Bay Trail grant funds. Encouraging train riders to access the station and surrounding workplaces and communities by means other than private vehicle will not only alleviate some of the parking need, but will also create the vitality the City and its residents are looking for in the Civic Center Station Area.

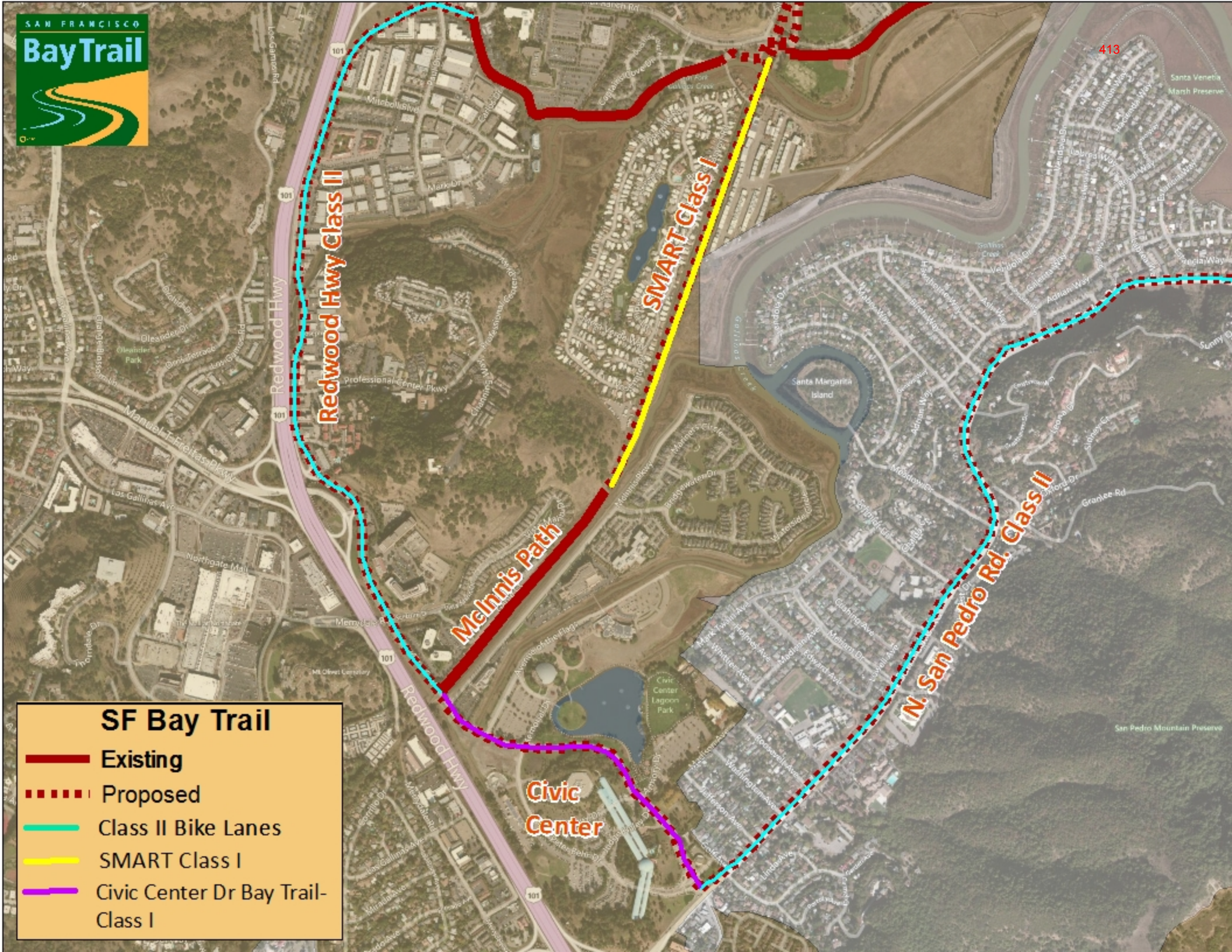
If you have any questions regarding the San Francisco Bay Trail, please do not hesitate to call me at (510) 464-7909 or e-mail me at maureeng@abag.ca.gov.

Sincerely,



A handwritten signature in black ink, appearing to read "Maureen", is written over a faint, light-colored background that looks like a watermark or a very light stamp.

Maureen Gaffney
Bay Trail Planner



Redwood Hwy Class II

SMART Class I

Melinnis Path

N. San Pedro Rd. Class II

Civic Center

SF Bay Trail

- Existing
- Proposed
- Class II Bike Lanes
- SMART Class I
- Civic Center Dr Bay Trail-Class I

Santa Margarita Neighborhood Assoc. (SMNA)**May 16**

- High density housing occupants should not use SMART or on-street parking
- Not enough parking for SMART patrons
- Multi-use path is excellent idea
- Make multi-use path as leafy green as possible to encourage its use
- Farmers Market at Civic Center is an amenity; increase access to it as much as possible
- Diesel train fumes are a health risk for high density residential use near it
- High density residential next to freeway has health risk due to freeway pollution
- Increase access to Station by pedestrians, bikes, bus, and drop off and reduce need for parking
- Move Station out from under the Freeway to the east.
- Increase quick connections like auto drop off areas
- Increase parking
- Consider a Larkspur Ferry connection from Station via a direct express bus on the freeway. For the return have a bus only freeway entrance and exit at Frijetas

Terra Linda Home Owners Association (TLHOA)
May 17

- Need soundwalls along freeway to protect proposed residential development
- Residential development can upgrade the area
- Residential development could become blighted
- Allow for private shuttles for business (Kaiser especially) to take employees to Station
- Use of the Station will increase if bus and car drop off provided; should be close to Station if not inside station next to platform
- Traffic on San Pedro Road backs up in the a.m. peak beyond level of service FFF; this is not safe and improvements are not easy. A solution would include school buses to reduce parent drop off traffic
- Additional development will make the traffic situation infeasible.
- Don't see the connection of the viability of SMART to additional development
- Want to see parks for children in residential development
- Thoughtful building on the Promenade plan – good idea!

Marin Environmental and Housing Collaborative (MEHC)
May 21

- County Christmas Tree lot is the prime site in the Planning Area for residential development
- List the constraint of the required County-wide vote for any development on the County Christmas Tree lot in the Plan
- Impressed with the Committee's work
- Strengthen the Affordable Housing Section by:
 - Explaining the current policies
 - Explicitly include a policy endorsing Affordable Housing
 - Some sites in the area are especially good for affordable housing
 - Include an Overlay Zone where there can be no increases in density without an increase in Affordable Housing
 - Include more details on Affordable Housing – the affordability levels, how Affordable Housing will be encouraged
 - Re-use the existing commercial structures for residential
- Mention that a development agreement with Northgate on Affordable Housing is in the works
- Include a map of the shuttle routes; they are crucial

From: Reuel Brady [1hero1@terralindahoa.com]
Sent: Tuesday, May 22, 2012 10:05 AM
To: Rebecca Woodbury
Cc: coleman.susan@comcast.net; murray.craig@comcast.net; beautifulbugs@att.net;
sfischer_94903@comcast.net
Subject: Draft Civic Center Station Area Plan

Follow Up Flag: Follow up
Flag Status: Red

Rebecca,

Thank you for arranging our presentation last week. I have two items I would like to pass on to be included with the items recorded at the meeting. These items (Traffic & Crime) are the two major concerns within the TLHOA and should be evaluated with any proposed development. These items may be included in the many page document, but I didn't hear them directly mentioned at the meeting.

How will growth affect Speeding & Traffic in the area?

The Station Plan should address traffic concerns such that level of service of nearby intersections should remain at the level they are now and that safety of the at grade crossings will be addressed for all users (pedestrians, bicycles, cars and trains). Some members fear increased traffic will compound an already bad problem at Civic Center Drive and North San Pedro Road.

Will growth in a small area mean an increase in crime?

The Station Plan should address crime concerns from a transit hub that may have no station security, routine pedestrian traffic, and infill housing units with parking garages/alleyways. Some members fear the area will become a slum instead of vitalized.

Reuel Brady
Terra Linda Homeowner's Association President
P.O. Box 6405
San Rafael, CA 94903

North San Rafael Collaborative (NSRC)
May 23

- Concerned with SMART parking overflowing into residential neighborhoods
- Interested in shuttles to move people
- This opportunity for affordable housing
- Look at the text on shuttles – it seems too definitive
- 4 stories on both the storage lots and Marin Ventures is too high
- Question is there was Committee consensus on Merrydale heights
- 4 stories on Redwood Highway frontage is ok
- The Public Storage and other storage lots should be SMART parking lots
- The affordable housing sections are too weak; a default to the general plan is not enough
- Specific FAR and density on Marin Ventures and the storage lots is too specific; have general guidelines instead
- Section 5.1 what does “support transit mean”?

San Rafael Meadows Improvement Association (SRMIA)
May 29

- Footpath at Corrillo – continue pedestrians ability to cross tracks
- Permit parking is a bad idea
- Park on Redwood Highway instead of pushing it into neighborhoods
- Place a parking garage on east side of freeway and/or at the north end of the Christmas tree lot
- There is less of a need to travel north than to come south so don't see the need to construct residential especially at 4 stories
- Encouraging 4 stories of residential will make parking worse
- Require structured parking for residential not surface lots
- Don't allow 4 stories west of 101 south of tracks
- Existing apartments and amount of development is sufficient; adding housing and people is too tight
- Maximum 3 stories on Merrydale for its entire length; 4 stores on Redwood
- Consider 2 stories on Merrydale and 4 on Redwood Highway – problem is looking into backyards; home values will decrease
- Traffic from new residential will all exist the same way – is not logical
- Explicitly state no vehicle crossing at Merrydale or Walter Place; peds and bikes only
- Nothing over 3 stories, including Redwood Highway
- Concerned that population served by Marin Ventures are not being served and will be impacted; want the population at Marin Ventures to remain here; rush hour traffic and additional development impacts on Marin Ventures population should be considered

San Rafael Meadows Improvement Association



June 5, 2012

Civic Center Station Area Plan Advisory Committee
 c/o Rebecca Woodbury, Management Analyst
 City of San Rafael
 P.O. Box 151560
 San Rafael, CA 94915-1560

Re: Draft Civic Center Station Area Plan

Dear Civic Center Station Area Advisory Committee,

The San Rafael Meadows Improvement Association (SRMIA) is pleased to submit comments on the Draft Civic Center Station Area Plan. In addition to being fortunate to have had Meadows resident Emily Davis on the Advisory Committee, residents Gregory Andrew and Stuart Shepherd have participated in the public process of developing the Plan. On May 29th, we had an excellent meeting at Marin Ventures where Katie Korzun, Rebecca Woodbury, and Emily Dean present the draft Plan. The 20+ residents who attended the meeting appreciated being provided a thorough review of the draft Plan and the opportunity ask questions and voice their opinions and concerns about the Plan.

On behalf of the SRMIA, please accept these comments on the Draft Plan.

General Impression of the Draft Plan

We appreciate how the Plan emphasizes the objective of protecting and enhancing the residential neighborhoods around the station and this comes across repeatedly in the Plan. It appears that the Advisory Committee generally shares a similar vision for the area as the residents of San Rafael Meadows. We want to ensure that the Plan doesn't lead to undesired effects.

Our concerns about the Draft Plan are focused on three issues: intensity of development; parking; and building heights. Our suggestion is to temper the recommendations in the Plan that will achieve the vision in the Plan and reduce potential adverse impacts to our neighborhood and property values.

Vision Statement

Please find another word, other than "transitioned" in the last line of the vision statement. The area is already enjoyable and doesn't need to be "transitioned" into that. Perhaps it would be best to say "enhanced."

Access

We concur with the recommendations in the Plan for complete streets and bicycle and pedestrian access.

We request that the Plan specifically state that there should not be a vehicle crossing of train tracks at Merrydale Road or at Walter Place. While the Plan describes the difficulties in securing a pedestrian and bicycle crossing at Merrydale, this is a 25-year Plan and future opinions of track crossings could change. There needs to be security that there will never be any vehicle crossings of the tracks as this would dramatically and adversely impact the neighborhood. This restriction is included in the North San Rafael Vision and it is important to reinforce it in this Plan.

Parking

The Plan should include the Public Storage lot, at the end of Merrydale Road, as a potential parking area for the station. We are extremely concerned about the potential for spill-over parking in our neighborhood and it is clear that the Advisory Committee genuinely attempted to address this concern. We also realize that there are limited provisions the Plan can include to remedy spill-over parking. The idea of a parking permit program is not appealing to the residents of San Rafael Meadows. We understand that the Plan states a permit program only be pursued if requested by the residents. However, the alternative of allowing parking at the Public Storage lot has been suggested and may be a more feasible solution. People who want to access the station from the southbound lane of Highway 101 will most likely seek out parking from Merrydale, after exiting the highway, and a parking area at the Public Storage lot would provide that parking, a stone's throw from the station.

In addition, the Plan should recommend that parking structures should be considered for the second story of any building 2 or more stories tall. Constructing a parking structure on the second story of some buildings would still allow the property to offer train and residential serving retail on the first floor and reduce the demand for on street parking.

Basis for the Development Intensity

The Plan does not provide any information that warrants the development intensity the Plan promotes. While we understand that the Plan is meant to enhance a transit-oriented community around the Civic Center station, there is no basis provided to support the level of increased density that could occur from the implementation of this Plan. What information is there that the San Rafael or Marin County population will grow to support the housing density proposed in the Plan? The Plan does not give any such information. The economy shows few signs of recovering to the level that would provide the demand for housing and retail in the Plan. Projections by the Association of Bay Area Governments (ABAG) have been questioned and debated and, unfortunately, may not be a reliable source of data for the Advisory Committee and City to rely on. As noted in this link to an April Marin IJ article:

http://www.marinij.com/novato/ci_20443173/marin-county-queries-abag-jobs-housing-projections

the Marin County Board of Supervisors recently questioned ABAGs job and housing forecasts and have asked for a peer review of those projections. This is hardly an

endorsement for dramatically increasing housing densities. Aside from growth projections, where is the information that would support a flux of people who will actually move to within walking distance of the Civic Center station? Certainly there may be some but what information is there that there would be anything close to the numbers that the Plan seemingly anticipates? The Plans lack any of this basic information and as such the Plan may be fatally flawed. A wholesale evaluation of growth projections should be conducted and included in the Plan.

The Plan itself presents a conflict regarding the development potential it seemingly promotes. Table 3 in the Plan indicates that there is a maximum capacity for 620 residential dwelling units that could be added in the entire Plan area. At the same time, the Plan recommends multi-story housing units be built throughout the area. If there were full build out, as proposed in the Plan, the number of housing units would likely far exceed maximum capacity available. The Plan does not provide a basis for this amount of housing development and it does not even analyze how many units could be built per the recommendations in the Plan. The Plan should provide this information and scale the development recommendations to fit within what might realistically be built over the next 25 years. While the Plan might still want to recommend housing in a variety of locations, the size and density of that housing should not overwhelm the capacity.

As mentioned above, the Plan does a good job of recognizing existing neighborhoods and expressing the desire to protect the neighborhoods. The Plan should also acknowledge those existing institutions that serve the community. Guide Dogs for the Blind and Marin Ventures are examples. Both facilities walk through Rafael Meadows and they are a part of the character of the neighborhood. The Marin Ventures facility serves a population that has found its location on Merrydale Road to be a very safe area and they would like to remain there. The Plan should support these institutions staying in the area and not be forced to relocate.

Building Heights

The Plan should recommend a maximum of 3 stories for buildings along both Merrydale Road and Redwood Highway. Taller buildings would look down on Rafael Meadows properties, adversely effecting privacy and property values. Currently the majority, the majority of buildings along Merrydale and Redwood Highway are 1- or 2-stories tall, with only two buildings being 3-stories tall. The goals of the Plan could still be met with buildings along both streets limited to no more than 3 stories.

The Plan must not recommend 4 story buildings on the Marin Ventures, Public Storage, or Northgate Storage lots and it would be unacceptable if the Plan were to allow such massive structures. This would be the equivalent of constructing the Extended Stay Hotel (on E. Francisco Blvd.), the 33 North Building (between N. San Pedro and San Pablo Ave.), or the Whole Foods building (on DeLong in Novato) across the street from the single-story, residential properties along Las Flores Ave. or Corrillo Road in San Rafael Meadows. Such tall buildings would be completely out of character with the neighborhood and would destroy the privacy and values of those properties. No amount of design modifications would mitigate those impacts. When the Advisory Committee drafted its Land Use statement, the consensus was that all buildings along Merrydale should not be any more than 3-stories tall; there was no consensus for 4-story buildings at the Marin Ventures, Public Storage, or Northgate Storage lots; any inference to this should be removed from the Plan.

The Plan should recommend that no more than a single-story building be allowed on the Danny Market site on Merrydale Road. The existing, single-story building backs up to the Rafael Meadows properties along Las Flores Ave. A 2- or 3-story building would look down into the back yards of these properties.

The Plan should recommend that no more than a 2-story building be allowed on the Casa de Rafael apartments parcel at 171 Merrydale Road. The existing 2-story building backs up to the Rafael Meadows properties along Corrillo Drive and El Prado Ave. A 3-story building would adversely impact these residences.

The Plan should recommend no taller than 3-story buildings along Redwood Highway. If there were 4-story buildings along Redwood, they would not be blocked by the buildings along Merrydale and they would still look down onto our neighborhood.

The Plan describes the section of creek and a drainage easement/parking strip along Merrydale Road as a buffer between the San Rafael Meadows neighborhood and buildings along Merrydale (see Section 5.8.1). The creek and drainage easement are both narrow and really do not provide any buffer so please remove this statement.

We are attaching several photographs to show the perspective of constructing 4-story buildings along Redwood Highway or at the Public Storage, Marin Ventures, or Northgate Storage parcels on Merrydale. In addition is a photo of the obvious impact to privacy that residential properties on San Pedro Road have experienced from the 4-story 33 North building. The comparison photos were selected to be as close to scale and vantage point to one another as possible. They provide a visual representation of the impacts that would result from 4-story buildings in our neighborhood.

Thank you for giving these comments consideration and please include this letter as an attachment to the final Plan, to retain our comments for future reference. We appreciate the process and your own time and effort that has gone into preparing this Plan. We look forward to continuing to engage with the Advisory Committee and City on this Plan as it moves to conclusion.

Sincerely,



Scott Urquhart,
SRMIA President

cc: San Rafael City Council
San Rafael Planning Commission
San Rafael Design Review Board

encl.

Building Height Comparison – Comparing a 4-story building to a parcel on Redwood Highway
Note the sidewalks show that the two photos are of a similar perspective of the buildings



1-story Hudson Design building on Redwood Highway



4-story Extended Stay hotel, on East Francisco, San Rafael

Building Height Comparison & Impacts – Superimposed 4-story building indicating that a 4-story building on Redwood Highway would likely rise above Merrydale Road buildings and be visible to San Rafael Meadows



2-story apartment building along Merrydale Road



4-story Whole Foods building, Novato, in background, rising above the Marin Color building in the foreground

Building Height Comparison & Impacts – Superimposed 4-story building onto the Public Storage parcel, showing the perspective and impact to a residential home in San Rafael Meadows 426



Rafael Meadows home back yard on Las Flores, across from the Public Storage parcel



Public Storage building on Merrydale Road



4-story, 33 North residential property on San Pablo Ave., San Rafael

Building Height Comparison & Impacts – Superimposed 4-story building onto the Marin Ventures parcel, showing the perspective and impact to a residential home in San Rafael Meadows ⁴²⁷



Marin Ventures building on Merrydale Road



4-story Extended Stay hotel building



Rafael Meadows home, on Las Flores, across from the Marin Ventures parcel

Building Height Comparison – Superimposed 4-story building onto the Northgate Storage parcel on Merrydale Road (North) and across the train tracks from the San Rafael Meadows neighborhood 428

Note: Both photos were taken from approximately the same distance from the buildings



**Northgate Storage parcel, on Merrydale Road (north),
across the train tracks from Rafael Meadows;**

4-story Whole Foods building, Novato

tracks in foreground, Guide Dogs for the Blind building in background

Building Height Impacts – Photo of the 4-story 33 North residential building, San Pablo Ave., San Rafael, showing the residential homes (on San Pablo Ave.) in the foreground and the obvious impacts to privacy of those homes



Design Review Board (DRB)
June 5

- Same comment as Downtown, 4 and 5 stories are too tall
- Density is fine
- Suggest “hub” as alternate to “Bus Hub”
- 5 stories is too tall
- Vertical plan is too tall
- Appreciate bike and parking recommendations
- Surprised at height, is out of character
- Public spaces are missing; there is no place to mill about or hang out
- 4 stories is too tall
- For height, need to look at site specific architecture

Los Ranchitos Neighborhood Association (LRNA)
June 7

- 5 stories is too tall
- 4 stories are questionable
- Must have an at grade pedestrian crossing of the tracks at the station
- Builders should have photovoltaic panels on roofs for energy generation
- Changes “remnant creek” to “creek”



North San Rafael Collaborative



To: Civic Center Station Area Plan Advisory Committee

cc: San Rafael City Council; Planning Commission; and Design Review Board

From: North San Rafael Collaborative
 Marge Macris, Mill Valley, Marin Environmental Housing Collaborative
 Elaine Lyford-Nojima, Marin Environmental Housing Collaborative
 Stuart Shepherd, Flood Zone 6, San Rafael
 Gregory Andrew, 213 Las Gallinas Ave., San Rafael
 Paul Burks, 574 Woodbine Dr., San Rafael

Date: Draft June 11, 2012

Re: Comments on the Draft Civic Center Station Area Plan

We appreciate the opportunity to comment on the May 2012 public review draft of the Civic Center Station Area Plan. The report incorporates many improved policies, especially for protection of existing neighborhoods, natural resources, bicycle and pedestrian access, parking, and land use. We appreciate that the Advisory Committee has taken into consideration the recommendations that we have previously submitting, in our December 2011 and March 2012 letters. It is clear that public input has been given serious consideration by the Advisory Committee and City, through the two-year process that went into developing the Draft Plan.

Following are comment on the Draft Plan, along with additional recommendations that we believe will further strengthen the Plan.

General Comment

The Draft Plan sets out a good vision for the Civic Center Station area. The focus on pedestrian and bicycle access lays out a very user-friendly system for local access around the area. The Plan needs to provide much more specific guidance to promote affordable housing and environmental enhancement. Further coordination with the County and SMART is needed.

Chapter 1 - Introduction

Section 1.1.2:

- Please indicate the hours of operation of the SMART train schedule, if known.

Section 1.2:

- Clarify the distinction between the City and SMART jurisdictions, for planning and implementation of train services and for coverage of this Plan.

Section 1.5:

- Please elaborate on what, if any, authority does the Joint Project Team have in relation to this Plan? Is it simply an information-sharing, coordination group or will the City look for any approval from this Team before moving forward with the Plan; will this Team have any ability to modify the Plan?

Figure 2:

- Label Merrydale Road on the site plan.

Section 1.3:

- Does Guide Dogs and Mt. Olivet really pose any greater barrier to circulation than any other private property in the area?
- Also, what “future town center” is being referred to here? Where will this center be located?

Chapter 3 – Station Access and Connectivity

Figures 5, 6, and 7:

- Label Merrydale Road, Merrydale Overcrossing, Civic Center Drive, and the MUP on these site plans, as appropriate.

Section 3.3.2 and Section 3.7:

- For the Walter Place description, add a statement that Walter Place should only be enhanced for bicycle and pedestrian access and should not be developed as a vehicular connection between Las Gallinas and Los Ranchitos Road (crossing the railroad tracks). Similarly, for the Station West Side Crossing description, add a statement to clarify that the proposed at-grade crossing at the west end of the station is intended to only be a pedestrian and bicycle crossing and not a vehicular crossing of the tracks (not a vehicular extension of Merrydale Road across the tracks).

Chapter 4 - Parking

Section 4.3.3 and Section 4.4:

- Include the self-storage lot (Public Storage) on Merrydale Road, south of the station, as an additional potential parking area for the station.

Section 4.3.5:

- Reduce parking requirements for affordable housing developments. The draft plan describes good ideas such as shared and unbundled parking, but they would be allowed on a case-by-case basis, after discretionary review. This uncertainty is a real burden especially for affordable housing developers and would create a disincentive for investing in the area. The Plan should recommend more specific guidelines for implementing reduced parking measures and it should recommend the City develop an ordinance that gives clarity and certainty for when and how reduced parking requirements can be implemented.

Chapter 5 – Land Use and Urban Design

Section 5.1:

- A fundamental component of the transit-oriented developed is stated as “sufficient densities to support transit,…” What does that mean and more specifically, how much density is that in the case of the Civic Center Station Area Plan? Is that even known? This component, as stated, is very broad and could open the door to densities that are far beyond what may actually be envisioned. This statement should be clarified, tempered, or more clearly articulated. Perhaps the paragraph that follows the statement and Section 5.2 is what is intended and could simply be referenced.

Section 5.3:

- Expand this section. What are the City’s current requirements? The Civic Center Station area is especially appropriate for affordable housing because of its proximity to jobs, transit, and other services. The plan should establish goals and incentives for developing affordable housing, such as an overlay zone that permits an increase in density only when a minimum

share is below market rate. Prioritize housing for households earning less than 65% of Area Median Income for Marin, which reflects the incomes of many employees working in and near the station planning area. Specify sources of funds for affordable housing. Retain existing affordable units even as they are improved.

- Encourage workforce housing throughout the area. Particularly appropriate locations are Northgate Mall and also the public storage and Marin Ventures sites, which should be designated for 50% affordable units, unless they are used for parking for the SMART station.

Section 5.4:

- Table 3 is not very clear; please clarify what the numbers in the table are meant to represent.

Section 5.4.7:

- The recommended uses and densities in section 5.7.4 on page 60 are not clear. Describe the restrictions on development on the Civic Center grounds; a countywide vote is required for any building larger than a storage shed. The Plan should recommend the City and County engage in planning for this site, which has a potential for residential use.

Section 5.5:

- Please clarify if the allowable densities in Table 4 are specific to the Study Area or if these are zoning designations that are applied City-wide.

Section 5.6:

- Consideration #4 has a typo with the word maintain used twice.
- In Figure 17, why does the northern-most portion of the East of US 101 Area not extend up to the ½ mile radius line, to the north of the medical offices?

Section 5.7:

- It may be worth noting the FEMA flood zoning for this East of US 101 Area, especially in the context of future sea level rise (which is mentioned in Section 5.10.1).

Section 5.7.3:

- It would be helpful to refer to the “vacant County site,” as the Christmas Tree Lot, which it is commonly known by.
- Using the term “public benefit,” in this section is ok but given the long-term, land use implications of this Plan, this term should be very specifically defined to mean what the Advisory Committee intends it to mean, in order to limit future confusion over and potential misrepresentation of this term.
- The plan would allow buildings up to 5 stories east of Highway 101 in some cases. We support this but only with the provision for the public benefit of affordable housing and it should only be considered on a limited basis, after consideration of sensitivity to the adjacent areas.

Section 5.8.3:

- Tighten the language in this section to clarify that building heights for all properties along Merrydale Road should be limited to 3 stories, including the Marin Ventures and Public Storage parcels and also for Northgate Store (on the north side of the tracks). All three parcels are opposite homes in the San Rafael Meadows neighborhood and allowing 4 story buildings would loom over these homes, having an adverse effect on the character of the neighborhood. During the May meeting of the Civic Center Advisory Committee, City staff indicated that the language in the draft plan was meant to allow for up to 4 stories at these three parcels

mentioned but there was not consensus amongst Committee members on this point. It is important that all of three parcels should be limited to no more than 3 stories for any future development, in order to protect the neighborhood.

Section 5.8.4:

- The recommendations for the Public Storage and Marin Ventures properties are much more specific and detailed than the Advisory Committee discussed during any of their meetings; these recommendations call for more intense development in FAR and density than the general guidelines discussed by or agreed to by the Advisory Committee; there is no basis for increasing the FAR and density above the highest limits of any parcel within the entire study area (higher than any indicated on Table 4). These parcels certainly have been a focus of discussions by the Advisory Committee but this recommendation should be modified to reflect the more general guidelines that the Committee has discussed and it should recognize the limits on development that would help to protect the character of the neighborhood.

Section 5.9:

- The descriptions of existing conditions and zoning should also mention the single-family neighborhoods encompassed within this Northgate portion of the Study Area.

Section 5.9.4:

- Specify a 3-story building height limit for the Northgate Storage site, to prevent any taller buildings from bearing down on the San Rafael Meadows neighborhood, which is just across the railroad tracks.

Section 5.10:

- The Natural Environment Actions are too general and seem unlikely to lead to any specific, on the ground, actions. The Plan should identify and recommend specific sites and habitats to be pursued for restoration or enhancement, all of which are habitats associated with Gallinas Creek and its tributaries, such as those depicted in the photos of the creek along Merrydale and the wetlands along McInnis Parkway and the train tracks.
- In section 5.10 on page 65, add the policy that there may be no filling or covering over of any creeks or wetlands in the area. Also specify the use of green building materials and energy efficiency measures.
- The Plan should also identify organizations for the City to partner with for environmental restoration, such as Marin County, the Friends of Gallinas Creek, and perhaps Marin Audubon and Marin Conservation League. The Plan should indicate that the City will take the lead in promoting environmental restoration, such as pursuing grants and other opportunities to fund projects.

Section 5.11:

- The Plan should provide clarity on the recommendation of setbacks. It would be helpful to give more information why large setbacks are undesirable. There are some seemingly conflicting statements about setbacks that should be addressed; Section 5.8 calls for setbacks while Section 5.11 indicates setbacks should be modest or even minimal.
- A design guideline should be added to the Redwood Highway Area that indicates building heights and layouts should be designed to avoid people in these buildings from being able to look down into the private yards of adjacent neighborhood homes.

- The landscaping guidelines should call for the preferred use of native plant species and they should specifically call for the use of palm trees and perhaps some other, sometimes popular exotics to be avoided.

Section 5.12:

- Modify this summary of recommendations as needed to incorporate changes in the Plan reflecting the comments made above.

Chapter 6 – Implementation

- This chapter gives no indication of how the Land Use recommendations would be implemented. During Advisory Committee meetings, it has been indicated that this Plan would lead to zoning changes. The Plan needs to present information on the process of how recommendations will move forward and the role and authority of the City to implement the Plan.

We appreciate the Committee's consideration of these recommendations and we look forward to continuing to work with you on the completion of the Civic Center Station Area Plan.

Thank you,

**League of Women Voters
June 12**

- Looks great
- Christmas tree is the elephant in the room.
- There is the possibility of blending uses on the Christmas tree lot. It could accommodate residential as well as the County uses.
- Shuttles are important to move people in to Station. Employers could have their own shuttles.
- Bike parking is important too.

County Board of Supervisors (BOS)
June 12

- The Plan should reflect the County's Renaissance Plan which indicates the use of the Christmas Tree Lot for civic purposes or a farmer's market.
- There is a missed opportunity for a bus connection at the station. A bus could exit 101 and cross the tracks at Merrydale to get back onto 101. This might be a better transfer point than the Downtown Transit Center.
- This area has a lot of land use constraints (i.e. Civic Center, cemetery). There may be opportunities to increase densities in the single-family neighborhood near the station to allow for duplexes.
- SMART has indicated that it will charge for parking. Free on-street public parking will be a threat to that revenue source.

Planning Commission (PC)
June 12

Robertson

- Let the market dictate demand for development; the market will drive intensity; zoning doesn't mean development will actually happen
- Minimize plazas – proximity to freeway makes the area unpleasant; may not be an enjoyable place to hang out; question how much use it will get
- Don't forego commercial development if there is a market for it
- Density and heights are OK as proposed, but there may be opportunity for 5 stories at Northgate III and the Christmas Tree Lot as there are fewer privacy issues
- Concerned about safety at the pedestrian crossing west of station

Sonnet

- Likes connectivity and complete street ideas
- Concerned about height and densities
- Doesn't accept premise that residents in area will use train; more likely that people will commute in for existing jobs

Lang

- Safe pedestrian access will require fences and security at crossings; concerned about pedestrian crossing and access on west side due of people rushing to catch trains
- Focus people to access site from Civic Center Drive; concentrate development and parking opportunities on this side as well; make it a transit place
- Design Guidelines are essential
- Four stories is OK if correctly done

Colin

- Concurs with Lang's comment about pedestrian crossing and access from west of station
- Insure that there is flexibility in allowing trade offs to impacts on creeks and wetlands
- Likes complete streets
- Loosen info in plan to keep consistent with General Plan approach of evaluating trade offs
- Protect single-family neighborhoods & open space
- Infill development has tradeoffs in terms of open space
- Design guidelines that protect views conflict with General Plan – we don't protect private views
- Allow more flexibility in the language about restoring and protecting the environment to stay consistent with General Plan
- Public space should be minimal, small
- Explore the idea of "affordable-by-design" which usually means allowing smaller units
- Agrees with the word change in the vision requested by Rafael Meadows
- General Plan is overall guiding document
- Residential increases only is too restrictive
- Bike/ped improvements should be priority

Paul

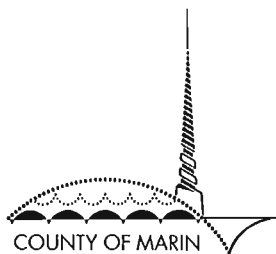
- Success of vision is dependent on success of SMART; there is a symbiotic relationship

- Opportunities for more intensity at Northgate III and Autodesk
- Developers need incentives
- Neighborhoods don't need to be so concerned; City process (DRB, Planning Commission, etc ensure sensitivity to impacts, neighborhood concerns
- Concerned about success of SMART – it needs intensification around stations to be successful
- Doesn't think parking will be problematic; can't see people parking here to take train north
- Plan lacks 'sense of place' like a park or plaza to be used by neighborhoods
- Not as concerned about safety at proposed pedestrian crossing west of platform because train will be stopped at station
- Area needs signature statement in the form of landscaping or buildings
- TOD takes a long time to happen; look how long it has taken BART, but helps transit succeed
- Make no small plans

Wise

- Supports extension of promenade
- Supports complete streets
- Bike parking at station should be a priority
- Concerned about the bikepath interface with North San Pedro freeway on/off ramps
- Agrees with suggestion of access and development concentration on east side but don't prohibit access on the west
- Generally comfortable with proposed densities and heights, but it is important to have good design guidelines including step backs and articulation
- Public space should be small, maybe just seating at a cafe, Civic Center Lagoon and Oak Plaza are nearby, well used public spaces.
- Proper loading facilities for shuttles are important

OFFICE OF THE
COUNTY ADMINISTRATOR



Matthew H. Hymel
COUNTY ADMINISTRATOR

Mona Miyasato
CHIEF ASSISTANT
COUNTY ADMINISTRATOR

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June 21, 2012

City of San Rafael
Rebecca Woodbury
P.O. Box 151560
San Rafael, CA 94915

Subject: Comments to City of San Rafael, Civic Center Station Area Plan

Dear Ms. Woodbury:

Thank you and other San Rafael staff for the presentation made to the Marin County Board of Supervisors on June 12, 2012 about the *Civic Center Station Area Plan* ("SAP"). This letter outlines the County of Marin's comments and response to it and the SAP report. In addition, there are some technical comments made by our Department of Public Works, also included below but which you have previously received.

1. Remove showing or mentioning anything now or in future about housing on the Christmas Tree lot (County property) from the SAP as it is a public facility now and planned to be so in the future.
2. ADA accessible parking should be planned and included on the strip of City-owned land north of the tracks and west of Civic Center Drive in the amounts required by law, as identified in the SAP, since that would be the closest parking to the SMART station platform.
3. If County provides any parking to SMART on County-owned property, then the County or SMART should charge for parking.
4. Coordinate with City for parking plan on any City property or streets such as McInnis Parkway.
5. Have City work with SMART to explore a transit (bus) only crossing of the rail tracks on the west side of the station platform (west of Highway 101) to connect Merrydale at the south side of the tracks with the street on the north in order to encourage a direct bus connection easily accessible from the freeway.
6. Only have a bus pull-out on Civic Center Drive as shown by SMART in their public presentation at the San Rafael Corporate Center around May 2010 (copy attached), not the complete turnaround as shown on the draft plan.

The comments below are from the Marin County Department of Public Works.

- 1) On Figure 8, the unincorporated section of Los Ranchitos Road, roughly from Glenside Way to Walter Place, is shown with proposed sidewalks on both sides of the road, in addition to a multiuse path that parallels the same stretch of road. The proposed sidewalk improvements are not part of the Marin County Unincorporated

PG. 2 OF 2

Area Bicycle and Pedestrian Master Plan. In addition, the adjacent multi-use path would be able to serve pedestrians in the area. We recommend removing the proposed sidewalk along Los Ranchitos and showing connections to the multiuse path at North San Pedro Rd., Walter Place and the northern end of Circle Drive (where there is existing stop control intersection and transit stop).

2) On Figure 8, a proposed sidewalk is shown on the north side of Civic Center Drive adjacent to an existing multiuse path near the Lagoon shoreline. Although not on a County maintained road, it is unlikely that a sidewalk would be built adjacent to an existing multiuse path. A connection between Memorial Drive and Civic Center Drive intersection to the multiuse path is a more likely improvement scenario.

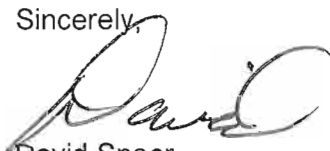
3) Because of the limited internal circulation patterns it is unlikely that sidewalks would be built on both sides of Peter Behr Drive between Civic Center Drive and Vera Schultz Drive.

4) The existing pathway improvements along Pilgrim Way are not shown on Figure 8.

5) Figure 8 indicates a sidewalk along the freeway between Merrydale Avenue Overcrossing and the relatively high speed US 101 off ramp (with no stop control at the proposed pedestrian crossing). Although not in our jurisdiction, this scenario seems very unlikely and we would encourage contacting City of San Rafael Public Works to discuss.

Please let me know if you have any questions.

Sincerely,



David Speer
Facilities Planning and Development Manager

Attachment

cc: Matthew Hymel, County Administrator
Eric Steger, Assistant Director, Public Works

Civic Center Drive Bus Drop Area



From: Carolyn Lenert [mailto:CAROLYNREALESTATE@msn.com]
Sent: Thursday, June 28, 2012 2:23 PM
To: Rebecca Woodbury
Subject: Comments due 7/1/12

Re: SMART: Civic Center Station Area Planning

Dear Rebecca:

SMART is not what it appears to be. Restored rail lines through Marin are, however, a profitable way to remove the vast amount of garbage residents generate (esp. since our regional landfills are full), a private enterprise that will be unfairly subsidized by the unSMART taxpayer.

General Comments.

1. I object to 18th Century technology (heavy-diesel fuelled engines pulling imported passenger cars) through our beautiful neighborhoods and sensitive wetlands.
2. I object to any form of maintenance or repair facility in Marin County. This function should be centralized and provided elsewhere.
3. I do not understand how a passenger "station" under a freeway can be kept safe, cleaned or maintained.
- 4 This station location is along a creekbed, across from a wetland and is historically subject to flooding. Watershed impacts aside, this location may not be seismically safe.

Station Area Plans.

5. I object to placing affordable or other homes near rail or freeways or major roads. The adverse health impacts are well-documented.
6. Zoning for more office space at the Civic Center Station fails to recognize that there is a glut on the market now and for the foreseeable future.
7. The proposed projects must be Green certified, and locally-sourced and produced.
8. When will the sidewalks be built to reach the Civic Center from the train station? How will they be funded?

Feedback.

9. I applaud all efforts to incorporate past planning such as the long-anticipated Promenade from the Terra Linda Recreation Center to the lagoon at the Civic Center.
10. I do support lightweight, driverless, solar-powered on-demand 20-passenger cars that do not block street traffic for loading and unloading, see www.CyberTran.com.

Thank you for your attention to this.

Carolyn Lenert



June 28, 2012

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Citizens Advisory Committee
 Civic Center Station Area Plan
 c/o San Rafael Community Development Department
 City Hall
 1400 5th Avenue
 San Rafael, CA 94901

Dear Committee Members,

Sustainable San Rafael has been pleased to participate with you in planning for the Civic Center SMART Station Area. We feel the resulting draft Plan ably embraces the goals of sustainability and transit-oriented development, which are necessary both for reducing carbon pollution and for creating a more livable community. The brevity of our comments below reflects the well thought-out quality of the Plan, and we appreciate your efforts in achieving that result.

Heights and Density – SSR strongly supports the heights and densities in the Plan, especially the increases in the immediate area of the SMART station. The suggested zoning changes are consistent with the original intent of designating this area as a Preferred Development Area, with increased densities in tandem with increased transit. The changes accomplish important implementation actions specified in the City’s Climate Change Action Plan, consistent with SB 375 and the Sustainable Communities Strategies. They also make good common sense, backed by a thorough planning process, increasing the range of housing options in our community, reducing car dependence, and animating the station area with more people.

That said, the successful application of the new zoning will depend upon good architectural design, coupled with robust public improvements such as the proposed “complete street” treatment of Merrydale and natural enhancements of Las Gallinas Creek. The Plan suggests design guidelines for this area, which will go a long way towards calming the understandable concerns of residents of Rafael Meadows that additional development be appropriately scaled, detailed and buffered in relation to existing neighborhoods. The fact that apartments of similar size already exist in the area, and are far from imposing upon the residences, gives confidence that these objectives can be achieved—especially with sensitive oversight by the Design Review Board and the Planning Commission.

Public Spaces – There is a notable absence of public spaces in the Plan. A park-like area or plaza for community gathering in the

immediate vicinity of the SMART Station would create a focal point, as well as increased public identity and amenity, easing the perception of increased densities in the Merrydale area. Such a space would also reinforce the concept of a transit village, anchored by the station and connected to the larger community by the convergence of thematically-landscaped multi-use pathways along the North San Rafael Promenade, SMART right-of-way and “complete street” treatment of Merrydale. Such a network of public spaces is key to reclaiming this auto-dominated landscape for human use and establishing a strong community identity throughout the area.

Sea Level Rise – The Plan defers the very real fact of sea level rise to a reference in the CCAP to “monitor sea level rise.” This is inadequate. Planning for this area needs to consider both long and short-term inevitabilities, including increased flooding and potential private maintenance of levees. These concerns should be clearly noted in the body of the Plan.

SSR urges the Committee to consider further strengthening the Plan with these adjustments as you forward it to the City Council for acceptance. We commend the CAC, City staff and consultants, and other advocacy groups who have provided valuable insights in fashioning this vision for North San Rafael.

Sincerely,

Jerry Belletto,
SSR Secretary



Marin Environmental Housing Collaborative

Marin Environmental Housing Collaborative
PO Box 9633
San Rafael, CA 94912
415-686-5204

To: Civic Center Station Area Plan Advisory Committee

From: Marin Environmental Housing Collaborative
Marge Macris and Mike Daley, Co-Chairs

Date: July 11, 2012

Re: COMMENTS ON DRAFT CIVIC CENTER STATION AREA PLAN

We appreciate the opportunity to comment on the May 2012 public review draft of the Civic Center Station Area Plan. The report incorporates many improved policies, especially for protection of existing neighborhoods, natural resources, bicycle and pedestrian access, parking, and building height.

Following are additional recommendations that we believe will further strengthen the plan.

1. Affordable Housing

Expand this section, 5.3 on page 54. What are the City's current requirements? The Civic Center Station area is especially appropriate for affordable housing because of its proximity to jobs, transit, and other services. The plan should establish goals and incentives for developing affordable housing, such as an overlay zone that permits an increase in density only when a minimum share is below market rate. Prioritize housing for households earning less than 65% of Area Median Income for Marin, which reflects the incomes of many employees working in and near the station planning area. Specify sources of funds for affordable housing. Retain existing affordable units even as they are improved.

Encourage workforce housing throughout the area. Particularly appropriate locations are Northgate Mall and also the public storage and Marin Ventures sites, which should be designated for 50% affordable units, unless they are used for parking for the SMART station.

2. Parking

Reduce parking requirements for affordable housing developments. The draft plan describes good ideas such as shared and unbundled parking, but they would be allowed on a case-by-case basis after discretionary review. This uncertainty is a real burden especially for affordable housing developers and would create a disincentive for investing in the area. The City should specify what parking requirements will be, and how they will apply to which below market rate levels.

3. Christmas Tree Lot

The recommended uses and densities in section 5.7.4 on page 60 are not clear. Describe the restrictions on development on the Civic Center grounds. (A countywide vote is required for any building larger than a storage shed.) The County should engage in planning for this site, which should be designated as mixed-income residential, with a high percentage of affordable units.

4. Building Heights

We recommend height limits that protect the character of existing single-family neighborhoods. In some cases and in some locations buildings could be up to 5 stories, provided the developer offers public benefits such as affordable housing or creek restoration.

5. Natural Environment

In section 5.10 on page 65, add the policy that there may be no filling or covering over of any creeks or wetlands in the area. Also specify the use of green building materials and energy efficiency measures.

We look forward to continuing to work with you on the completion of the Civic Center Station Area Plan. Thank you.



www.marinbike.org

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Frances E. Barbour

Safe Routes Instructor

June 29, 2012

Rebecca Woodbury

Management Analyst

City of San Rafael

P.O. Box 151560

1400 Fifth Avenue, Room 203

San Rafael, CA 94915-1560

Subject: Draft San Rafael Civic Center SMART Station Area Plan

Dear Ms. Woodbury and Citizens Advisory Committee Members:

The Marin County Bicycle Coalition (MCBC) would like to thank you for your time and effort in preparing the Draft San Rafael Civic Center SMART Station Area Plan (DSAP). We respectfully request that the Committee consider the following comments and ask that they be included in the Civic Center SMART Station Area Plan (CCSAP).

The Promenade (Pgs. 18-24 & 30)

MCBC strongly agrees with the Plan's determination that the completion of the Promenade will be a crucial step in improving connectivity between the east and west sides of the North San Rafael area and to provide direct access from both areas to the new Civic Center SMART Station.

Promenade-South (Civic Center Drive)

In the near-term, the SAP proposes a Class II bicycle lane along the southern section of the Promenade, located between the SMART Station and the Civic Center. In the long-term, the SAP proposes a Class I multi-use pathway along this same stretch.

Table 5-I "Proposed Class I/II Facilities" (page 42) in the City of San Rafael Bicycle and Pedestrian Master Plan (BPMP) proposes a Class I/II along Civic Center Drive from North San Pedro Road to the Merrydale Overcrossing. The BPMP figure titled "San Rafael Bicycle Plan Existing and Proposed Bikeways North" (page 17) goes further to propose a Class I multi-use pathway *only* along this same stretch of Civic Center Drive.

An alternatives analysis conducted in 2008 by Alta Planning and Design for the Northgate Bikeway Gap Closure and Terra Linda-North San Rafael Projects concluded that "while Civic Center Drive could be widened for a short section between the SMART tracks southward for bike lanes, the road is too constrained to provide bike lanes south of Peter Behr Way." The analysis went further to recommend that "a wide sidewalk/path, which is a minimum of 13 feet wide from the edge to curb, be developed from the Civic Center to the SMART station/pathway."

MCBC RECOMMENDATION: Given the existing significance of Civic Center Drive, and the increased usage anticipated within this corridor once SMART is in operation, MCBC strongly recommends that instead of, or in addition to, Class II bike lanes, the SAP propose a separated multi-use pathway along Civic Center Drive from the Merrydale Overcrossing to North San Pedro Road in the near-term. This would meet the goals of the City’s BPMP and the Bay Trail Plan and Guidelines. It would also support the SAP’s goal to encourage non-motorized access to the SMART Station and would further contribute to the creation of a bicycle/pedestrian friendly environment and “sense of place” within the Plan area.

Merrydale Overcrossing (Pgs. 17 & 30)

Figure 10 of the SAP, “Proposed Bicycle Connections” (page 30), identifies existing Class II bicycle lanes along Merrydale Overcrossing from Los Ranchitos Road to Civic Center Drive. The SAP does not propose any changes to these existing facilities.

Table 5-I “Proposed Class I/II Facilities” (page 42) of the BPMP proposes a Class I/II along Merrydale Overcrossing from Los Ranchitos Road to Civic Center Drive. The figure titled “San Rafael Bicycle Plan Existing and Proposed Bikeways North” (page 17) goes further to propose a Class I multi-use pathway *only* along the Merrydale Overcrossing.

As is noted in the SAP, the Merrydale Overcrossing connects the Northgate Shopping Center, Las Gallinas/Los Ranchitos Road, and a number of employment centers and residential neighborhoods located on both sides of Highway 101. The overcrossing’s existing westbound Class II bicycle lane is the minimum allowable width of four feet and provides no buffer from fast moving vehicles. As such, this facility can be challenging for younger, less experienced, and/or physically disadvantaged cyclists. The existing 52-foot width roadway could potentially be reconfigured to accommodate a Class I multi-use pathway.

MCBC RECOMMENDATION: MCBC recommends that a separated, multi-use pathway be proposed along the Merrydale Overcrossing. This Class I facility could then connect to the existing section of Promenade on Los Ranchitos (Class I multi-use pathway from Las Gallinas to the Merrydale Overcrossing), resulting in a continuous, separated-from-traffic multi-use pathway that serves to connect the SMART Station, the existing and proposed bicycle/pedestrian Promenades, and the Northgate Shopping Center, effectively closing the gap in Class I facilities in this area and creating a continuous multi-use pathway loop within an area that is already highly utilized by cyclists/pedestrians and will likely become more so once SMART is in operation.

Figure 10: Proposed Bicycle Improvements

North San Pedro Road (Los Ranchitos to Civic Center Drive)

The SAP proposes a Class II bicycle lane along North San Pedro Road from Los Ranchitos Road to Civic Center Drive.

Table 5-I “Proposed Class I/II Facilities” (page 42) of the BPMP proposes a Class I/II along North San Pedro Road from Los Ranchitos to Civic Center Drive. The BPMP figure titled “San Rafael Bicycle Plan Existing and Proposed Bikeways North” goes further to propose a Class I multi-use pathway *only* along this same stretch of roadway.

MCBC RECOMMENDATION: MCBC strongly recommends that instead of a Class II bike lane, the SAP propose a separated, multi-use pathway along North San Pedro from Civic Center Drive to Los Ranchitos Road, or at minimum, to Merrydale Drive. This would

result in a continuous, separated-from-traffic multi-use pathway from Civic Center Drive to the west side of Highway 101, allowing for safe, convenient access from the Civic Center and SMART Station to the existing Puerto Suello Hill Pathway and the future SMART Pathway beginning at North San Pedro Drive/Los Ranchitos Road. If the pathway were extended from Civic Center Drive to Los Ranchitos Road, the result would be a continuous, completely-separated-from-traffic multi-use pathway loop which would essentially circle the SMART Station Planning Area and that would provide a safe connection to transit, shopping and residential areas located on both sides of Highway 101.

North San Pedro Road (Civic Center Drive to Northern City Limits)

Figure 10 of the SAP, “Proposed Bicycle Connections” (page 30), identifies an existing Class III shared roadway facility along North San Pedro Road from Civic Center Drive to Washington Avenue. The SAP does not propose any changes to these existing facilities.

Table 5-2 “Proposed Class II/III Facilities” (page 44) of the BPMP proposes a Class II along North San Pedro Road from the existing Class II bike lanes at Civic Center Drive to Golf Avenue.

The portion of North San Pedro Road that runs through Venetia Valley is a highly utilized corridor that is often bustling with activity. Some of the nearby establishments include Venetia Valley Elementary School, Osher Marin Jewish Community Center, and Brandeis Hillel Day School. In addition, there are numerous residential areas close by. Safe bicycle/pedestrian passage along North San Pedro Drive from this populous area to the Civic Center and the SMART Station is critical.

MCBC RECOMMENDATION: MCBC strongly recommends that the SAP include recommendation of Class II bike lanes along North San Pedro Road from Civic Center Drive northward to Woodoaks Drive, allowing for safe passage from Venetia Valley to the SMART Station. At minimum, the SAP should propose Class II bike lanes from Civic Center Drive to Golf Avenue, as is proposed in the BPMP.

Los Ranchitos/Puerto Suello Hill Pathway to Los Ranchitos/SMART Pathway

Figure 10 of the SAP, “Proposed Bicycle Connections” (page 30), proposes Class II bicycle lanes along Merrydale Road from the Puerto Suello Hill Pathway to North San Pedro Road and beyond. The SAP does not propose any multi-use pathway facilities in this area.

Table 5-1 “Proposed Class I/II Facilities” (page 43) of the BPMP proposes that a portion of the Class I SMART pathway should extend from Civic Center Drive to the existing Puerto Suello Hill Pathway. The BPMP figure titled “San Rafael Bicycle Plan Existing and Proposed Bikeways North” (page 17) identifies this pathway as beginning at Puerto Suello Hill/Los Ranchitos Road, running through the canyon west of and parallel to Merrydale Road and connecting to the SMART Pathway at North San Pedro Drive/Los Ranchitos Road.

The Puerto Suello Hill Pathway provides a vital connection from Downtown San Rafael and Central/Southern Marin to Northern San Rafael, the SMART Station and beyond. As indicated in the SAP, “Merrydale Road will serve as the primary access route to the Station from the southwestern portion of the Study Area and... with the opening of the SMART Station, pedestrian volumes on this roadway will likely increase.” The constrained right of way, drainage and parking considerations, and limited opportunity for substantial multi-modal improvements that were identified in the SAP within this important multi-modal corridor causes us great concern about the adequacy of the SAP’s future bike/ped facilities planned within this important multi-modal corridor and facilities connector.

MCBC RECOMMENDATION: Given the obstacles identified above related to future bike/ped improvements along Merrydale Road, MCBC urges that the SAP include the proposal for a separated, multi-use pathway beginning at Puerto Suello Hill/Los Ranchitos Road, running through the canyon west of and parallel to Merrydale Road and connecting to the SMART Pathway at North San Pedro Drive/Los Ranchitos Road, as is proposed in the BPMP. The result would be a seamless, safe-and-separated-from-traffic multi-use pathway from Downtown San Rafael to Northern San Rafael, the SMART Station and Pathway, the Civic Center, and to commercial, shopping and residential areas located on both sides of Highway 101.

Sincerely,

A handwritten signature in cursive script that reads "Alisha Oloughlin".

Alisha Oloughlin, Advocacy Coordinator
Marin County Bicycle Coalition
P.O. Box 1115
Fairfax, CA 94978

From: rphin@comcast.net [mailto:rphin@comcast.net]
Sent: Friday, June 29, 2012 1:51 PM
To: Rebecca Woodbury
Subject: smart station concerns

CONCERNING RELEVANT CHANGES THAT WILL HAVE IMPACT ON our property located at 165 Los Ranchitos Road this in reference to the **SMART STATION.**

We have close to 300 feet of frontage on Los Ranchitos and I see a sidewalk is proposed for our area. We are not in favor any parking along the proposed sidewalk if it is installed. this would be detrimental to the esthetics of our neighborhood and create even more traffic conditions to the all ready busy street.

Originally it took some time to get the stop sign on Ranchitos road and Circle along with the no parking signs. Preceding this action there were injuries even a horse got hit by a car we made a sled and pulled the horse back to the barn where she could not be saved.

We have lived here for about 50 years and like the area that we live in but if parking is going to be allowed in this area we would put our home up for sale.

Janet and Bob Phinney



GALLINAS WATERSHED COUNCIL

68 Mitchell Blvd., Suite 240, San Rafael, CA 94903

Rebecca Woodbury
Planning, City of San Rafael
1400 Fifth Ave
San Rafael, CA 94915

RE: Civic Center SMART station area plan Committee

Dear Committee:

The Gallinas Watershed Council is dedicated to the protection and preservation of the Gallinas Creek Watershed. Our mission is to support sound, nature-sensitive decisions that promote quality of life in our watershed.

GWC recognizes that the SMART train and development of a Civic Center station are coming and that area redevelopment is being planned. Our community is concerned with the streamlining of environmental review of the plans as a result of the Priority Development Area designation given to the site driven by ABAG's projections and SB375. Those are top-down decisions and that needs to be clearly recognized.

That the Marin community needs more workforce housing; we concur. That Nature and the watershed need to be protected is non-negotiable. The community has spoken loudly and clearly that the environment is vitally important—and that is a bottom up decision. Decisions made by the residents and members of the community most impacted by this top down planning need to be recognized and given equal validity and weight if not more.

Watersheds are complex natural systems and understanding these *systems* is critical for us as a community as we plan for the opportunity for redesign our future. Assessing our existing watershed conditions, using up-to-date tools for greater understanding, and looking for opportunities for integrating the natural environment, along with its geologic, hydrologic and ecological parameters into the redevelopment plans is vital. To this end, it is our hope that the City of San Rafael will adopt a Watershed Approach to planning promoted by the State of California Resources Agency and become an active stakeholder in the Gallinas Creek Watershed Program established by the County of Marin. This effort would put the City in a proactive position in preparing for anticipated Phase II tightening of State stormwater permitting regulations.

www.gallinaswatershed.org

gallinasvalley@gmail.com

(415) 578-2580

Transit oriented development is the new buzzword in planning; however, as a successful approach it is still unproven. Large scale housing near transit stations has not been proven to be liveable. It has not been proven to get people out of their cars, which are still needed to get people to services, grocery stores, schools, doctors, etc. *Liveable communities—not just housing--is a value we hold dear.*

We wish the following points in the draft plan to be changed:

- No 4 or 5 story buildings in the neighborhoods near the station or adjacent to the creek. They will create a bleak, unaesthetic wall out of character with the surroundings.
- Housing built near the station needs to be selected for quality, including public spaces; respect for and integration with (rather than imposition on) the natural environment; and needs to be such that the residents of that housing are safe and well protected from the traffic noise and fumes endemic to that area. They also need to be near to necessary essential services or have additional good public transportation to those services.
- Recognize the watershed as a stakeholder in the redevelopment process and put Gallinas Creek distributaries on the maps. Include language about water quality protection, habitat restoration and resilience to sea level rise.
- Include in the plan, the desire to not increase square footage of impervious surfaces, by instead using materials and design that will not increase runoff. Plant additional native riparian vegetation around creek channels to absorb toxins before they flow out to the bay. Require that no increases in sediment from construction or post construction activities end up in the creek.
- We support housing development near Northgate Mall and Northgate 3, as the most advantageous areas, both for people who will live there and for merchants who will thrive on the increase in demand for their services. The Civic Center Station would be within walking distance from these areas along the proposed extension of the Promenade.
- Fees, fines or stormwater taxes for new developments could help fund protections to the watershed and financial participation of the County's Watershed Program for Gallinas Creek.

Sincerely,



Alex Kahl,
President, Gallinas Watershed Council



Transportation **A**lternatives for **M**arin

July 5, 2012

Ms. Rebecca Woodbury
 City Manager's Office
 City of San Rafael
 P.O. Box 151560
 1400 Fifth Avenue
 Room #203
 San Rafael, CA 94915

RE: Transportation Alternatives for Marin ("TAM") comments on
 Draft San Rafael Civic Center SMART Station Area Plan

Dear Ms. Woodbury and Citizens Advisory Committee:

Transportation Alternatives for Marin ("TAM") is a 501(c)(3) non-profit corporation whose mission is to promote pedestrian and bicycle transportation. TAM would like to thank you for the commendable work that has been done to date on the Draft San Rafael Civic Center SMART Station Area Plan ("DSAP"). TAM respectfully requests the Citizens Advisory Committee consider Comments on the San Rafael Civic Center Station Area Plan.

The Citizens Advisory Committee has done an excellent job of identifying key safe and separate accommodations for pedestrians and cyclists near the Civic Center SMART Station. However, as identified in the attachment there are several key areas that should be modified to provide continuous and consistent safe and separate pedestrian and bicycle travel in the Civic Center Station Area Plan.

TAM respectfully requests the Citizens Advisory Committee closely review the enclosed attachments, as follows:

- Highway Design Manual materials regarding single directional bike paths under Caltrans Design Guideline Section 1003.1(1)(A) and figure 1003.1(B) for one-way bike paths.
- A key excerpt from the Cross Marin Trail Study conducted by Fairfax, San Anselmo and San Rafael entitled "Caltrans Bike Way Classification Overview." The Citizens Advisory Committee of the Cross Marin Trail Study unanimously approved the one-way separated bike lanes detailed in the Cross Marin Trail Study, pages 5-3 and 5-4 of which are enclosed for your reference. These designs are particularly applicable to the type of accommodations that should be provided for cyclists along North San Pedro Road and Civic Center Drive returning back to the SMART Station, referred to by the San Rafael Department of Public Works staff as the "San Rafael Civic Center Connector" and referred to by TAM as the "Civic Center Loop."



TTRANSPORTATION AALTERNATIVES FOR MMARIN

- The correct routing of the SMART Multi Use Path from North San Pedro Drive to the top of Puerto Suello Hill. “Segment 2: Top of Puerto Suello Hill to North San Pedro Road” graphically illustrates the preferred alignment. The following page provides TAM’s technical notes from a field visit with SMART engineers, planners, and consultants.

TAM is available to meet with the Citizens Advisory Committee and the San Rafael Department of Public Works to discuss these comments directly and make sure that clear communication and understanding is available to the Citizens Advisory Committee. As well, TAM will submit further drawings that show how the Area Plans should be reflected with the planning.

Thank you again for your consideration while plans are developed for this tremendously important opportunity to provide pedestrian and bicycle transportation in the City of San Rafael and the County of Marin. TAM’s recommendations for the addition of identified pedestrian and cyclist accommodation in the Civic Center Station Plan are essential to the realization of San Rafael’s goal by 2020 to have bicyclists and pedestrians account for 20% mode share of all trips, which only will be accomplished through a network of safe and separate accommodation.

Respectfully submitted,

Patrick M. Seidler
President

cc: San Rafael City Council
San Rafael City Manager
San Rafael Department of Public Works
Marin County Bicycle Coalition

Comments on San Rafael Civic Center Station Area Plan
 May 2012
 DRAFT FOR PUBLIC REVIEW

SECTION	PAGE	DESCRIPTION	COMMENTS/SUGGESTED LANGUAGE
3.1	16	COMPLETE STREETS: Starting on the 4 th line, where it reads “...including ample sidewalks and dedicated bicycle lanes where appropriate,...”	The language should be changed to “...including ample sidewalks, separated bike paths where possible, and dedicated bike lanes where separated bicycle paths cannot be provided because of space constraints,...”
3.1.2	16-17	Complete Streets Applications to the Civic Center Station Area	Mention should be made, understanding that it is politically sensitive, that the SMART Multi Use Path should be used as a non-motorized access to the soccer complex that may be built near the San Rafael airport. San Rafael should also be looking at the soccer complex to make sure that it has an integrated connection with the SMART Multi Use Path and there is separate pedestrian and bicycle access to the soccer facilities using the same network being discussed with this Stationary Plan and that ample bicycle parking is provided.
3.1.2	18	Merrydale Overcrossing	Merrydale Overcrossing which is 52' wide could be improved with separated bicycle facilities, possibly bicycle buffer lanes and sidewalks on each side of the road. A diagram showing these treatments should be added to this Plan. There is plenty of room for this.
3.2	19	THE PROMENADE	The language for the picture in this section should read: “The North San Rafael Promenade should be extended to connect with the Civic Center Station <u>with the same treatment as at Northgate I</u> , pictured above.”
3.2.1	19	Near Term Recommendations: This section states that “...the Promenade would consist of improved and continuous pedestrian sidewalks and on-street bicycle lanes along Civic Center Drive.	Strongly encourage that the consistent Northgate Promenade treatment be looked at in the short term. The bicycle accommodation should be single directional bike paths or Multi Use Paths (as described in the Caltrans Design Guidelines) along Civic Center Drive.
3.2.1	21	Figure 5: Promenade-North Section	Figure 5 should show the sidewalk treatment area and the range of widths for the Multi Use Path. A cross section view would also be very good. The location of the Multi Use Path in the depiction on Figure 5 is excellent.
3.2.1	22	Promenade-South Section	The Promenade-South Section should request that the short-term Promenade development be the same consistent treatment that is shown in front of Northgate and in the picture on page 19. The same separate treatment as discussed on page 20 for the Promenade should also be in the Promenade-South Section. Additionally, on both sides of Civic Center Drive there should be an alternative showing single directional bike paths as described in Caltrans Design Guideline Sections 1003.1(1)(A) and 1003.1(B) and a sidewalk.
3.2.1	22	Complete Streets Drawing	The Complete Streets Drawing on the bottom of the page should be modified to show a single directional bike path alternative and a relocation of the lights to the inside of the cyclists on the road.

3.2.1	23	Figure 6: Promenade-Civic Center Station Section	Figure 6 shows no connection between the SMART Multi Use Path on the south side of Civic Center Drive and the Northern continuation of the MUP on McInnis Avenue. The path of travel and street markings should be shown through the intersection. The complete lack of delineation for the continuation of the Promenade on the West side of Civic Center Drive and the connectivity throughout the entire picture particularly on Civic Center Drive for pedestrians and bikes is very troubling. This picture should be modified to show the continuous and integrated routing for pedestrians and cyclists, on Civic Center Drive all of which should be separated from auto traffic.
3.2.2	24	Long-Term Recommendations Northern-Section	Showing a path currently where there is a building seems imprudent. More importantly, the path in the grey shaded area <u>moves the path further away from Southbound cyclists on Las Gallinas</u> who want to get to the SMART Multi Use Path 101 undercrossing. The location of the path shown in Figure 5 is a much better long-term Promenade improvement than is shown in Figure 7. Please also note in the bottom of Figure 7 that there is also lack of pedestrian and cycling connectivity through the intersection at McInnis and Civic Center Drive.
3.2.2	27	Figure 8: Areawide Pedestrian Improvements	Figure 8 should be modified to show the description that is discussed on page 29 for the Class I Bikeway. The recommendations for the Civic Center connection from Los Ranchitos should have a single-directional bike path on each side of North San Pedro Road from Los Ranchitos under Highway 101 to Civic Center Drive. The single directional bike paths on each side of the street should continue along Civic Center Drive from North San Pedro Road all the way to the Merrydale overcrossing. A separate set of accommodation for both pedestrians and cyclists in the whole Civic Center connective routing is important to provide a consistent, safe and separate treatment for pedestrians and cyclists. These additions should be shown on the Areawide Pedestrian Improvements in Figure 8.
3.4.1	29	Implementation of Planned Improvements: Class I/II Bikeways	The Bikeways on North San Pedro Road, Civic Center Drive, Merrydale Road should all have single directional Class I bike paths as described in Caltrans Design Guidelines as a preferred alternative. In addition, Multi Use Paths may also be used rather than a designation of a "Class I/II."
3.4.1	30	Figure 9: Bicycle Classifications	In the Bicycle Classifications Sections a single directional Class I bike path should be shown in the Figure as well as a Multi Use Path as described in Caltrans Design Guidelines 1003.5.
3.4.1	31	Class II/III Bikeways	The first section describes Los Ranchitos Road from Northgate Drive to North San Pedro Road as a "Class II/III." There is plenty of room and demand for a continuous Class II intersection. The <u>Class III reference should be dropped.</u> The Merrydale Road section from Las Gallinas Avenue to Puerto Suello Hill shows as a "Class II/III." There is plenty of room in for a Class II cyclist provision in this extremely intense car-centric area. <u>The Class III should be dropped.</u> The North San Pedro Road, from Los Ranchitos Road to Gold Avenue/Los Ranchitos Road to Civic Center Drive is proposed to provide Class II but should also have an alternative as a single directional Class I or a Multi Use Path as described in Caltrans Design Guidelines.

3.4.1	31	Class III Bikeways	All three recommendations for a Class III Bikeway should be changed to Class II Bikeways.
3.4.2	31	Connectivity with Regional Facilities	The end of the North/South Bikeway bullet after Novato should read "...terminating at Stafford Lake in Novato."
3.4.2	32	Section: Connectivity with Regional Facilities In the first full paragraph on page 32 it reads: "The North San Rafael area is particularly well-suited to promote bicycle usage..."	The last sentence of the paragraph reads: "The MUP will then travel east along North San Pedro Road and then south along Merrydale Road to the existing Puerto Suello Hill Path, which connects into Downtown San Rafael." <u>This is INCORRECT!</u> This language must be replaced to accurately reflect the routing of the SMART Multi Use Path. The language should read: "The MUP will travel east along North San Pedro Road turning right parallel to the railroad tracks climbing out of the canyon to connect with the existing Puerto Suello Hill Path." SMART is currently working on the shadow designs for this section. It is critical that San Rafael have this section in its Master Pedestrian/Bicycle Plan and that all City Council Members and the Department of Public Works Officials are working with SMART to complete this critical section of the North South Greenway.
3.4.2	32	Section: Connectivity with Regional Facilities In the second full paragraph, with the sentence beginning: "Cyclists in the North San Rafael area will have a number of means to connect to the MUP..."	The last phrase in the sentence "...and planned bike lanes on North San Pedro Road" should be replaced with "...and planned separated bike paths on North San Pedro Road."
	33	Figure 10: Proposed Bicycle Connections	Figure 10 should be consistent with the descriptions previously listed in this document and in Chapter 3, on page 29. There should be a designation showing a Caltrans single directional Class I Path or Multi Use Path from Los Ranchitos Boulevard to Civic Center Drive then from Civic Drive to the Merrydale overcrossing. Further, Merrydale should show Class II treatment rather than Class III treatment.
	39	Figure 13: Station Vehicular Access	Figure 13 should be modified to show connective and integrated Pedestrian and Bicycle Access through the intersection and along Civic Center Drive.
3.6.2	40	Improvements to Accommodate Development 1. Las Gallinas Ave, from Merrydale Rd to Del Presidio Blvd.	The parking should be removed and there should be Class II striping provided on this important section of the road for bicycle connectivity, in particular, on the east side of Las Gallinas Avenue. While the City's General Plan 2020 has identified some circulation improvements, this section ought to be reconsidered because all the auto parking for this area is already built out. Additional traffic in the area does not seem realistic. But the bicycle/pedestrian access should be improved to allow safe connectivity in this key area.
3.6.2	40	Improvements to Accommodate Development 2. US 101 / Freitas Parkway Interchange Improvements	What about pedestrian connectivity in this section?
3.7	42	Section 6: Complete the Citywide Bicycle Network, as identified in the San Rafael Bicycle and Pedestrian Master Plan.	All Bikeways listed in number 6 should all be modified based on the preceding comments.

CHAPTER 1000 BIKEWAY PLANNING AND DESIGN

Topic 1001 - General Criteria

Index 1001.1 - Introduction

The needs of non-motorized transportation are an essential part of all highway projects. Topic 105 discusses Pedestrian Facilities with Index 105.3 addressing accessibility needs. This chapter discusses bicycle travel. All city, county, regional and other local agencies responsible for bikeways or roads where bicycle travel is permitted must follow the minimum bicycle planning and design criteria contained in this and other chapters of this manual (See Streets and Highways Code Section 891).

Bicycle travel can be enhanced by improved maintenance and by upgrading existing roads used regularly by bicyclists, regardless of whether or not bikeways are designated. This effort requires increased attention to the right-hand portion of roadways where bicyclists are expected to ride. On new construction, and major reconstruction projects, adequate width should be provided to permit shared use by motorists and bicyclists. On resurfacing projects, it is important to provide a uniform surface for bicyclists and pedestrians. See Index 625.1(1) and 635.1(1) for guidance in accommodating bicyclist and pedestrian needs on resurfacing projects. **When adding lanes or turn pockets, a minimum 4-foot shoulder shall be provided (see Topic 405 and Table 302.1).** When feasible, a wider shoulder should be considered. When placing a roadway edge line, sufficient room outside the line should be provided for bicyclists. When considering the restriping of roadways for more traffic lanes, the impact on bicycle travel should be assessed. Bicycle and pedestrian traffic through construction zones should be addressed in the project development process. These efforts, to preserve or improve an area for use by bicyclists, can enhance motorist and bicyclist safety and mobility.

1001.2 The Role of Bikeways

Bikeways are one element of an effort to improve bicycling safety and convenience - either to help accommodate motor vehicle and bicycle traffic on shared roadways, or to complement the road system to meet needs not adequately met by roads.

Off-street bikeways in exclusive corridors can be effective in providing new recreational opportunities, or in some instances, desirable commuter routes. They can also be used to close gaps where barriers exist to bicycle travel (e.g., river crossing). On-street bikeways can serve to enhance safety and convenience, especially if other commitments are made in conjunction with establishment of bikeways, such as: elimination of parking or increasing roadway width, elimination of surface irregularities and roadway obstacles, frequent street sweeping, establishing intersection priority on the bike route street as compared with the majority of cross streets, and installation of bicycle-sensitive loop detectors at signalized intersections.

1001.3 The Decision to Develop Bikeways

The decision to develop bikeways should be made with the knowledge that bikeways are not the solution to all bicycle-related problems. Many of the common problems are related to improper bicyclist and motorist behavior and can only be corrected through effective education and enforcement programs. The development of well conceived bikeways can have a positive effect on bicyclist and motorist behavior. Conversely, poorly conceived bikeways can be counterproductive to education and enforcement programs.

1001.4 Definitions

The Streets and Highway Code Section 890.4 defines a "Bikeway" as a facility that is provided primarily for bicycle travel.

- (1) Class I Bikeway (Bike Path). Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.
- (2) Class II Bikeway (Bike Lane). Provides a striped lane for one-way bike travel on a street or highway.

Topic 1003 - Design Criteria

1003.1 Class I Bikeways

Class I bikeways (bike paths) are facilities with exclusive right of way, with cross flows by motorists minimized. Section 890.4 of the Streets and Highways Code describes Class I bikeways as serving "the exclusive use of bicycles and pedestrians". However, experience has shown that if significant pedestrian use is anticipated, separate facilities for pedestrians are necessary to minimize conflicts. Dual use by pedestrians and bicycles is undesirable, and the two should be separated wherever possible.

Sidewalk facilities are not considered Class I facilities because they are primarily intended to serve pedestrians, generally cannot meet the design standards for Class I bikeways, and do not minimize motorist cross flows. See Index 1003.3 for discussion relative to sidewalk bikeways.

By State law, motorized bicycles ("mopeds") are prohibited on bike paths unless authorized by ordinance or approval of the agency having jurisdiction over the path. Likewise, all motor vehicles are prohibited from bike paths. These prohibitions can be strengthened by signing.

(1) *Widths.* **The minimum paved width for a two-way bike path shall be 8 feet. The minimum paved width for a one-way bike path shall be 5 feet. A minimum 2-foot wide graded area shall be provided adjacent to the pavement (see Figure 1003.1A).** A 3-foot graded area is recommended to provide clearance from poles, trees, walls, fences, guardrails, or other lateral obstructions. A wider graded area can also serve as a jogging path. Where the paved width is wider than the minimum required, the graded area may be reduced accordingly; however, the graded area is a desirable feature regardless of the paved width. Development of a one-way bike path should be undertaken only after careful consideration due to the problems of enforcing one-way operation and the difficulties in maintaining a path of restricted width.

Where heavy bicycle volumes are anticipated and/or significant pedestrian traffic is expected, the paved width of a two-way path should be

greater than 8-feet, preferably 12 feet or more. Another important factor to consider in determining the appropriate width is that bicyclists will tend to ride side by side on bike paths, necessitating more width for safe use.

Experience has shown that paved paths less than 12 feet wide sometimes break up along the edge as a result of loads from maintenance vehicles.

Where equestrians are expected, a separate facility should be provided.

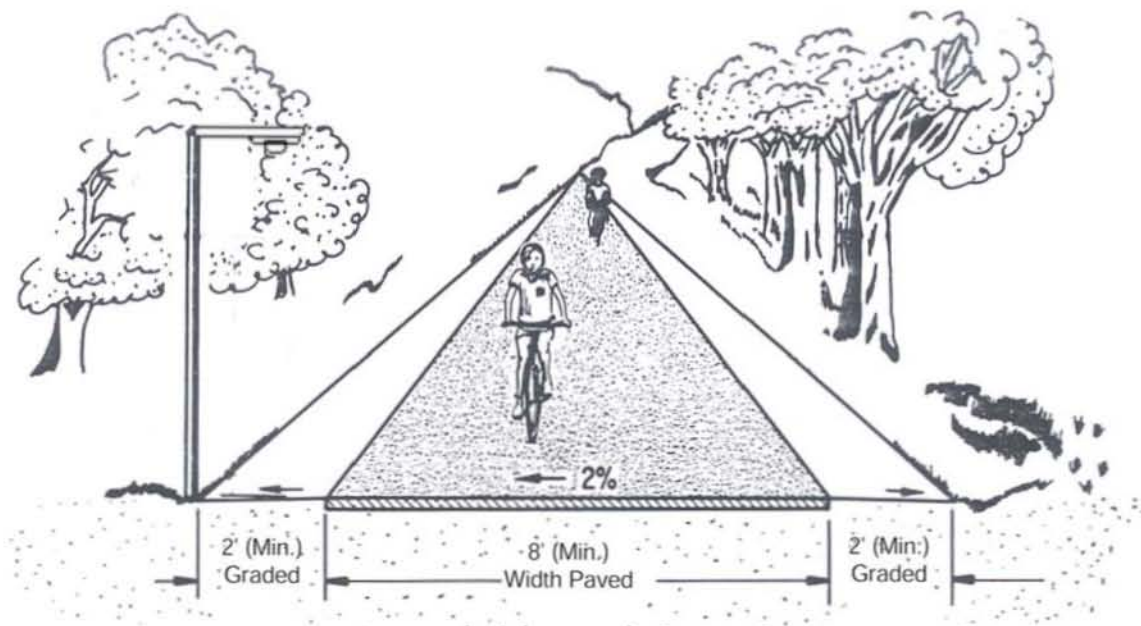
- (2) *Clearance to Obstructions.* **A minimum 2-foot horizontal clearance to obstructions shall be provided adjacent to the pavement (see Figure 1003.1A).** A 3-foot clearance is recommended. Where the paved width is wider than the minimum required, the clearance may be reduced accordingly; however, an adequate clearance is desirable regardless of the paved width. If a wide path is paved contiguous with a continuous fixed object (e.g., block wall), a 4-inch white edge line, 2 feet from the fixed object, is recommended to minimize the likelihood of a bicyclist hitting it. **The clear width on structures between railings shall be not less than 8 feet.** It is desirable that the clear width of structures be equal to the minimum clear width of the path (i.e., 12 feet).

The vertical clearance to obstructions across the clear width of the path shall be a minimum of 8 feet. Where practical, a vertical clearance of 10 feet is desirable.

- (3) *Signing and Delineation.* For application and placement of signs, see the Manual on Uniform Traffic Control Devices (MUTCD), Section 9B.01 and the MUTCD and California Supplement Section 9B.01 and Figure 9B-101. For pavement marking guidance, see the MUTCD, Section 9C.03.
- (4) *Intersections with Highways.* Intersections are a prime consideration in bike path design. If alternate locations for a bike path are available, the one with the most favorable intersection conditions should be selected.

Figure 1003.1A

Two-Way Bike Path on Separate Right of Way



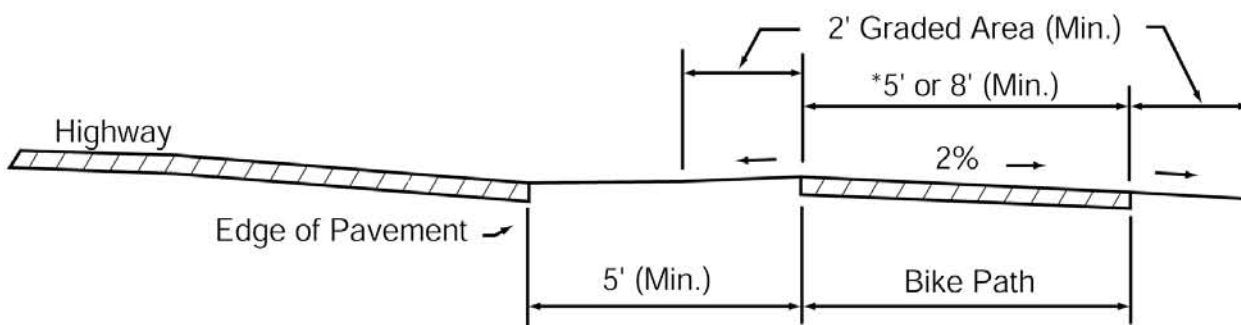
Note: For sign clearances, see MUTCD, Figure 9B-1.

1000-6

HIGHWAY DESIGN MANUAL

September 1, 2006

Figure 1003.1B
Typical Cross Section of Bike
Path Along Highway



NOTE: See Index 1003.1(5)

*One - Way: 5' Minimum Width
 Two - Way: 8' Minimum Width

the designated bike route shall end at the previous local road intersection.

1003.4 Bicycles on Freeways

In some instances, bicyclists are permitted on freeways. Seldom would a freeway be designated as a bikeway, but it can be opened for use if it meets certain criteria. Essentially, the criteria involve assessing the safety and convenience of the freeway as compared with available alternate routes. However, a freeway should not be opened to bicycle use if it is determined to be incompatible. The Headquarters Traffic Liaisons and the Design Coordinator must approve any proposals to open freeways to bicyclists.

If a suitable alternate route exists, it would normally be unnecessary to open the freeway. However, if the alternate route is unsuitable for bicycle travel the freeway may be a better alternative for bicyclists. In determining the suitability of an alternate route, safety should be the paramount consideration. The following factors should be considered:

- Number of intersections
- Shoulder widths
- Traffic volumes
- Vehicle speeds
- Bus, truck and recreational vehicle volumes
- Grades
- Travel time

When a suitable alternate route does not exist, a freeway shoulder may be considered for bicycle travel. Normally, freeways in urban areas will have characteristics that make it unfeasible to permit bicycle use. In determining if the freeway shoulder is suitable for bicycle travel, the following factors should be considered;

- Shoulder widths
- Bicycle hazards on shoulders (drainage grates, expansion joints, etc.)
- Number and location of entrance/exit ramps
- Traffic volumes on entrance/exit ramps
- Bridge Railing height

When bicyclists are permitted on segments of freeway, it will be necessary to modify and supplement freeway regulatory signs, particularly those at freeway ramp entrances and exits, see the MUTCD and California Supplement, Section 9B.101.

Where no reasonable alternate route exists within a freeway corridor, the Department should coordinate with local agencies to develop or improve existing routes or provide parallel bikeways within or adjacent to the freeway right of way.

The long term goal is to provide a safe and convenient non-freeway route for bicycle travel.

1003.5 Multipurpose Trails

In some instances, it may be appropriate for agencies to develop multipurpose trails - for hikers, joggers, equestrians, bicyclists, etc. Many of these trails will not be paved and will not meet the standards for Class I bikeways. As such, these facilities should not be signed as bikeways. Rather, they should be designated as multipurpose trails (or similar designation), along with regulatory signing to restrict motor vehicles, as appropriate.

If multipurpose trails are primarily to serve bicycle travel, they should be developed in accordance with standards for Class I bikeways. In general, multipurpose trails are not recommended as high speed transportation facilities for bicyclists because of conflicts between bicyclists and pedestrians. Wherever possible, separate bicycle and pedestrian paths should be provided. If this is not feasible, additional width, signing and pavement markings should be used to minimize conflicts.

It is undesirable to mix mopeds and bicycles on the same facility. In general, mopeds should not be allowed on multipurpose trails because of conflicts with slower moving bicyclists and pedestrians. In some cases where an alternate route for mopeds does not exist, additional width, signing, and pavement markings should be used to minimize conflicts. Increased patrolling by law enforcement personnel is also recommended to enforce speed limits and other rules of the road.

It is usually not desirable to mix horses and bicycle traffic on the same multipurpose trail. Bicyclists are often not aware of the need for slower speeds and additional operating space near horses. Horses

can be startled easily and may be unpredictable if they perceive approaching bicyclists as a danger. In addition, pavement requirements for safe bicycle travel are not suitable for horses. For these reasons, a bridle trail separate from the multipurpose trail is recommended wherever possible.

1003.6 Miscellaneous Bikeway Criteria

The following are miscellaneous bikeway criteria which should be followed to the extent pertinent to Class I, II and III bikeways. Some, by their very nature, will not apply to all classes of bikeway. Many of the criteria are important to consider on any highway where bicycle travel is expected, without regard to whether or not bikeways are established.

(1) *Bridges.* Bikeways on highway bridges must be carefully coordinated with approach bikeways to make sure that all elements are compatible. For example, bicycle traffic bound in opposite directions is best accommodated by bike lanes on each side of a highway. In such cases, a two-way bike path on one side of a bridge would normally be inappropriate, as one direction of bicycle traffic would be required to cross the highway at grade twice to get to and from the bridge bike path. Because of the inconvenience, many bicyclists will be encouraged to ride on the wrong side of the highway beyond the bridge termini.

The following criteria apply to a two-way bike path on one side of a highway bridge:

- (a) The bikeway approach to the bridge should be by way of a separate two-way facility for the reason explained above.
- (b) **A physical separation, such as a chain link fence or railing, shall be provided to offset the adverse effects of having bicycles traveling against motor vehicle traffic.** The physical separation should be designed to minimize fixed end hazards to motor vehicles and if the bridge is an interchange structure, to minimize sight distance restrictions at ramp intersections.

It is recommended that bikeway bridge railings or fences placed between traffic lanes and bikeways be at least 54 inches high to

minimize the likelihood of bicyclists falling over the railings. Standard bridge railings which are lower than 46 inches can be retrofitted with lightweight upper railings or chain link fence suitable to restrain bicyclists. See Index 208.10(6) for guidance regarding bicycle railing on bridges.

Separate highway overcrossing structures for bikeway traffic shall conform to Department standard pedestrian overcrossing design loading. The minimum clear width shall be the paved width of the approach bikeway but not less than 8 feet. If pedestrians are to use the structure, additional width is recommended.

- (2) *Surface Quality.* The surface to be used by bicyclists should be smooth, free of potholes, and the pavement edge uniform. For rideability on new construction, the finished surface of bikeways should not vary more than ¼ inch from the lower edge of an 8-foot long straight edge when laid on the surface in any direction.

Table 1003.6 indicates the recommended bikeway surface tolerances for Class II and III bikeways developed on existing streets to minimize the potential for causing bicyclists to lose control of their bicycle (Note: Stricter tolerances should be achieved on new bikeway construction.) Shoulder rumble strips are not suitable as a riding surface for bicycles. See the MUTCD and California Supplement, Chapter 3B for additional information regarding rumble strip design considerations for bicycles.

- (3) *Drainage Grates, Manhole Covers, and Driveways.* Drainage inlet grates, manhole covers, etc., on bikeways should be designed and installed in a manner that provides an adequate surface for bicyclists. They should be maintained flush with the surface when resurfacing.

Caltrans Bikeway Classification Overview

Description

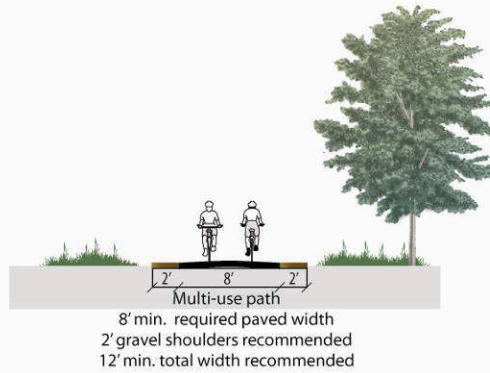
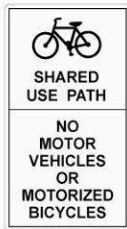
Caltrans has defined three types of bikeways in Chapter 1000 of the Highway Design Manual: Class I, Class II, and Class III. Minimum and recommended standards for each of these bikeway classifications are shown below. Fairfax to San Rafael Cross Marin Bikeway project area includes segments of all three types of bikeways described below.

Illustrative Graphic

CLASS I

Multi-Use Path

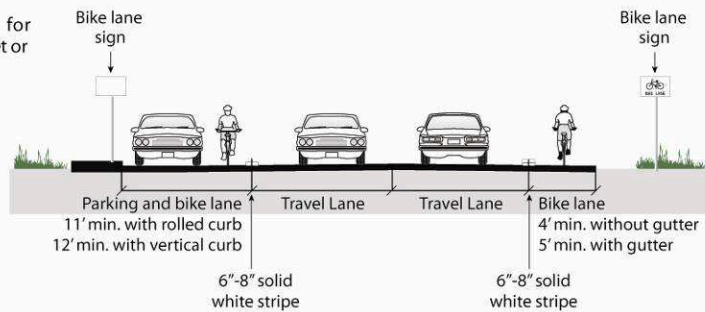
Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow minimized.



CLASS II

Bike Lane

Provides a striped lane for one-way bike travel on a street or highway.

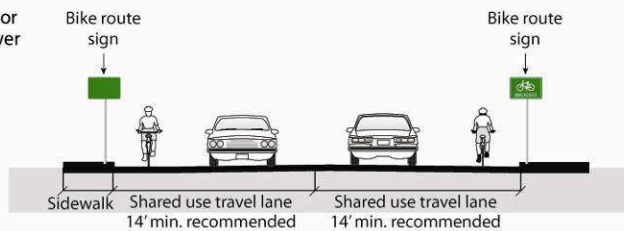


CLASS III

Bike Route

Signed Shared Roadway

Provides for shared use with pedestrian or motor vehicle traffic, typically on lower volume roadways.



Separated Class II Bike Lane (Cycletrack)

Description

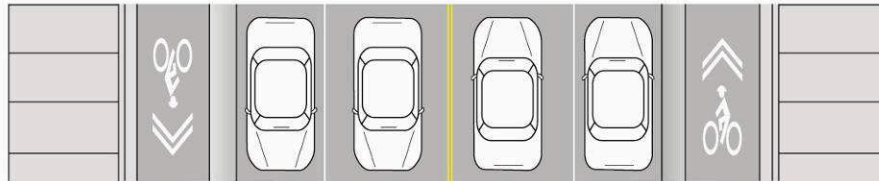
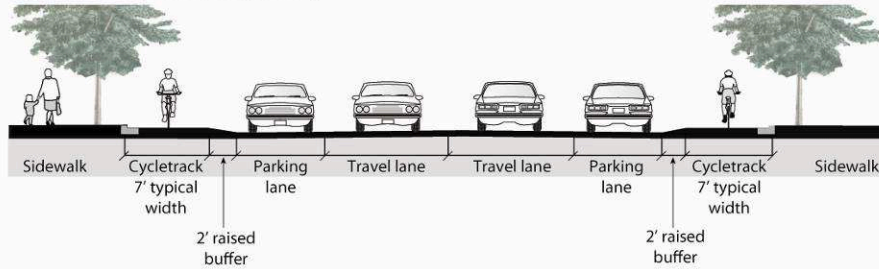
Cycletracks combine the user experience of a separated path with the on-street infrastructure of a bike lane. They are separated from vehicle traffic lanes, parking lanes and sidewalks and provide space exclusively for bicyclists. When on-street parking is available, cycletracks are located on the outside of the parking lane.

Illustrative Graphic

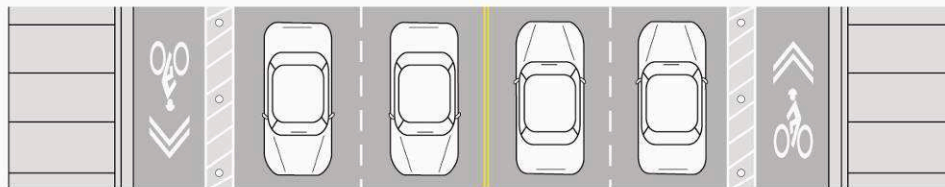
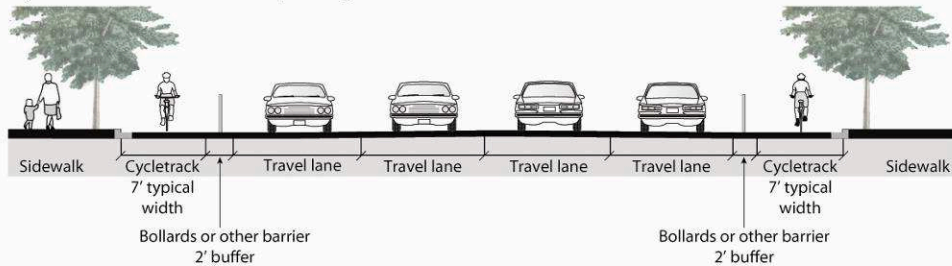
Cycletrack

Provides a separated path for one-way bike travel adjacent to a street or highway

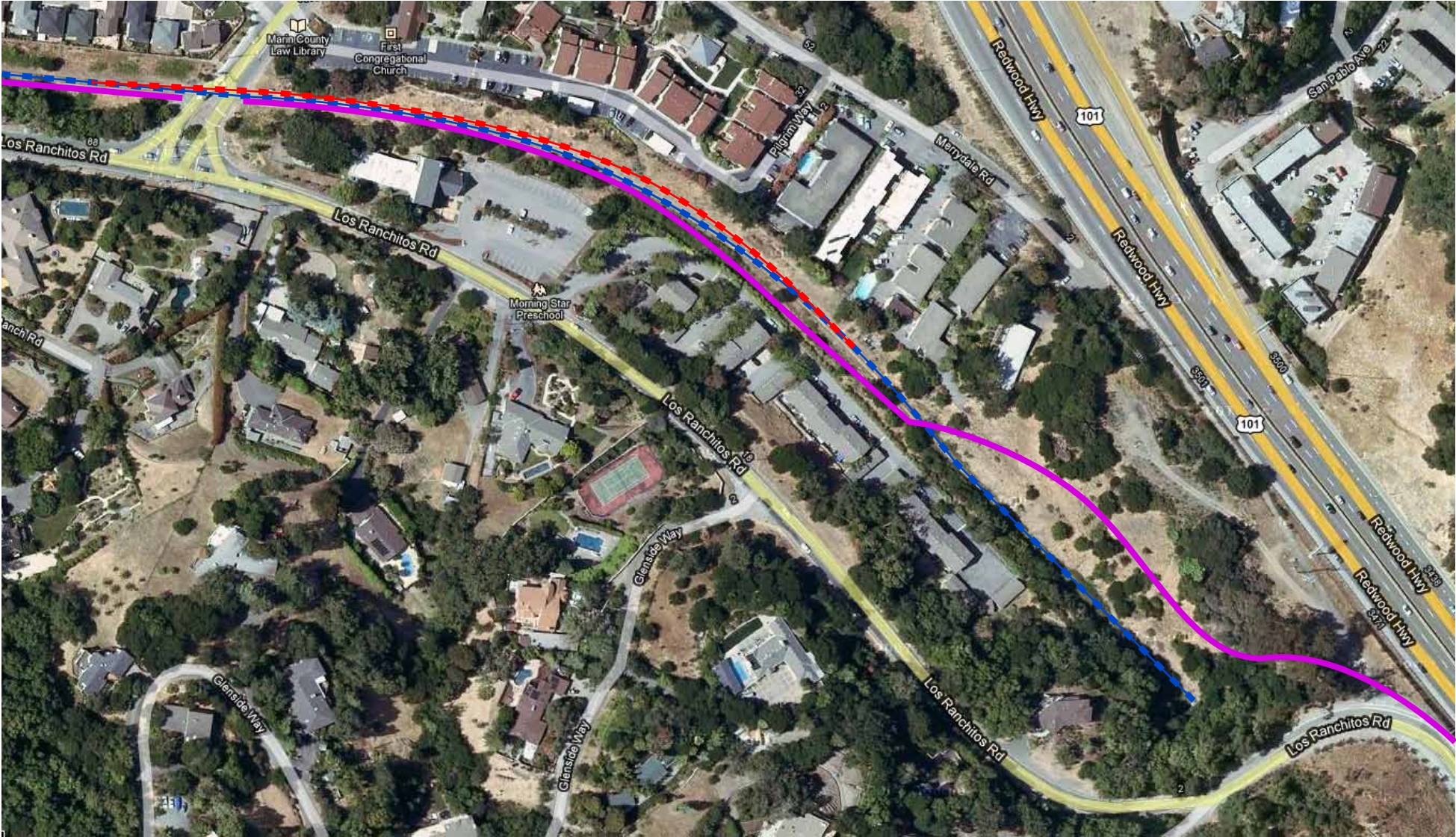
Cycletrack with on-street parking



Cycletrack without on-street parking



Segment 2: Top of Puerto Suello Hill to North San Pedro Road (Approximately MP18.4 to 18.7)



— North-South Greenway

- - - Current Track Alignment

- - - Recommended Track Re-alignment

Top of Puerto Suello Hill to North San Pedro Road (Approximately MP 18.4 to 18.7)
“Segment 2”:

TAM has stated on numerous occasions that this segment is important for families and inexperienced riders, including children who cannot use the Class II facilities on Los Ranchitos or the Merrydale passage. As well, the Merrydale passage routes pedestrians and cyclists through a major freeway interchange at the bottom of Merrydale Avenue at North San Pedro Road.

The slope of the MUP from the top of Puerto Suello Hill may require a switchback(s). On a field visit with SMART engineers there was an alternative to include a grade-separated railway crossing where the pathway would cross over the right-of-way to the west side of the rail, to avoid the steep slope at the base of the north side of Puerto Suello Hill. To get to the spot on the east side of Puerto Suello Hill at the estimated place where such an overcrossing would start, there appears to be an old road running down the North West side of Puerto Suello Hill. Further, on the west side where the path would land there is an elevated area that is flat on the western side of the tracks. There appears to be enough space in the ROW on the west side of the tracks after such a crossing, which would be approximately 10 feet-20 feet higher than the rail bed until approximately 450 feet from North San Pedro Road. The rail would have to be moved to the east in this section and retaining walls built in the last 450 feet of the section. **The suggested rail line movement is shown in a map attachment to accommodate the path here.** The overhead crossing alternative brings the SMART Pathway to the west side of the tracks at North San Pedro Road. This is optimal because it eliminates a SMART Pathway crossing of the tracks and puts the SMART Pathway into a nice and newly refurbished intersection for crossing North San Pedro Road. The North South Greenway (the SMART Pathway) continues after crossing North San Pedro on the west side of the tracks.

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166 Greenwood Avenue
 San Rafael, CA 94901

415.457.7656

August 9, 2012

San Rafael City Council
 City Hall
 1400 5th Avenue
 San Rafael, CA 94901

Honorable Mayor and Council Members,

Sustainable San Rafael has been pleased to participate in the City's planning for the Civic Center SMART Station Area. We feel the resulting draft Plan ably embraces the goals of sustainability and transit-oriented development, which are necessary both for reducing carbon pollution and for creating a more livable community. The brevity of our comments below reflects the well thought-out quality of the Plan, and we appreciate the efforts of all concerned.

Heights and Density – SSR strongly supports the heights and densities in the Plan, especially the increases immediately south of the SMART station. The suggested changes are consistent with the original intent of designating this area as a Preferred Development Area, providing increased densities in tandem with increased transit. The changes accomplish important implementation actions specified in the City's Climate Change Action Plan, consistent with SB 375 and the Sustainable Communities Strategies. They also make good common sense, backed by a lengthy planning process, increasing the range of housing options in our community, reducing car dependence, and animating the station area with more activity.

That said, the successful application of the new zoning will depend upon good architectural design, coupled with robust public improvements such as the proposed "complete street" treatment of Merrydale and natural enhancements of Las Gallinas Creek. The Plan suggests design guidelines for this area, which will go a long way towards calming the understandable concerns of residents of Rafael Meadows that additional development be appropriately scaled, detailed and buffered in relation to existing neighborhoods.

The fact that 3-story apartments already exist in the area gives us confidence that the single additional story included in the Plan just south of the station and along Redwood Avenue can achieve these objectives—especially with sensitive oversight by the Design Review Board and the Planning Commission. We ask that the Council retain this option for further consideration during the Plan implementation process, weighing the interests of the entire San Rafael community in receiving the full benefit of our sizable public investment in SMART.

Public Spaces – There is a notable absence of public spaces in the Plan. A park-like area or plaza for community gathering in the immediate vicinity of the SMART Station would create a focal point, as well as increased public identity and amenity, easing the perception of increased densities. Such a space would also reinforce the concept of a transit village, anchored by the station and connected to the larger community by the convergence of thematically-landscaped multi-use pathways along the North San Rafael Promenade, SMART right-of-way and “complete street” treatment of Merrydale. Such a network of public spaces is key to reclaiming this auto-dominated landscape for human use and establishing a strong community identity throughout the area.

Sea Level Rise – The Plan defers the very real fact of sea level rise to a reference in the CCAP to “monitor sea level rise.” This is inadequate. Planning for this area needs to consider both long and short-term inevitabilities, including increased flooding and the potential maintenance costs of levees. These concerns should be clearly noted in the body of the Plan.

SSR urges the Council to accept the Plan as presented, and to charge City staff with undertaking a vigorous implementation process to address the concerns noted above and to assure that zoning and other changes can be in place before the first trains arrive.

We commend the CAC, City staff and consultants, and other advocacy groups who have participated in this process over the last two years and provided valuable insights in fashioning this vision for North San Rafael.

Sincerely,

Jerry Belletto,
SSR Secretary

LEAGUE OF WOMEN VOTERS OF MARIN COUNTY
4340 Redwood Highway, Suite F-108
San Rafael, CA 94903

August 16, 2012

Mayor Gary Phillips and City Council Members
City of San Rafael
1400 Fifth Ave.
San Rafael, CA 94901

RE: Civic Center Station Area Plan

Dear Mayor Phillips and Council Members:

For the past two years members of the Civic Center Station Area Plan have worked to create a vision for the area around the SMART station in North San Rafael. Their charge was to create a Transit Oriented Development to support ridership on the SMART system.

It appears that most of the opposition to the completed plan is based on height and density. The fact is that the number of units included in the Area Plan is no greater than the number of housing units in the current General Plan. They are wisely focused around the SMART station.

The League supports the plan for several reasons:

1. The plan is pedestrian-oriented, with improved sidewalks, bike lanes, and complete streets, enhancing connectivity.
2. The proposed housing is generally within walking distance of the train as well as 10,000 jobs, therefore greatly reducing the number of car trips of those living there.
3. Height limits have already been established. The current limit on Merrydale is three stories. The Embassy Suites Hotel is five stories. The range of heights encompassed by the plan, combined with good design, will actually improve the look of the area.
4. The plan will create more much-needed housing for the people who work in San Rafael, such as retail, restaurant and health care workers.
5. Some density and height are needed in order to achieve affordability in multi-family housing. Transit Oriented Development can benefit from good design and be an asset to the community.
6. San Rafael's demographics have changed, and, in spite of housing prices coming down, there are many San Rafael workers who still cannot afford to buy a house. They must rent, and affordable rentals are currently in short supply.

We know the Council will need to move forward with more studies. None of this development will happen overnight, or even in the next few years. There will be further study of land use in the area for the General Plan. We urge you to accept the Area Plan submitted to you and to acknowledge the difficult assignment carried out by the committee.

Sincerely,

Margy Eller, President

August 16, 2012

Mayor Gary Phillips and City Council
City of San Rafael
1400 Fifth Avenue
San Rafael, CA 94915

Re: SMART Station Area Development

Dear Mayor Phillips and Council Members:

On behalf of the San Rafael Chamber of Commerce Board of Directors we are writing to request your consideration of our local economic impacts when reviewing the upcoming SMART station area development recommendations from the Advisory Committee. The San Rafael Chamber applauds efforts of the city appointed advisory committee for their extensive work and outreach in the community.

Without question the SMART train is coming to Marin County in the near future. We urge the City of San Rafael to do all that you can to make the project a long term economic success. The San Rafael Chamber believes it is in our community's best interest to have a successful program. This success will encourage regional transportation agencies add their financial support of SMART in the future.

Maximizing public transit will benefit our community, employers and our area workforce. Adding density and flexibility around the planning of the areas surrounding the SMART stations will increase the likelihood of long-term success for SMART.

In conclusion, the San Rafael Chamber believes it is important to remember the needs of our area employers and workforce as our community looks to make SMART a success San Rafael and all of Marin County. The San Rafael Chamber currently represents more than 575 businesses with over 12,000 employees.

Sincerely,



Rick Wells
President and CEO

cc: Chamber Board of Directors
City Manager and City Staff



www.marinbike.org

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733 Center Blvd.

Fairfax, CA 94930

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James Sievert

Safe Routes Instructor

and Instructor

Frances E. Barbour

Safe Routes Instructor

August 20, 2012

Rebecca Woodbury
Management Analyst
City of San Rafael
P.O. Box 151560
1400 Fifth Avenue, Room 203
San Rafael, CA 94915-1560

Subject: Final Civic Center SMART Station Area Plan

Dear Ms. Woodbury:

The Marin County Bicycle Coalition (MCBC) would like to express our support for City Council approval of the Final Civic Center SMART Station Area Plan (SAP). It's our opinion that the Final SAP successfully addresses the safety and circulation needs of existing and future cyclists within the SMART Station Planning Area by identifying existing gaps and deficiencies in the multi-modal infrastructure and by presenting a range of opportunities (both short and longer term) to address these concerns. In addition, the SAP takes into consideration the relationship between the existing and planned multi-modal facilities both within and adjacent to the SMART Station Planning Area and how these facilities may best connect, thus helping to ensure the elimination of critical safety gaps within the bicycle/pedestrian infrastructure and helping to facilitate maximum bicycle/pedestrian facilities usage.

The Final SAP provides options for the increased safety, comfort and convenience of cyclists accessing the Civic Center SMART Station, as well as the Civic Center, and for those utilizing the North-South Greenway through northern San Rafael. Through the SAP's inclusion of both potential short-term facility improvements and longer-term community "desired" improvements (as referred to in the SAP), the Plan best provides for the ultimate safe, user-friendly bicycle/pedestrian environment, which will serve to entice more people to walk or bike to the Station and throughout the Station Area.

MCBC urges the City Council to accept the SAP as presented.

Sincerely,

Alisha Oloughlin, Planning Director
Marin County Bicycle Coalition
P.O. Box 1115
Fairfax, CA 94978

HEALTH EFFECTS OF LIVING ADJACENT TO A MAJOR FREEWAY

My name is Dr Bari Levinson, and I am a member of the Quiet and Safe San Rafael Coalition. I would like to address the health issues related to high density housing proposed around the civic center station.

I am a physician at Kaiser in Terra Linda. I am a chemical engineer by training and worked for Chevron in the research department, then in several biotech companies developing medical devices and drug delivery systems. I then made a career change to medicine, attending Duke University Medical School, and am now happily employed in my final career as an adult primary care physician for Kaiser.

As a physician and chemical engineer, I feel that I am well qualified to speak on the health effects of building high density housing adjacent to the 101 freeway as is outlined by the Civic Center Station Area Plan Advisory Committee.

There have been many studies by major universities and government agencies on the health effects of living close to freeways. I will summarize the major health effect findings:

- Mothers living within 1000 feet of a freeway had children that are twice as likely to develop autism
- In a longitudinal study from Columbia from 1998 to 2009, children exposed prenatally to high exhaust levels had a lower IQ at age 5, and had more anxiety, depression, and attention deficit by age 7
- Children and adults living close to areas of high car emissions have higher incidences of asthma and bronchitis, and have higher utilization of emergency rooms, hospitals and clinics for these health issues
- Children living in areas affected by high emissions score more poorly on intelligence testing, and are more prone to depression, anxiety and attention problems.
- Adults living near freeways have a higher incidence of heart attack, stroke and premature death
- Older people exposed to higher level of traffic related particulate matter and ozone show problems with memory and reasoning that may add 5 years to their effective age. There may be increased risk of neurodegenerative diseases such as Alzheimers and Parkinsons disease

To quote Jonathan Levy, associate professor of environmental health at Harvard School of Public Health:

“Within 100-200 meters of a major road is where you’ll find elevated levels of major pollutants including soot and nitrogen oxide. These pollutants cause chronic respiratory problems as well as being linked to heart attacks, strokes, high blood pressure, breast and lung cancer, leukemia and preterm birth”

So in summary, living close to a freeway is simply bad for your health. I am particularly concerned with the housing sites planned near the east side of the freeway in the Plan, and along Merrydale road on the west side. All these sites are within 400 feet, or 140 meters of 101, in the high risk zone.

I would strongly encourage you to consider the health of the future residents of any new housing, and avoid rezoning of these particular sites for residential development.

101 to Autodesk : 300 ft = 100 meters

101 to Merrydale: 420 ft = 140 meters

101 to Rite Aid: 1300 ft = 450 meters

Mayor Phillips and Council members thank you for taking my statement.
I live within a 1/2 mile of the Civic Center SMART station, on Jefferson Ave.

We cannot continue down the road of only using private cars. My hope for the future is a public transportation system in Marin that connects us with the rest of the Bay Area.

A large portion of our residents leave Marin for work and nearly 60% of those who work here travel from outside our county. In most of California nearly 40% of greenhouse gas emissions come from cars and light trucks (SUV's). In Marin it is over 60%. That is the fact of our unsustainable lifestyle. A SMART transportation hub with multiple modes of transportation, and affordable housing so those who work here can also live here. These are great steps towards a solution.

In pessimistic moments I fear that we will continue our pattern of development by bulldozing more green fields. Agricultural land and natural habitats will become urban sprawl. Our history is for that sprawl to be somewhere other than in Marin.

Many critics of public transportation say that Marin will not use it. I take that not as a statement about the character of those who live here as much as it is a statement of our ineffective planning. This resolution attempts to correct these conditions.

200,000 people, eighty percent of Marin, are pressed against our eastern bay shoreline along the 101 corridor. We don't need a science degree to know that our climate is changing and warming our planet. Ice is disappearing at an alarming rate and sea level rise is hastening. Here is the motivation behind California's new environmental laws. Reduce greenhouse gas emissions and mitigate sea level rise. We are a coastal state. As the ice melts how will those of us who live around the San Francisco Bay adapt?

What we build, our homes and workplaces and the infrastructure that supports us will determine how we move into the future. This Civic Center Plan is a balanced approach for public transportation and affordable housing with sufficient density to support it. The plan calls for considerations for those who live nearby. It is important that what is built works for them and for the broader community. We must be able to repeat this elsewhere in Marin and reduce our need to drive. I support the stepped 4-3-2 building massing plan, from 4 stories along the Redwood Highway frontage to 2 stories for the single family homes in Rafael Meadows.

Dan Monte, 33 Jefferson Ave, SR,
707-393-1948

ROBERT M. CHILVERS

August 20, 2012

To the San Rafael City Council

Dear Council Members,

Marin County is a very special place. We all appreciate its open space, broad vistas, respect for wildlife habitat and low density housing. We are all fortunate to live here. But what makes Marin special is once again under threat.

Every several years someone proposes a large housing development in Marin County. Fifty years ago it was Marincello in the Headlands, then it was Point Reyes, more recently there have been pushes to build housing on the St. Vincent's and Silveira properties. Now it is the Civic Center train station area. Up until now, the citizens of Marin and their elected representatives have been able to stop these ill-conceived developments and preserve the culture and traditions of our beautiful county.

One of the main reasons the SMART train was approved by the voters was to reduce the traffic on Highway 101, which is already bad, and getting worse. The members of the Advisory Committee apparently overlooked this fact, as their proposal would only aggravate the traffic problems. The traffic mess during the Marin County Fair and all of the other activities at the fairgrounds and the auditorium throughout the year would also be significantly worse. The Advisory Committee also failed to consider where the proposed units would get their water. Those of us who lived through the drought realize just how fragile our water supply is. The proposed development would also block view corridors, increase noise, and destroy wildlife habitat.

Today the citizens and officials who defeated the Marincello project are rightly recognized as heroes. I hope that you would not want *your* legacy to be that you were members of the Council that gave the green light to build this cluster of high density housing projects in a neighborhood that is currently comprised of single family homes surrounded by open space and a few office buildings. I urge you to have the courage to stand up to ABAG and the other pro-development forces that are trying to chip away at the unique character of Marin.

Very truly yours,



Robert M. Chilvers

August 20th,2012

Good evening, I am Dr. Jonathan Artz:

As an advocate for a Quiet and Safe San Rafael, my focus has been to understand the implications of more chronic noise levels in our community as a result of the potential construction and development of the Train Station and SMART train itself . Our Civic Center corridor already has a high level of traffic and congestion given the notorious reputation of Freitas Parkway and it's distinction as the busiest intersection in Marin County based on CalTrans data. But, if new housing, parking and commercial developments are placed in the immediate vicinity of the SMART Train station, there will be dramatically increased and sustained noise levels which would be a major change in the daily character and nature of the ambient sound levels of our rather bucolic neighborhood environment. For several decades the home and condominium owners in the Gallinas Valley have experienced a solitude and unique quietness which likely influenced and provoked Mr. Frank Lloyd Wright's desire in creating the now famous and historic Civic Center property, a unique landscape of low density structures which is expected to attain stature next year as a UNESCO World Heritage site . It is why so most of us chose to buy or rent homes or condos in this specific area of San Rafael. I am asking you the City Council to help us keep our community in the Gallinas Valley quiet (or as quiet as possible).

With the City Council's assistance, we are currently in a very fortunate position to prevent further sound disturbance from the future SMART train's horn (up to 110 decibel or equivalent to a Rock Concert volume) and causing thousands of Northern San Rafael home and condominium owners to be awoken every morning as early as 5:30am by enacting QUIET ZONES. The actual train horn sound level a person will experience relates to the distance from the train, but there is expected to be a horn echoing effect as well, given the physical density of nearby structures and the circumstances of blowing a horn in a valley background for up to 15-20 seconds nearly continuously approaching a road crossing. In a most recent Marin Independent Journal front page article last week, Farhad Mansorian, the General Manager of SMART was quoted to say the term "quiet zone" is a misnomer. This is because bells and whistles still need to

be sounded at rail road crossings and he added "If I had it my way it would be called a 'no horn' zone because it's by no means quiet."

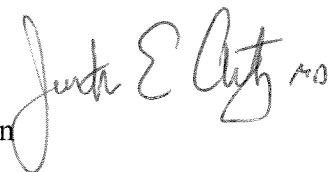
In this same article, and with the Honorable Mayor Phillips' backing as a member of the SMART Board, money has been dedicated on SMART's behalf to cover the entire cost of mitigating the public road crossings in Northern San Rafael. We as a community are now eager and ready to create these no 'horn zones' (Quiet Zones) with the council's help and support in moving the process forwards. Without these Quiet zone designations, the reality of a very loud horn sounding every 30 minutes throughout the day from very early in the morning (before most people usually awaken for work or school) until mid evening will be a staple of the daily life in our community. From a public health point of view and given my understanding of brain functioning as a board certified clinical neurophysiologist and neurologist, I can affirm there could easily be longer term effects on job or school performance due to slowing in brain processing and reductions in concentration and overall mental clarity from the effects of chronic sleep deprivation related to train horn associated early morning awakenings. I feel it's absolutely essential the appropriate documents are processed for formal Quiet Zone designation status. I trust the City Council will do the right thing in this circumstance.

I appreciate your time; thank you.

Jonathan Artz, MD

Homeowner, Vista Marin

San Rafael, California

A handwritten signature in cursive script that reads "Jonathan Artz MD". The signature is written in dark ink and is positioned to the right of the typed name.

August 20, 2012

Good evening Mayor Phillips and Council members:

I appreciate the opportunity to address the City Council. My name is Lea Ann Bernick. I am here to respond specifically to the high density housing recommendations of the Civic Station Area Plan.

First, I want to acknowledge the work of the committee members and staff for their good efforts and intentions. Additionally, I would like to underscore that we are all aware and sensitive to the State's/ABAG mandated affordable housing figures and associated pressures being placed upon this and many other municipalities.

The neighbors, voters and taxpayers most directly impacted by this Plan have had many deliberations and concluded that PARTS of the plan need modification. I am here to explain that request, and we realize that the **plan is a broad brush vision document**, and there are many steps ahead. We are strongly asking that you **incorporate** our alternative into the current proposal. This is an adjustment to one part of the plan you are reviewing, not a major alteration.

After many meetings, we have come to a consensus re: the new housing recommendations. Please know, that I am unaware of anyone who objects to affordable housing. Most of our neighborhoods currently **have** affordable housing units integrated into them. The issue is about placement. Our modification request is simple: On the No change alternative MAP (HOLD UP) in your agenda packets we are supporting that any new high density housing units be built on the WEST side of highway 101 and no higher than 3-4 stories. (Thus the blue sections of this map which are currently commercial entities that increase the city's revenue should NOT be considered for re-zoning nor any additional housing alternative in this vicinity). There are many reasons for this, which other's behind me will speak to. But briefly,

-Placing our citizens up against the noise and carbon dioxide living next to a major freeway is not a housing option I think that any of us would choose. The EAST side areas noted on the No Change Alternative Map place citizens further away. In addition, important services such as food, bus, shopping, etc are located in very near proximity to the Plan's proposed areas on the WEST side. City staff have informed me that **both** Green Belt Alliance and the Marin Environmental Housing Collaborative are in support of this same concept design.

Furthermore, additional development on the WEST side in the Northgate Mall I and II vicinity leverage the \$700,000 upgrade dollars recently invested on these properties. In speaking with the our neighbors in San Rafael Meadows, **they are not opposed** to new housing on Merrydale Road, but simply asking that the height be maintained to THREE stories.

I am requesting on behalf of many neighborhoods to please PAUSE in your vote tonight, and meet with a small group of us to consider and discuss this minor adjustment to the existing plan. Following that, the Council could revisit this at the next Council meeting. I am submitting this testimony and our alternative plan map for the record.

Thank you very much,



Lea Ann Bernick

Homeowner, North San Rafael

RICHARD'S HALL'S PRESENTATION TO CITY OF SAN RAFAEL COUNCIL, 20TH AUGUST 2012

Mayor, Councilors & staff thank you for your time. You can see many of us here wearing buttons. My name is Richard Hall, I represent Quiet and Safe San Rafael, an organization representing the views of residents spanning 7 neighborhoods and we estimate over 3,000 city of San Rafael voters. I am also the former HOA President of Vista Marin. Mayor, Councilors, thank you for your time.

Handwritten notes:
 3 weeks under \$100 to make all the neighborhood next 20 to 5

Sept 16th 2010

I work in one of those hot tub buildings. Looking to fight.

1) Committee Process Ineffective:

A good outcome is dependent on good process.

a) Poorly communicated due to problems in out-reach methods (HOA's not reached, letters never received, letters sent to the wrong address).

Other HOAs ~~didn't~~ had less contact.

(Confusing messages - see PPT change)

b) Confusing and misleading title - "Station Area Plan" - many interpreted this to mean the SMART STATION building design as Measure Q (SMART). The title has no mention of any type of housing proposals within it. There was no expectation of significant additional building or re-zoning.

Only 1 month ago when the draft plan was first published was the radical reality + impact made clear

c) Concerns Dismissed

Those neighbors most impacted by the plan that did come with regularity felt that their concerns were mostly dismissed and that their voices were not heard (HISTOGRAM)

via the draft Excludes the last meeting's comments.

d) A Recommendation Often Contradicting Resident's Input

When resident's first learned the outcome including recommendations that did not incorporate their input but contradicted it they were shocked and felt that they had not been effectively represented.

They lost trust in the committee's ability to represent them, and in the process. We are looking to our elected politicians tonight to restore this trust by ensuring they incorporate the views of those they represent.

the current plan the plan

e) Change Management

I would like to make mention of the core tenants of change management employed by almost every private and public sector in our society. This well studied and practiced process stands on the principle that... "...those most affected by the proposed change should be among those most involved in bringing it about" (Rebecca Hirschfield, Strategies for Managing Change, 1999, p. 3).

Bringing those most affected and potentially resistant to the table to create 2 outcomes:

- 1) *involvement*, which often creates the best result as people nearest to the proposed "change" can have invaluable inputs and often be your best change agents, and
- 2) *buy in* - which is critical for the change to work effectively. With all due respect adopting this practice could have created less confusion, upset and a better capacity to embrace this project.

2) Quiet and Safe San Rafael

Quiet and Safe San Rafael was born out of this. We represent residents from over 7 neighborhoods and an estimated 3,000 or more city of San Rafael voters in the immediate vicinity to Civic Center Station.

3) Another speaker will be present our alternative proposal. for a modification to the committee plan

4) We are requesting the following to be included

...as future actions by the City in relation to this plan.

- a) Traffic Study
- b) Environmental Impact Study
- c) Community Impact Study
- d) Study on impact on fire and police services including consideration of response times and increased costs.

Summary:

Thank you for your time. Voters from across 7 neighborhoods are here as they are truly questioning their trust in the system and their elected representatives.

Together we ask that you PAUSE the process commenced by the planning committee and consider our alternate proposal which progresses. We ask that you DO NOT accept this plan as it is today. We look for you to rectify and address our concerns in this plan going forward and to restore our trust in the system and our representatives.

NEW HAND INK PETITION

San Rafael Meadows Improvement Association



August 6, 2012

San Rafael City Council
City of San Rafael
1400 Fifth Avenue
P.O. Box 151560
San Rafael, CA 94915-1560

Re: Civic Center Station Area Plan

Dear Mayor Philips and Council Members Connolly, Heller, Levine, and McCullough,

The San Rafael Meadows Improvement Association (SRMIA) is submitting to you the attached petition from our neighborhood expressing those elements of the Civic Center Station Area Plan that we hope you will ensure are included in the Plan.

Representatives from San Rafael Meadows have participated in the two year long process of developing the Civic Center Station Area Plan. We have attended most of the Advisory Committee meetings, submitted written comments on the draft plan, and presented the points in our petition to the Advisory Committee. Despite being engaged in this process, our concerns expressed in this petition have not been embraced by the Advisory Committee.

We now turn to you to finalize the Plan with these concerns incorporated into the Plan. Our primary concerns are building heights, parking, and access through our neighborhood, as expressed in our petition. Thank you for your consideration of our public input in this process.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Urquhart". The signature is fluid and cursive, with a long horizontal stroke at the end.

Scott Urquhart,
SRMIA President

cc: Paul Jensen, Community Development Director
encl.

SMART Civic Center Station

487

Northgate Storage

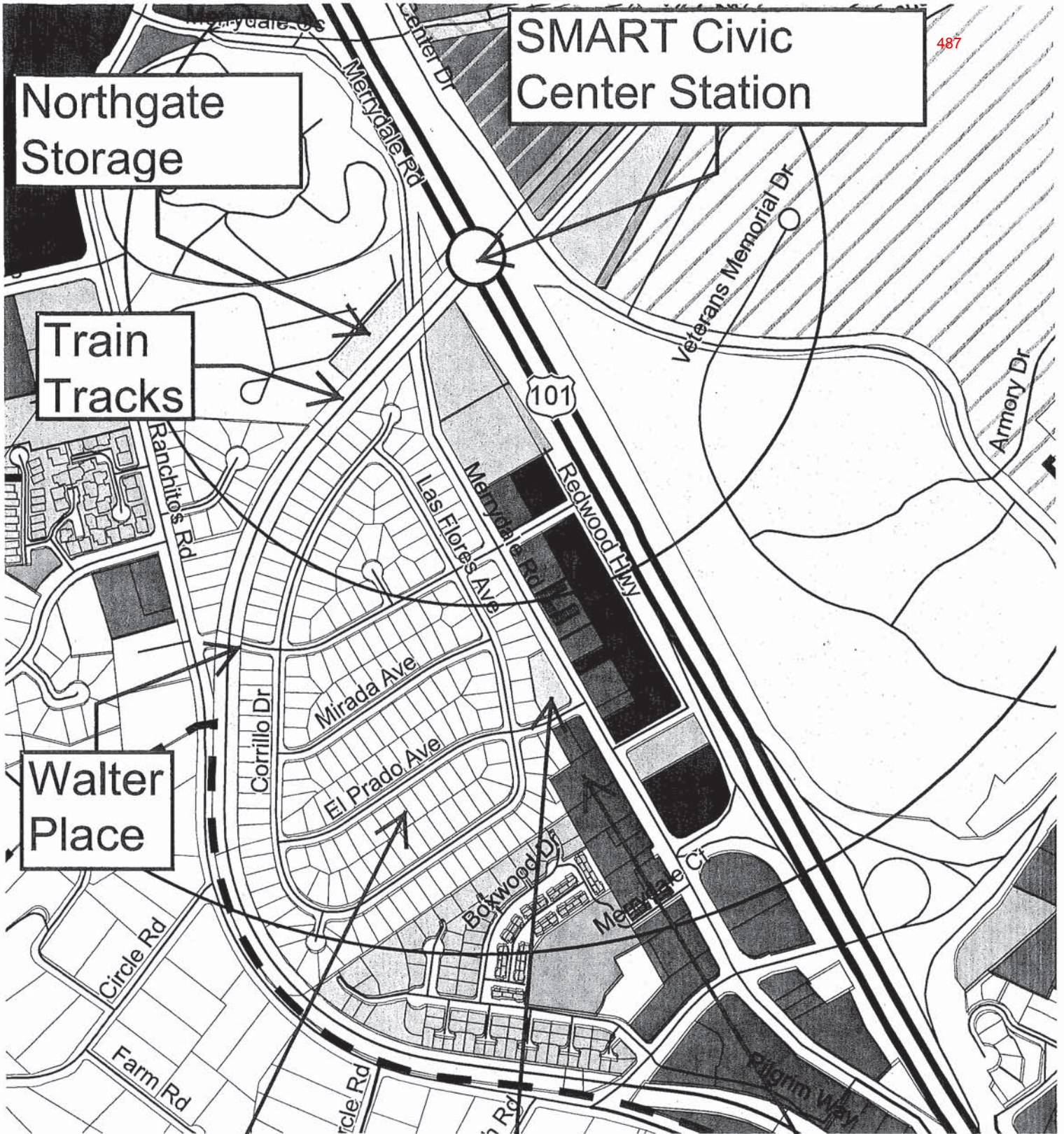
Train Tracks

Walter Place

San Rafael Meadows

Dandy Market

Casa de Rafael



PETITION FOR THE CIVIC CENTER STATION AREA PLAN

To: Civic Center Station Area Plan Advisory Committee and San Rafael City Counsel

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- These building height limits should not be exceeded by any concessions to accommodate affordable housing.
- Parcels along Merrydale Road and Redwood Highway should provide parking for SMART users.
- Specifically state no vehicular crossing of the train tracks at Merrydale Road or Walter Place.

NAME (Print)	ADDRESS	SIGNATURE
Gregory Andrew	213 Las Colinas Ave	<i>Gregory Andrew</i>
Cynthia Hiroshima	220 Mirada Ave	<i>Cynthia Hiroshima</i>
Nancy Young	219 Mirada Ave	<i>Nancy Young</i>
John Collins	222 MIRADA AVE	<i>John Collins</i>
Paul Capasso	217 Mirada Ave	<i>Paul Capasso</i>
LARRY FULTON	215 MIRADA AVE	<i>Larry Fulton</i>
Rena Bottarini	211 MIRADA AVE	<i>Rena Bottarini</i>
Barbara L. Borluso	205 Mirada Ave	<i>Barbara L. Borluso</i>






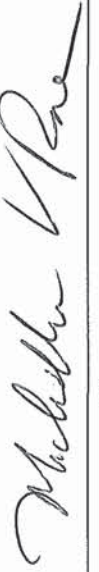


Thank you.

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NAME (Print)	ADDRESS	SIGNATURE
Dail Borrero	205 Mirada ave	
Tony Borrero	205 mirada ave	
BARBARA Reher	213 MIRADA AVE	
Tori Swan son	28 Corvillo Dr	
SKYD WONG	121 MIRADA AVE	
Michelle Rose	4 Las Huertas Ct-	
Steve Mays	4 Las Huertas Ct.	
	106 Cornillo Av	Frank Boehm

Thank you.

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NAME (Print)	ADDRESS	SIGNATURE
Heidi Allgaier	315 Corrallo DR	Heidi Allgaier
Linda Saldaña	105 Las Flores Ave	Linda Saldaña
Kathleen Sullivan	43 Corrallo Drive	Kathleen Sullivan
TIMOTHY J SULLIVAN	43 Corrallo Drive	Timothy J Sullivan
Jean M O'Leary	14 Linda Ave	Jean M O'Leary
Raymond O'Leary	14 Linda Ave	Raymond O'Leary
Lynn Rosso	301 Corrallo Dr	Lynn Rosso
Miguel Dickinson	203 Mirada Avu	Miguel Dickinson

Thank you.

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3
K
X

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NAME (Print)	ADDRESS	SIGNATURE
DAN STEWART	302 CORRILLO	<i>Dan Stewart</i>
KEN LITTLE	327 CORRILLO	<i>Ken Little</i>
ANTON SMITH	402 CORRILLO	<i>Anton Smith</i>
Kathlyn Cook	404 Corriillo	<i>Kathlyn L. Cook</i>
<i>[Signature]</i>	405 Corriillo	<i>Molly Williamson</i>
H. OSBOURN	406 CORRILLO	<i>H. Osborn</i>
A. OSBOURN	406 CORRILLO	<i>A. Osborn</i>
CHRISTELLE BLUTIN	206 EL PRADO AVE	<i>C. Blutin</i>

Thank you.

Charles Davantes

401 Corriillo-

Charles Davantes.

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NAME (Print)	ADDRESS	SIGNATURE
Aaron Piczonka	312 Corriño Dr San Rafael, CA 94903	<i>Aaron Piczonka</i>
Nicole Jones	5 Canada Ct San Rafael, CA 94903	<i>Nicole Jones</i>
Anne Hannon	4 Corriño Dr. San Rafael, CA 94903	<i>Anne Hannon</i>
Bill Fenner	326 Corriño Dr. San Rafael, CA 94903	<i>B</i>
Fawn Yacker	316 Corriño	<i>Fawn Yacker</i>
Barbara Wood	316 Corriño	<i>Barbara Wood</i>
Betty Shea	318 Corriño Dr. SR	<i>Betty Shea</i>
Ed / She	318 Corriño Dr. SR	<i>Ed / She</i>

Thank you.

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NAME (Print)	ADDRESS	SIGNATURE
Gaye Lauenheimer	223 El Prado San Rafael 94903	<i>Gaye Lauenheimer</i>
Barbara Finkel	18 Cornhill	<i>Barbara Finkel</i>
Janet Ward	202 El Prado San Rafael 94903	<i>Janet Ward</i>
James S. Ward	202 EL PRADO AVE	<i>[Signature]</i>
LISA PANINGORO	221 MIRADA AVE 94903	<i>Lisa Paningoro</i>
Janis Leonoudakis	304 LAS FLORES AVE	<i>Janis Leonoudakis</i>
Thym Leonoudakis	304 Las Flores Ave	<i>Thym Leonoudakis</i>
KELLY LOVO BECZONKA	312 Comilla Drive	<i>Kelly Lovo Beczonka</i>



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NAME (Print)	ADDRESS	SIGNATURE
Monique Rotter	326 Carrillo Drive San Rafael, CA 94903	
Isela Apostoloff	24 Conillo Drive San Rafael CA 94903	
Christine Hemkel	302 Las Flores Ave San Rafael CA 94903	Christine Hemkel
Maureen Degnan	307 Las Flores Ave S.R., Ca 94903	Maureen Degnan
Lydia Collins	222 Mirada Ave San Rafael CA 94903	Lydia M. Collins
Gery Jordan	312 Las Flores Ave San Rafael CA 94903	Gery Jordan
Cindy F. Vallely	112 El Prado Ave S.R. CA 94903	Cindy F. Vallely
Ronnie Rotter	213 Mirada Ave S.R. 94903	Ronnie Rotter

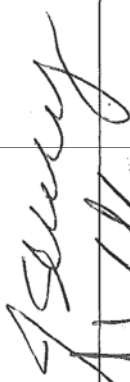





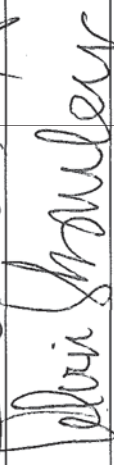

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NAME (Print)	ADDRESS	SIGNATURE
Janet Shinkley	223 Mirada Ave. San Rafael 94903	
Dan Collins	222 Mirada Ave. San Rafael, CA	
Dana Renee Campbell	203 Corrallo Drive San Rafael, CA	
Ken Casey	225 MIRADA AVE SAN RAFAEL CA	
Jenny Casey	225 MIRADA AV SAN RAFAEL CA	
Chris Michot	205 Corrallo Dr	
Awin Bailey	206 Corrallo Dr	
Cathleen Manovi	207 Corrallo Dr. San Rafael, CA 94903	

Thank you.

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NAME (Print)	ADDRESS	SIGNATURE
VICTOR MANOVI	SAN RAFAEL CA 207 ZORRILLO DR 94903	Victor Manovic
Stephanie Tubert	211 Corvillo Dr. San Rafael CA 94903	Stephanie Tubert
Cheryl Johnson	210 Cornwell San Rafael, ca 94903	Cheryl Johnson
A. Sideris	S.R. 219 Las Gallinas 94903	A. Sideris
Reynon Hoso	S.R. 41 Corvillo Dr 94903	Reynon Hoso
Ken Dickinson	223 MIRADA AVE San Rafael CA 94903	Ken Dickinson
PATRICK MORIARTY	215 EL PICADO AVE SAN RAFAEL, CA 94903	Patrick Moriarty
Janis Jackson	215 EL Prado Ave San Rafael, CA 94903	Janis Jackson

Thank you.

PETITION FOR THE CIVIC CENTER STATION AREA PLAN

To: Civic Center Station Area Plan Advisory Committee and San Rafael City Counsel

The residents of San Rafael Meadows respectfully request that the Civic Center Station Area Plan include the following elements to protect the character, privacy, and property values of San Rafael Meadows:

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NAME (Print)	ADDRESS	SIGNATURE
LIGIA ATKINSON	109 Corrallo Drive S.R. Ca. 94903	Ligia Atkinson
Richard Atkinson	109 Corrallo Drive San Rafael, Ca 94903	R.A.
JOHN HUGHES	108-Corrillo Dr SAN RAFAEL 94903	John Hughes
Katherine E. Leonard	107 Corrallo Drive San Rafael, CA 94903	Katherine E. Leonard
James Collie	104 Corrallo Dr San Rafael, CA 94903	James Collie
Mary Collie	104 Corrallo Dr. San Rafael, CA 94903	Mary Collie
TIM & ELIZ	103 Corrallo Dr SAN RAFAEL CA 94903	Tim & Elizabeth
Cynthia Lee	103 Corrallo Dr. San Rafael CA 94903	Cynthia Lee

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NAME (Print)	ADDRESS	SIGNATURE
GREG FAMA	42 CORPILLO	<i>Greg Fama</i>
Linda Rayburn	204 Mirada Ave	<i>Linda Rayburn</i>
MARY JENNINGS	710 MIRADA AVE.	<i>Mary Jennings</i>
Veronica Gondwin	216 EL PRADO AVE	<i>Veronica Gondwin</i>
Kelly Smith	204 EL PRADO AVE	<i>Kelly Smith</i>
James Fenton	204 EL PRADO AVE	<i>James Fenton</i>
Debbie Boruso	203 EL PRADO AVE	<i>Debbie Boruso</i>
<i>Wm</i>	211 EL Prado Ave ST	<i>Wm</i>



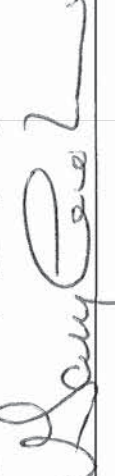


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NAME (Print)	ADDRESS	SIGNATURE
Bev Rathbun	302 Correillo DR, SR	
Shirley Cicero	21 Cornillo DR, SR 94903	Shirley J. Cicero
Scott Urquhart Loree Lee Wilcox Loree Lee Wilcox	218 E1 Prado 218 Murada Ave	Scott Urquhart Loree Lee Wilcox
EDUARDO RATHBUN	302 CORRIILLO DRIVE SR 94903	
GARY CIOLINE	104 Las Flores Ave 94903	
FRED PFEIFER	15 correillo DR	
Loëlle Fama	42 correillo DR	

Thank you.

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NAME (Print)	ADDRESS	SIGNATURE
RONALD J. DERENZO	218 MIRADA AVE.	Ronald J. Derenzo
GRACIA DERENZO	218 Mirada Ave	Gracia Derenzo
JEAN HEDEMARK	30 CORRILLO DRIVE	Jean F. Hedemark
CLAUDE BISHOP	38 CORRALO DR	Claude Bishop
RICH STIRLING	2 CANON CT	Rich Stirling
TERRY WALLING	225 EL PRADO	Terry Walling
MARIE WALLING	229 EL PRADO	Marie C. Walling
SALLY MURPHY	224 EL PRADO AVE	Sally Murphy
Thank you. Phillip L. Murphy	224 EL PRADO AVE	Phillip L. Murphy

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NAME (Print)	ADDRESS	SIGNATURE
WAYNE M. RAYBURN	204 MIRADA AVE SAN RAFAEL CA 94903	Wayne M. Rayburn
SUSAN CIOLINO	104 Las Flores Ave San Rafael CA 94903	Susan K. Ciolino
Patricia Orlando Taylor Patricia Orlando Taylor	1 Cornillo Dr. San Rafael	Patricia Orlando Taylor
J. Taylor	1 Cornillo Dr. S.R	J Taylor
Boy Habenicht	11 Cornillo Dr S.R	Boy Habenicht
Miriam Habenicht	11 Cornillo Dr.	Miriam Habenicht
Tim Fewell	22 Cornillo Dr	Tim Fewell
Barbara Fewell	22 Cornillo Dr	Barbara Fewell





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NAME (Print)	ADDRESS	SIGNATURE
Michelle Baumert	221-El Prado Ave	Michelle Baumert
DWEN BAUMERT	221-EL PRADO AVE	
Jay Morse	33 Corrallo Drive	
Thomas R. & June C. Fleming	20 CORRALLO DR	
Dan Callagher	112 El Prado Ave.	Dan Callagher
ANDY J. GRIMES JR	202 LAS CALLEJAS AV	
KATHERINE E GRIMES	202 LAS POLLINAS AVE	Katherine E Grimes
MARY DONLAN Thank you.	208 MIRADA AVE	Mary J. Donlan

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NAME (Print)	ADDRESS	SIGNATURE
Juanita	202 Mieda Ave.	
CARL TREBNER	201 LAS FLORES AVE	
Jessie Trebner	201 LAS FLORES AVE	
Mallory Anabela	207 Mirada ave	
LISA GERBER	204 MIRADA AVENUE	
JOSE NUÑEZ	203 MIRADA AVE	
Aulison Nunez	203 Mirada Ave	
Jessica Nunez	203 Mirada Ave	

Thank you.
 Boby Tardost
 211 Corralo Dr

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NAME (Print)	ADDRESS	SIGNATURE
WALRAUD H. GRAY	321 CORRILLO SB	<i>Waltraud H. Gray</i>
MARGARET LANSCHKE	319 CORRALLO DR	<i>Margaret Lanschke</i>
Debbie Meyer	317 Corrallo Dr.	<i>Debbie Meyer</i>
Virginia M. Riella	313 Corrallo DR.	<i>Virginia M. Riella</i>
Barbara Wood	316 Carille Dr	<i>Barbara Wood</i>
Francis Grossman	246 El Prado Ave	<i>Francis Grossman</i>
Jennifer Wallace	310 Las Flores Ave	<i>Jennifer Wallace</i>









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NAME (Print)	ADDRESS	SIGNATURE
Dianne Wolfe	108 Las Flores	
Nathalie Wilton	308 Las Flores	
P.M. Sideris	214 Las Gallinas SR	
BRUCIE MELVIN	305 Las Flores Ave SR	
HARRY THORGERSEN	303 LAS FLORES AVE SR	
ADAM Piacente	201 Las Gallinas	
Jeanne Scoles	5 LAS HUERTAS ST. SR.	
Sean Clancy	5 Las Huertal CT SR	

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NAME (Print)	ADDRESS	SIGNATURE
DOROTHY HOWARD	5 Cypress Ct San Rafael Ca	Dorothy Howard
Kathleen Graham	211 Las Gallinas	Kathleen Graham
Eric Bobrow	211 Las Gallinas	Eric Bobrow
Dil Kazzaz	1 Canada ct	Dil Kazzaz
Jina Kazzaz	1 Canada ct	Jina Kazzaz

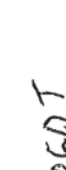





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NAME (Print)	ADDRESS	SIGNATURE
R Breckwood	214 LOS GALLINAS	
Inonita Breckwood	214 LAS GALLINAS	
Modan Mahomed	217 Las Gallinas	
Arnulfo Perez	205 Las Gallinas AVE San. Rafael CA	
Cristobal	101 LAS FLORES	
Rafael Mahomed	207 MARIANA AVE.	

Thank you.

2

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NAME (Print)	ADDRESS	SIGNATURE
Laura Daniels	217 El Prado Ave	<i>Laura Daniels</i>
Wesley Daniels	217 El Prado Ave.	<i>Wesley Daniels</i>

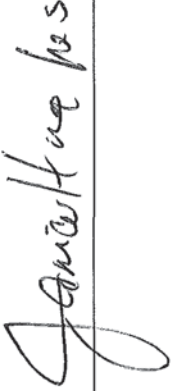
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NAME (Print)	ADDRESS	SIGNATURE
Janice Hughes	108 Corrallo St. San Rafael	


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NAME (Print)	ADDRESS	SIGNATURE
CHARLES W. REICH	111 CORRILLO DRIVE	

Thank you.



Keep San Rafael Quiet and Safe

<https://www.change.org/petitions/keep-san-rafael-quiet-and-safe>

As a San Rafael voter, I am deeply concerned that the community and natural habitats most affected by the Civic Center SMART train station are not being taken into consideration with current plans and advisements.

San Rafael residents have funded this project through taxpayer dollars. However, the current proposals suggest that the Civic Center station area should include high-density housing that will bring extensive community and environmental impacts. This proposal goes far beyond the concept of a train and a station, as originally presented and passed by voters. In fact, a small city is being proposed in this North San Rafael area, without full regard for the character, safety and quiet of the existing neighborhoods.

As concerned voters, we stress that we are opposed to any recommendations, policies, or plans which do not have the primary goal of preserving and protecting the existing quiet and safety of the community and habitats impacted by the SMART train stations and adjacent zoning and development.

We petition the following:

- The City include information in the Civic Center Station Area Plan Committee provide members of the voting public the rational demonstrating the need for new, high density housing in this area.
- A Community Plan is developed to help define the characteristics of the existing and future neighborhoods.
- A Community Impact Study is prepared for north San Rafael based upon the Civic Center Station Area Plan's recommendations.
- These specific studies are conducted to ensure quality of life for neighborhoods affected by the Civic Center Station and development proposal of the Civic Center Station Area Plan Committee:
 1. An independent Traffic Study of impacts from the housing densities recommended in the Civic Center Station Area Plan.
 2. An Environmental Health Assessment considering the impact public health associated concerns from high density housing developments.
 3. A study determining how any new and proposed development plans will increase demand for public safety services including fire and police, how these developments will affect response time of emergency services, and how the increased demand will be paid for.
 4. All other potential impacts arising from the Civic Center Station Area Plan's recommendations.
- San Rafael City officials understand that existing homeowners and businesses deserve realistic proposals for development that do not significantly cause risks of reduction of property values in connection with the Civic Center Smart Train Station area development. This means rejecting plans that include the following:

1. Rezoning that changes current office buildings to high density residential housing with ground floor commercial units.
2. High density housing and parking plans being imbedded into existing neighborhoods.
3. Development of buildings over 3 stories.
4. Any zoning changes to parcels along Merrydale Road, Redwood Highway and on the east side of 101.
 - Real efforts are made to negate any environmental impacts on critical habitat for endangered and threatened species and ecosystems by preparation of a Watershed Plan for Gallinas Creek.
 - Designation of the Public Storage and Northgate Storage parcels as potential parking sites in the Civic Center Station Area Plan, mitigating impact of additional cars on already limited parking in adjacent neighborhoods.
 - A clear effort to maintain areas free of private nuisance for all San Rafael residents by making the whole city of San Rafael a Quiet Zone for the SMART Train affected areas.

We strongly urge that SMART planners, the City of San Rafael, and Marin County Supervisors and other agencies truly aim to reflect what's best for the area and its existing and future voters.

Electronic Signatures

Captured from change.org – signatures from outside of Marin have been removed.

#	Name	City	State	Zip Code	Signed On
1	Richard Hall	San Rafael	California	94903	2012-08-02
2	Jenean LaRoche	San Rafael	California	94903	2012-08-02
3	jonathan artz	San Rafael	California	94903	2012-08-02
4	Amy Hall	San Rafael	California	94903	2012-08-02
5	David Santi	San Rafael	California	94903	2012-08-02
6	Theresa Francis	Novato	California	94949	2012-08-02
7	Noreen Smith	San Rafael	California	94903	2012-08-03
8	Christine mcintire	san rafael	California	94901	2012-08-03
9	Judy Schriebman	San Rafael	California	94903	2012-08-03
10	Jeanie Santi	San Rafael	California	94903	2012-08-03
11	Michael Grisanti	Novato	California	94949	2012-08-03
12	Joanne Madden	San Rafael	California	94903	2012-08-03
13	Lissa Herschleb	San Rafael	California	94903	2012-08-03
14	Julie Beach	san rafael	California	94901	2012-08-03
15	John Dahmen	San Rafael	California	94903	2012-08-03
16	Melanie Johnson	San Rafael	California	94903	2012-08-04
17	bari levinson	San Rafael	California	94903	2012-08-04
18	Laura Gigounas	San Rafael	California	94903	2012-08-05
19	michael zaydman	san rafael	California	94903	2012-08-06
20	sander zaydman	san rafael	California	94903	2012-08-06
21	ilana zaydman	san rafael	California	94903	2012-08-06
22	Howard Lakin	Mill Valley (San Rafael resident)	California	94942	2012-08-06
23	Bruce Honig	San Rafael	California	94903	2012-08-06
24	Alexander Frumkin	San Rafael	California	94901	2012-08-06
25	Leon Vigdorhik	San Rafael	California	94901	2012-08-06
26	Olga Orshansky	San Rafael	California	94901	2012-08-06
27	Serguei Charamko	Novato	California	94947	2012-08-06
28	Pamela Talley	San Rafael	California	94903	2012-08-06
29	Remedios Kho	San Rafael	California	94903	2012-08-06
30	Jules Brenner	Novato	California	94949	2012-08-06
31	Jaclyn Grace	San Rafael	California	94903	2012-08-06
32	Irina Shurinova	San Rafael	California	94903	2012-08-06
33	Virginia Sargent	San Rafael	California	94915	2012-08-06
34	Susan Rosin	San Rafael	California	94903	2012-08-07
35	robert romer	San Rafael	California	94903	2012-08-07

36 Clifford Lau	San Rafael	California	94903	2012-08-08
37 Eleanor Lau	San Rafael	California	94903	2012-08-08
38 Shahryar Khashayar	San Rafael	California	94903	2012-08-08
39 Sally DePiro	San Rafael	California	94903	2012-08-08
40 Susan Andrews	San Rafael	California	94903	2012-08-08
41 Dolph Andrews	San Rafael	California	94903	2012-08-08
42 Janet Montoya	San Rafael	California	94903	2012-08-08
43 bernard wong	san rafael	California	94903	2012-08-08
44 Artem Kiryukhin	san rafael	California	94901	2012-08-08
45 Gil Pruitt	San Rafael	California	94903	2012-08-08
46 TrINETTE Reed	San Rafael	California	94903	2012-08-08
47 Mary Jane Hones	San Rafael	California	94903	2012-08-08
48 John Kraft	San Rafael	California	94903	2012-08-08
49 Warren Tran	San Rafael	California	94903	2012-08-08
50 Jenny Casey	San Rafael	California	94903	2012-08-09
51 Megan Clark	San Rafael	California	94903	2012-08-09
52 Susan Adams	San Rafael	California	94903	2012-08-09
53 Carl Upthegrove	San Rafael	California	94903	2012-08-09
54 Maria Do Carmo Alcantara	San Rafael	California	94903	2012-08-09
55 juliana carlsen	San Rafael	California	94903	2012-08-10
56 Deb Galli	San Rafael	California	94903	2012-08-10
57 JANET HUNTER	San Rafael	California	94901	2012-08-10
58 marilyn mahavuthivanij	san rafael	California	94903	2012-08-10
59 Scott Urquhart	San Rafael	California	94903	2012-08-10
60 Lisa Johnson	San Rafael	California	94903	2012-08-11
61 Jonathan Labovich	San Rafael	California	94901-1317	2012-08-11
62 Gaylene Urquhart	Kentfield	California	94904	2012-08-11
63 sheida gharavi	san arafel	California	94903	2012-08-11
64 robin lincoln	san rafael	California	94903	2012-08-11
65 Ed Canardo	San Rafael	California	94903	2012-08-11
66 Elizabeth Stein	San Rafael	California	94903	2012-08-11
67 Joseph Mahavuthivanij	San Rafael	California	94903	2012-08-11
68 Fay & zahra Hakimi	San Rafael		94913	2012-08-11
69 ted tisch	san rafael	California	94903	2012-08-12
70 Jason Wong	San Rafael	California	94903	2012-08-12
71 Kenn Gartner	San Rafael	California	94903-5229	2012-08-12
72 Patty Armanini	San Rafael	California	94903	2012-08-12
73 Jennifer Leaf	San Rafael	California	94903	2012-08-12

74 Muki Lok Ung	san rafael	California	94903	2012-08-12
75 mohammad nazem	San Rafael	California	9403	2012-08-12
76 Connie Canardo	San Rafael	California	94903	2012-08-12
77 denise ducat	san rafael	California	94903	2012-08-13
78 Brett Collins	San Rafael	California	94903	2012-08-14
79 matthew sanner	San Rafael	California	94903	2012-08-14
80 Lisa Tanimune	San Rafael	California	94903	2012-08-14
81 william ambrosia	san rafael	California	94903	2012-08-14
82 Teresa Lam	San Rafael	California	94903	2012-08-14
83 Ric Pulley	San Rafael	California	94903	2012-08-14
84 Sharon Saunders	San Rafael	California	94903	2012-08-14
85 Shirley Cicero	San Rafae	California	94903	2012-08-14
86 al groh	san rafael	California	94903	2012-08-14
87 Yuping Li	San Rafael	California	94903	2012-08-14
88 Daniel LeCour	San Rafael	California	94903	2012-08-14
89 Kenneth Louie	San Rafael	California	94903	2012-08-14
90 Arthur Guild	San Rafael	California	94903	2012-08-15
91 Gloria Peterson	San Rafael	California	94903	2012-08-15
92 Brett Jacobson	San Rafael	California	94903	2012-08-16
93 Judith McCord	San Rafael	California	94903	2012-08-16
94 Donald Haight	San Rafael	California	94903	2012-08-16
95 Janna Strodder	San Rafael	California	94903	2012-08-17
96 ted strodder	san rafael	California	94904	2012-08-17
97 Terri Tate	San Rafael	California	94903	2012-08-17
98 Jacquelyn Green	San Rafael	California	94903	2012-08-17
99 CHRISTINA LUND	San Rafael	California	94901	2012-08-17
100 WARREN ELLIS	San Rafael	California	94901	2012-08-17
101 fernanda kerr	san rafael	California	94903	2012-08-17
102 Barry Semnani	San Rafael	California	94903	2012-08-18
103 Christine Bilan	San Rafael	California	94903	2012-08-18
104 Robert Chilvers	San Rafael	California	94903	2012-08-18
105 feng li	san rafael	California	94903	2012-08-19
106 Lin Ambrosia	San rafael	California	94903	2012-08-19

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Keep San Rafael Quiet and Safe Petition Page 4.

	NAME	PHONE	ADDRESS	SIGNATURE
-	Patricia Cornell		6 Madrona St.	Patricia Cornell
-	TORELIN MIGUEL		35 CEDAR ST. #C	
-	Scott Blum		581 ANSELMO, CA 94960	Scott Blum
-	Scott Blum		206 EL Prado, San Rafael, CA 94903	Scott Blum
-	Marianne Comotto		10 Idlewood Rd, Redwood, CA 94901	Marianne Comotto
-	Dawn Kammal		10 Idlewood Rd	Dawn Kammal
-	Lawrence & Stine		191 Throckmorton #10A	Lawrence & Stine
-	JAMES GEARING		213 SPRUE CT	James Gearing
-	Duncan MacSwain		11 QUAY CT	Duncan MacSwain
-	Barbara Rozon		105 Prandi Way #1003	Barbara Rozon
-	Kathleen Hase		1929 5th	Kathleen Hase
-	Janet Dinkel		937 Pelham Keys	Janet Dinkel
-	Richard Robinson		184 Ish Royale Ct	Richard Robinson
-	Judith A Robinson		213 Olympic Wy	Judith Robinson
-	Heather Holiday		1987 Las Gallinas	Heather Holiday
			1167 Throckmorton	
			mill valley, ca 94941	

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Keep San Rafael Quiet and Safe Petition

	Name	Phone	Address	Signature
1	Wilblinger	707488385	135 Janica Dr.	[Signature]
2	Steve Higgins	415-359-0700	Tiburon	[Signature]
3	Grady Fabian	415-261-8923	Novato	[Signature]
4	DORIS FALL	415-473-2424	11 Westgate	[Signature]
5	SUZANNE SWENBY	415-491-4868	27 MARINERS CIRCLE	[Signature]
6	Jim Casarella	909-491-1788	29 Mariner Ave	[Signature]
7	Lucia Wahl	(415)499-0524	31 Mariners Circle	[Signature]
8	Wade	415-472-3473	48 Mariner Ave	[Signature]
9	Kim Jiny	446-5580	56 Mariners Circle	[Signature]
10	Judy Burt	209-864-5916	29 Mariner	[Signature]
11	Ceci Brown	415-457-2324	64 Mariner Circle	[Signature]
12	Paul Hayward	472-8156	71 Mariner Ln	[Signature]
13	John Hots	415-512-9882	75 MARINERS CIRCLE	[Signature]
14	[Signature]	415-681-8966	77 Mariner's Cir. San Rafael	[Signature]
15	Forouzan Hakim	415-532-4016	48 Black Oak	[Signature]
16	Fay Hakim	415-492-8028	48 Bl. Oak	[Signature]
17	[Signature]	415-492-7008	79 MARINERS	[Signature]
18	Selina	715-246-9958	81 Mariner	[Signature]
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Keep San Rafael Quiet and Safe Petition

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<https://docs.google.com/document/d/1GOg-fl8RRXZ6ByGCRw...> 8/10/2012

(Free-Damj)

Keep San Rafael Quiet and Safe Petition Page 3.

	NAME	PHONE	ADDRESS	SIGNATURE
21	PARVIN KHORRAM	491-1220	49 VISTAMAR	DR. Khoraam
22	FARIDEH	MORAKHAM	29 water side	Farideh
23	ALI ZADA	415-472-2721	57 Vales Marin	Ali Zada
24	PAYC KONIOS	415 479-7000	75 water marin	Poyc Konios
25	JENNY KONIOS		" "	Jenny Konios
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Keep San Rafael Quiet and Safe Petition

	Name	Phone	Address	Signature
1	Margaret Chong	488-6788	29 Vista Marin Drive	
2	CURTIS CHONG	488-6788	29 Vista Marin Drive	
3	Priscilla Halliwell	415-982-0501	31 " "	
4	Benny Pung	415-261-0626	33 Vista Marin Dr.	
5	TOM SHARSHANOVICK	415 785 7805	35 VISTA	
6	John Cheryl Hamill	678 850-66	19 Vista Marin	
7	Natalia Karpenko	415-983-983	17 Vista Marin	
8	John Benet	415 987 0327	15 Vista Marin	
9	Roschmarie Zamora	415 299-2472	13 VISTA MARIN	
10	John Baworowsky	314 825-0572	87 Vista Marin Dr	
11	Kathleen Cross	314-368-9851	87 Vista Marin Dr	
12	Kick Findhorn	511-255 8902	73 Vista Marin Dr	
13	Rajmachelis	415 491 4694	55 Vista Marin Dr. S.R. CA	
14	Nichole Keno	415 499-6198	107 Gable Ct San Rafael	
15	LAURA FINE	415 492-2238	55 GABLE COURT	
16	Kathleen Bestor	415 479-7834	85 Gable Ct San Rafael	
17	Kanis Johnson	415-785-8013	97 Gable Ct. SR	
18	Patricia M Gedon	415 990-4527	13 Gable Ct. SR CA 94903	
19	Brian POW	717-8718	6 BOWDOIN WATER DR SR. CA 94903	
20	Steven Mansfield	707-738-1775	43 Vista Marin Dr.	

Keep San Rafael Quiet and Safe Petition

	Name	Phone	Address	Signature
1	OILAN LO	415-473630	155 Waterside Cir.	Oilan Lo
2	W. L. LO	- do	- do -	W. L. Lo
3	Mary Erickson	-	172 Waterside	Mary Erickson
4	Claudia Lecour	415 4998337	176 Waterside	Claudia Lecour
5	Janna Stodder	415 377-7543	180 Waterside Circle	Janna Stodder
6	D. Dink	415 472244	184 Waterside Cir	D. Dink
7	D. Moulton		188 Waterside	D. Moulton
8	R. Cairns		188 Waterside	R. Cairns
9	FRACY BROWN	415-747-8269	196 Waterside	Fracy Brown
10	DAMON BROWN	" "	196 WATERSIDE CIR	Damon Brown
11	Jaclyn Grace	915 479-7902	200 Waterside San Rafael, CA	Jaclyn Grace
12	Neal Grace	" "	" "	Neal Grace
13	Juzhi Chen	415 479-1979	212 Waterside	Juzhi Chen
14	Linda Gao	415 479-3883	240 Waterside Circle	Linda Gao
15	Hui Zhou	415 479-3883	240 Waterside Circle	Hui Zhou
16	D. Hancock	479-535	288 "	D. Hancock
17	Xiaodong	415-478-3869	272 Waterside Circle	Xiaodong
18	Yuping Li	415-4723869	272 Waterside Circle	Yuping Li
19	Evan McKay	415 342-1137	280 Waterside Cl	Evan McKay
20	Keryn McKay	415 713 3679	280 Waterside Cl	Keryn McKay

71 Vista Marin Dr
San Rafael
CA 94903
hallsomerset@yahoo.co.uk

August 23rd 2012

RE: 81 ADDITIONAL SIGNATURES FOR KEEP SAN RAFAEL QUIET AND SAFE PEITITION

Dear Ms Beirne,

Please find enclosed an additional 81 signatures to be added to the “Keep San Rafael Quiet and Safe Petition”. These are in addition to the 188 signatures given to you at the 20th August City Council meeting.

I would be most grateful if you can enter these into the record – and please confirm where record has been made of the petition and number of signatures.

Yours sincerely,

A handwritten signature in cursive script, appearing to read "Richard Hall", with a long horizontal line extending to the right.

Richard Hall
Quiet and Safe San Rafael

Keep San Rafael Quiet and Safe Petition

	Name	Phone	Address	Signature
1	Nathalie Valkov	415-462-0373	309 Las Flores San Rafael	
2	Emil VALKOV	415-462-0373	309 Las Flores	
3	Stephanie Toubert	415 455 0699	211 Corrallo Dr. San Rafael	
4	Juanita MCFARHAM		27 Waterside SR	
5	PARVIN KHORRAMI	491-9220	49 VISTAMAR	
6	Ligia Atkinson	479 0141	109 Corvillo Dr.	
7	Rick ATKINSON	479-0141	109 Coerillo	
8	Angel Zhou	479-3883	240 Waterside Circle SR	
9	Linda Guo	250-0337	240 Waterside Circle SR	
10	Hui Zhou	250-0322	240 Waterside Circle SR	
11	VLAD TSYN	927 7617	39 Corrallo Dr SR	
12	Chris Daniels	452-0812	207 Las Gallinas San Rafael	
13	PAUL KONTOS	479-7000	75 Vistamar San Rafael	
14	Guy MEYER	409-6351	1135 4th STREET SR.	
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Keep San Rafael Quiet and Safe Petition

	Name	Phone	Address	Signature
1	Juliana Carlson	415-269-2990	54 Marin	
2	M. Anzeem	415-295-7921	36 Sandpiper Ct San Rafael	
3	Charles Ph...	415-295-7921	36 Sandpiper Ct San Rafael	
4	SIMO AMZIL	845-7234	25 PONSAI CT	
5	MONA TRAN	415-203-5292	47 BLACK OAK CT	
6	Selonia Cesar	479-2646	12 MADISON C.	
7	RICHARD WANK	4099-0265	37 VISTA MARIN	
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Ch.
Juliana
Charles Ph...

Keep San Rafael Quiet and Safe Petition

	Name	Phone	Address	Signature
1	Mari Kinnard	567-9012	20 Lagoon Ct	[Signature]
2	CHRIS GRAMLY	786-8810	4 LAGOON Ct.	[Signature]
3	TRINETTE REED	507-6234	4 Lagoon Ct.	[Signature]
4	Dodge Shawn	253-278-2027	62 Bridgewater	[Signature]
5	JEFFREYS MAQUIN	510 867-8390	54 BRIDGEWATER	[Signature]
6	Lyndee Grund	415 282-2145	9 Shores Court	[Signature]
7	Mark Peery	415 1-1869	17 SHORES Ct	[Signature]
8	Antoinette Snyder	722-6967	5 Shores Ct	[Signature]
9	Howard Lark	444-5565	10 Shores	[Signature]
10	Kimberly Rogers	717-8622	13 Shores	[Signature]
11	Douglas Rogers	378-8541	13 Shores	[Signature]
12	Erica Eubank	385-4509	402 ADRIAN	[Signature]
13	Royce Brant	690-9676	1 Lagoon St	[Signature]
14	Jessie Fleiss	691-096	79 Lagoon St	[Signature]
15	Paula Duda	314-7914	19 Lagoon	[Signature]
16	Cheryl Duda	419-4839	307 Lagoon	[Signature]
17	Nancy Cameron	785-760	532 Mariners Cir	[Signature]
18	Samantha Sayer	366-7898	601 B St	[Signature]
19	Eric Bobrow	415-474-284	211 Las Gallinas	[Signature]
20	Kathleen Graham	415-382	211 Las Gallinas	[Signature]

7 Lagoon
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Keep San Rafael Quiet and Safe Petition

	Name	Phone	Address	Signature
1	Windy Jizani	415 920 0348	17 Edgewater	<i>[Signature]</i>
2	Juiper Mejsink	415 497 1271	13 Edgewater	<i>[Signature]</i>
3	Harry Calderon	499-0950	Penello St	<i>[Signature]</i>
4	RASIND DERAKHSKANDY	507-1566	7 SANDPIPER CT SAN RAFAEL	<i>[Signature]</i>
5	Selivanou	246 9955	81 Mariniers Ct San Rafael	<i>[Signature]</i>
6	HUGO LANDECKER	456-0221	127 SAN RAFAEL AV	<i>[Signature]</i>
7	Janis Jackson	415 479 0718	215 EL Prado Ave	<i>[Signature]</i>
8	PATRICK MORAERTY		" "	<i>[Signature]</i>
9	DANIELLE STEWART	415 994 0154	322 CORAMUDR SAN RAFAEL	<i>[Signature]</i>
10	Ken AZEVEDO	415 328-2343	305 Corrallo Dr	<i>[Signature]</i>
11	Gloim AZEVEDO	415 472-6988	305 Corrallo Dr	<i>[Signature]</i>
12	Kernan Jung	459-3324	158 Ridgeway Dr	<i>[Signature]</i>
13	Jim Shremmer	415 477 4221	3 Buckhorn	<i>[Signature]</i>
14	Paul Bellinghansen	415 686-6885	↓	<i>[Signature]</i>
15	Edward Flynn	415 350 0086	100 Almond	<i>[Signature]</i>
16	David Shapiro	215-7734	7 buckhorn	<i>[Signature]</i>
17	Mehdi Khonassar	415 491 1220	49 Vista Marin	<i>[Signature]</i>
18	Fawn Yackel	415-492 1111	316 Corrallo Dr	<i>[Signature]</i>
19	Tony Taber	499-0699	211 Corrallo SR	<i>[Signature]</i>
20	Peg Sayer	298 1270	80 Waterline	<i>[Signature]</i>

Keep San Rafael Quiet and Safe Petition

	Name	Phone	Address	Signature
1	WAYNE McINTYRE	415 454 230	58 PGE WATER CT	
2	CHRIS G. PILL	577 8535	9 EDGEMOUNT CT SR.	
3	G.L. BLAZEI	499-1773	14 EDGEWATER CT	
4	GEORGE POLYJON	479 1705	40 WATERSIDE	
5	John M. Adams	499-0745	20 Waterside Circle	
6	Kackittie	415 342 707	20 Waterside	
7	Kathy Guphill	499 8032	9 Edgewater Ct.	
8	Kathy Guphill	499 8032	9 Edgewater Ct.	
9	Ginny B. Dengora	507-0223	84 Waterside	
10	Lilla Crocker	479-9640	32 Waterside	
11	Jinca Kazzar	415 279 1951	1 Canada ch. sr	
12	Walter Brown	492-3376	34 Waterside	
13	J. Santillana	948-5482	209 Las Gallinas	
14	GOSH CARDENAS	332-8168	209 LAS GALLINAS	
15	Michelle Barnett	415 444-0332	221-El Prado	
16	John Betio	415 472-0544	25 Mariners Circle	
17	CICI CHAO	415 971 2158	28 Mariners	
18	Sandra Del Regno	479-5596	37 Corvillo Dr	
19	WAYNE M. RAYBZ	747-8564	204 MILLADA	
20	Bernard Wong	499 1653	1 Waterside	

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Voters for a Quiet & Safe Terra Linda Petition

<https://www.change.org/petitions/voters-for-a-quiet-safe-terra-linda>

As a San Rafael or Marin County voter, I am deeply concerned that the community and natural habitats most affected by the Civic Center SMART train station, repeatedly voiced in planning meetings, are not being taken into consideration with current plans and advisements.

San Rafael residents have funded this project through taxpayer dollars. However, the current proposals suggest that the Civic Center station should include high-density housing and extensive environmental and community impacts. This proposal goes far beyond the concept of a train and a station, as originally presented and passed by voters. In fact, a small city is being proposed at the North San Rafael site, without regard for the character of the existing neighborhood or the vision of the master architect Frank Lloyd Wright, whose signature county campus lies immediately to the south of the proposed transit village.

As concerned voters, we stress that we are opposed to any recommendations, policies, or plans which do not have the primary goal of preserving and protecting the existing community and habitats impacted by the SMART train construction.

As signers of this petition we request:

- Designation and enforcement of a quiet zones in impacted neighborhoods 1 mile either side of Civic Center Station
- A clear effort to preserve the current quality of life for all North San Rafael residents.
- Careful attention to Frank Lloyd Wright's original vision for the area.
- Real efforts to negate any environmental impacts on critical habitat for endangered and threatened species and ecosystems.
- A traffic study to review the impact of any additional traffic caused by newly proposed residences or commercial land use identifying any mitigation actions required to preserve traffic safety and avoid congestion or parking issues
- Realistic proposals for development that do not significantly impact existing homes and residents. Avoidance of plans that include high density housing and parking plan, buildings over 3 stories or zoning that change current office buildings to high density residential with ground floor commercial units.
- Negation of any risk of a reduction of property values for existing homeowners and businesses.

We strongly urge that SMART planners, the City of San Rafael, and Marin County supervisors and other agencies truly aim to reflect what's best for the city and its existing and future voters. Thank you.

Electronic Signatures

Captured from change.org – signatures from outside of Marin have been removed.

#	First Name	Last Name	City	State	Zip	Date Signed
1	Richard	Hall	San Rafael	California	94903	2012-07-18
2	Dennis	Johnson	San Rafael	California	94903	2012-07-19
3	paul	kontos	San Rafael	California	94903	2012-07-19
4	Linda	Balestrieri	San Rafael	California	94903	2012-07-19
5	Kenn	Gartner	San Rafael	California	94903-5229	2012-07-19
6	Kenn	Gartner	San Rafael	California	94903-5229	2012-07-19
7	Bob	O'Meara	San Rafael	California	94903	2012-07-19
8	Richard	Wank	San Rafael	California	94903	2012-07-19
9	Jonathan	Artz	San Rafael	California	94903	2012-07-20
10	Bari	Levinson	San Rafael	California	94903	2012-07-21
11	Harriot	Manley	San Rafael	California	94903	2012-07-22
12	Robert	Macaulay	San Rafael	California	94903	2012-07-22
13	Rommy	Cavan	San Rafael	California	94903	2012-07-22
14	Jolenne	van Winden	San Rafael	California	94903	2012-07-22
15	Lea Ann	Bernick	San Rafael	California	94903	2012-07-22
16	Jo Ann	Kirkhart	San Rafael	California	94903	2012-07-23
17	Andre	Bogard	San Rafael	California	94903-3541	2012-07-23
18	David	Smith	San Rafael	California	94903	2012-07-23
19	Peter	Vine	San Rafael	California	94903	2012-07-24
20	Nicholas	Petrucela	San Rafael	California	94903	2012-07-24
21	Judy	Schriebman	San Rafael	California	94903-3866	2012-07-25
22	Glenn	Bossow	San Rafael	California	94903	2012-07-25
23	Jennifer	Shoemaker	San Rafael	California	94903	2012-07-25
24	Julie	Lavezzo	San Rafael	California	94903	2012-07-25
25	Robert	Fassberg	San Rafael	California	94901	2012-07-25
26	Sandra	Chilvers	San Rafael	California	94903	2012-07-25
27	Karen	Flores	San Rafael	California	94903	2012-07-25
28	Robert	Chilvers	San Rafael	California	94903	2012-07-25
29	Daniel	Goldberg	San Rafael	California	94903	2012-07-25
30	Barbara	Stout	San Rafael	California	94903	2012-07-25
31	Bill	Frink	San Rafael	California	94903	2012-07-26
32	Janet	Shirley	San Rafael	California	94903	2012-07-26
33	Kathleen	Bestor	San Rafael	California	94903	2012-07-26
34	Nancy	Corriea	San Rafael	California	94901	2012-07-26
35	David	Santi	San Rafael	California	94903	2012-07-26
36	Mimi	Cribbin	San Rafael	California	94903	2012-07-27
37	Nina	Sealander	San Rafael	California	94903	2012-07-27

38	Linda	Roman	San Rafael	California	94903	2012-07-27
39	Richard	Roman	San Rafael	California	94903	2012-07-27
40	Kimberli	Brown	San Rafael	California	94903	2012-07-27
41	Bea	Lott	San Rafael	California	94903	2012-07-27
42	Marian	Giddings	San Rafael	California	94903	2012-07-27
43	Christine	Gabbard	San Rafael	California	94903	2012-07-27
44	Melanie	Morris	San Rafael	California	94903	2012-07-27
45	Patricia	Long	San Rafael	California	94903	2012-07-28
46	sharonlehrer	lehrer	San Rafael	California	94903	2012-07-28
47	John	Wyek	San Rafael	California	94903	2012-07-28
48	Jerry	Lott	San Rafael	California	94903	2012-07-28
49	Kathleen	McEligot	San Rafael	California	94903	2012-07-28
50	Laurelyn	Borst	San Rafael	California	94903	2012-07-30
51	jenean	laroche	San Rafael	California	94903	2012-07-30
52	Stephanie	Taubert	San Rafael	California	94903	2012-07-31
53	Cheryl	Johnson	San Rafael	California	94903	2012-07-31
54	Dil	Kazzaz	San Rafael	California	94903	2012-07-31
55	Ninette	Arana	San Rafael	California	94903	2012-07-31
56	Keri	Buoncrisiani	San Rafael	California	94903	2012-07-31
57	Michael	Macaluso	San Rafael	California	94901	2012-07-31
58	Karin	Donlan	San Rafael	California	94903	2012-07-31
59	Teresa	Kennedy	San Rafael	California	94903	2012-07-31
60	Lisa	Paningsoro	San Rafael	California	94903	2012-07-31
61	Marie	Torres	San Rafael	California	94903	2012-08-01
62	Marco	Buoncrisiani	San Rafael	California	94903	2012-08-01
63	Greg	Fama	San Rafael	California	94903	2012-08-01
64	Jay	Morse	San Rafael	California	94903	2012-08-01
65	David	Smith	San Rafael	California	94903	2012-08-01
66	Nicole	Jones	San Rafael	California	94903	2012-08-01
67	Fawn	Yacker	San Rafael	California	94903	2012-08-01
68	Joanne	Merjano	San Rafael	California	94903	2012-08-01
69	Tracie	Pezzullo	San Rafael	California	94903	2012-08-01
70	Beverly	Rathbun	San Rafael	California	94903	2012-08-01
71	Sharon	Steckline	San Rafael	California	94903	2012-08-01
72	Stella	Pereira	San Rafael	California	94903	2012-08-01
73	Barbara	Wood	San Rafael	California	94903	2012-08-01
74	Jennifer	Ingrassia	San Rafael	California	94903	2012-08-01
75	Carl	Johnson	San Rafael	California	94903	2012-08-01
76	Martine	Langsam	San Rafael	California	94901	2012-08-01
77	Wayne	Rayburn	San Rafael	California	94903	2012-08-02

78 Ken	Dickinson	San Rafael	California	94903	2012-08-02
79 Maria	Jones	San Rafael	California	94903	2012-08-02
80 Bob	Silvestri	Mill Valley	California	94941	2012-08-03
81 Michael	McFarland	San Rafael	California	94903	2012-08-04
82 Odilia	McFarland	San Rafael	California	94903	2012-08-05
83 Jan	Collier	San Rafael	California	94903	2012-08-05
84 B	Collins	San Rafael	California	94903	2012-08-05
85 michael	zaudman	San Rafael	California	94903	2012-08-06
86 Alexander	Frumkin	San Rafael	California	94901	2012-08-06
87 Leon	Vigdorichik	San Rafael	California	94901	2012-08-06
88 Olga	Orshansky	San Rafael	California	94901	2012-08-06
89 Inna	Vigdorichik	Novato	California		2012-08-06
90 Serguei	Charamko	Novato	California		2012-08-06
91 Yelena	Nechay	Novato	California		2012-08-06
92 Ed	Baquerizo	San Rafael	California	94903	2012-08-07
93 Anne	Oklan	San Rafael	California	94903	2012-08-08
94 Lynn	Finkelstein	San Rafael	California	94901	2012-08-08
95 Paula Helene	Beard	San Rafael	California	94939	2012-08-08
96 John	Parulis	San Rafael	California	94903	2012-08-09
97 marilyn	mahavuthivanij	San Rafael	California	94903	2012-08-10
98 kamha	ung	San Rafael	California	94903	2012-08-10
99 Dru	Parker	San Rafael	California	94903	2012-08-11
100 sheida	gharavi	San Rafael	California	94903	2012-08-11
101 Joseph	Mahavuthivanij	San Rafael	California	94903	2012-08-11
102 Muki	Lok Ung	San Rafael	California	94903	2012-08-12
103 Lindsey	Lok Ung	San Rafael	California	94903	2012-08-12
104 Pat	Disyamonthon	San Rafael	California	94903	2012-08-15
105 Jamie	Disyamonthon	San Rafael	California	94903	2012-08-16
106 Cindy	Gallagher	San Rafael	California	94903	2012-08-16
107 Lauren	Morimoto	San Rafael	California	94903	2012-08-18
108 Emily	Ulrich	San Rafael	California	94903	2012-08-18

Civic Center SMART Train station "Quiet Zone" petition

Dear Sir or Madam,

I just signed the following petition addressed to: Farhad Mansouria, Gary Philips, Judy Arnold,.

 Make 1 mile either side of Civic Center SMART Train station a "Quiet Zone"

We the undersigned are residents of San Rafael who live near the SMART train tracks adjacent to the Civic Center Station. We are San Rafael voters who are funding the train through our taxes.

We need your commitment to designate the area 1 mile either side of Civic Center SMART station a "Quiet Zone" so that the train does not use its horn disturbing residents and their children from sleep. Furthermore we need your commitment that the train will only operate in this zone during reasonable operating hours between 7am and 8pm and that no trains of any kind - whether passenger or freight - will operate outside of these hours.

 Sincerely,

Andre Bogard
 Bari Levinson
 Bob O'Meara
 Daniel Goldberg
 David Smith
 Dennis Johnson
 Glenn Bossow
 Harriot Manley
 Jennifer Shoemaker
 Jo Ann Kirkhart
 Joel Finley
 Jolenne van Winden
 Jonathan Artz
 Judy Schriebman
 Julie Lavezzo
 Karen Flores
 Kenn Gartner
 Lea Ann Bernick
 Linda Balestrieri
 Nicholas Petrucela
 Paul Kontos
 Peter Vine
 Richard Wank
 Robert Chilvers
 Robert Fassberg
 Robert Macaulay
 Rommy Cavan
 Ryan Coons
 Sandra Chilvers
 Todd Snyder

Concerns Raised by North San Rafael Residents Regarding the Civic Center Station Area Plan

The following concerns were raised at the August 20, 2012, City Council Meeting.

Request for a Pause and Modification

- Residents of North San Rafael are asking the city to take a pause in the planning process and modify the station area plan.

Proposed Modification to Building Heights and Housing Density

- The proposal to allow four- and five-story buildings with housing densities of up to 44 units per acre is the single greatest concern to North San Rafael residents.
- The proposed modification would only alter the plan in one respect. It would not derail the plan or block development.
- Under the requested modification, high-density housing would be restricted to areas west of U.S. 101, rather than areas east of 101. This housing would maintain the existing height limit of two to three stories, specifically along Merrydale Road and Redwood Highway and four stories in the Northgate Shopping Center area.
- Residents' concerns are about the placement of high-density housing, not the presence of low-income families. Most San Rafael neighborhoods already include well-integrated low-income housing. The concern is with the high density of the proposed housing in tall buildings so close to less densely populated residential neighborhoods.

Public Input

- Greater public engagement is needed, and the council should better gauge the concerns of North San Rafael residents before moving further. The people most affected by the planning process were not included in it. The city planners and staff failed to alert many residents and homeowners' associations to what was being discussed, and residents' concerns were not adequately addressed.
- When notice was provided, it was often misleading, focusing on aesthetic aspects of the plan rather than the high-density housing proposals, which are of greater concern to residents. Even the title of the Station Area Plan is misleading, since it fails to note the major land-use proposals within it. And it was misleading to call the final document a

"vision" statement, as it does more than provide a hypothetical roadmap; it serves as precedent for concrete action by the city.

- The advisory committee did not have any members from the east side of 101 in North San Rafael, though there were members from the west side.

Aesthetics, Character

- The proposed high-density housing does not fit within the aesthetic character of the area, the centerpiece of which is the Marin County Civic Center designed by Frank Lloyd Wright. The civic center is soon expected to obtain status as a UNESCO World Heritage Site.
- Wright's architecture and vision for the surrounding landscape have contributed to a solitude and peacefulness that would be destroyed by dense housing. Tall buildings would interfere with the low-standing architecture that distinguishes both his civic center and its residential surroundings.
- High-density housing would ruin the natural beauty of the landscape surrounding the civic center and interfere with wildlife.
- The only five-story building in the area, the Embassy Suites hotel, is set back several blocks from the road. This would not be true of new four- and five-story housing developments. The group does not support 5 stories anywhere.

Risk of Over-development

- The committee's predictions regarding development needs as far as 35 years in the future are speculative and, if adhered to, could lead to rapid overdevelopment. A permanent farmer's market is already coming to the area, and development should be taken one step at a time.
- There is no pressing need for retail development in the station area, as shown by the vacant Rite Aid store at the Northgate Mall. Injecting retail development into the area without need would harm its character, which is contrary to the plan's stated goals.
- High-density housing limited to two stories on the west side of 101 would amply support development needed for the station area.
- The city should learn more about how development is realistically likely to proceed in the station area before committing to major land use changes based on hypothetical scenarios.

Traffic

- Traffic is already congested in the station area and would become much worse if high-density housing were installed as proposed in the plan.
- Increased traffic volumes would negatively affect the peace and quiet of the neighborhood, as well as property values and the area's aesthetic character.
- The proposed high-density housing would increase traffic and add to congestion on

roads and at intersections that already experience significant traffic and are at maximum capacity. This will happen even though the purpose of the train is to reduce traffic.

- The plan did not contain a detailed study of traffic volumes and safety issues. This should be addressed.
- The Marin Lagoon subdivision has only one entrance and exit point for traffic, and this would become extremely congested with high-density housing nearby. This would pose problems not only for residents but for emergency vehicles accessing Marin Lagoon, Vista Marin and the Gables.

Parking

- Parking in the station area is already scarce, and the proposed high-density housing would exacerbate the situation. Parking would spill over from designated areas into residential neighborhoods that are private communities and not open to the public on the east side of 101. Residential permitting would not be applicable as suggested in the plan.
- The report does not reflect the real parking situation in the area, particularly on Merrydale Road. Its conclusions were based on weekday parking conditions at noon, when most residents' cars are out of the neighborhood. In the mornings and evenings, when most commuters will be arriving and leaving, residents' cars are still on the streets, leaving little room for commuter parking.
- Proposals for residential permit parking as a solution to these problems are inadequate, and area residents do not want to become the first in San Rafael to adopt permit parking.
- The plan fails to consider other parking alternatives, such as the public storage site at the end of Merrydale Road.

Crime

- Crime is likely to increase in North San Rafael as a result of new high-density housing. High-density public housing projects in San Francisco and other major cities have demonstrated that highly concentrated housing often brings crime unless the development company and the property management company are carefully selected and a community plan is in place to monitor the management of the facility.
- North San Rafael is a low-crime area, and residents want to retain that quality.

Schools

- New high-density housing could worsen school overcrowding in Marin County in particular Venetia Valley School.

Health and Safety

- High-density housing so close to 101 could lead to substantial health risks for the residents living in that housing. Auto emissions are especially high within 500 feet of

major roads, the radius that would include the proposed new housing.

- Among other relevant findings, studies show that:
 - Children born to mothers living close to freeways are twice as likely to develop autism.
 - Children exposed to high emission levels have lower IQ levels, more anxiety, more depression and more attention deficit problems.
 - People living in areas with high emission levels suffer more asthma and bronchitis, and use emergency rooms and hospitals more frequently.
 - Older adults exposed to increased emissions experience increased problems with memory and reasoning.
 - Auto emissions contribute to respiratory problems, high blood pressure, heart attacks, strokes, cancer and pre-term birth.
- Traffic congestion in the station area, together with the train crossing, would create a substantial safety risk, especially for children.
- Residents of high-density housing on the west side of 101 would be better insulated from health effects of the freeway than would residents of high-density housing on the east side, and would be closer to existing services.

Noise

- The placement of new high-density housing in the immediate vicinity of the train station would dramatically increase noise levels in what has historically been a quiet, semi-rural neighborhood.
- Traffic and congestion in this area are already high, and the addition of the SMART train will add to the noise they create. New high-density housing, parking and commercial development would only exacerbate the problem.
- The creation of quiet zones will abate some of the worst noise created by the train, but a modification of the plan to reduce the proposal for high-density housing is also needed.

Environment

- The proposed housing densities may actually have a negative impact on the environment.
- High-density housing may increase the number of automobile trips in the area, even if it also increases the number of train rides. More auto trips would mean more greenhouse gases, the exact effect the SMART train project is intended to combat.
- Marin County has not had a modern rail transit system, so the true environmental impact of such high-density housing is untested, with or without a SMART train station.
- Marin County's environmental situation, especially its water supply, is already

precarious. Poorly planned high-density housing could have disastrous effects.

Lost Businesses

- Some businesses in the station area would be forced to close or relocate, including businesses that are vital to the economy and well-being of the neighborhood.
- Marin Ventures, a care-giving facility for developmentally disabled adults, is especially vulnerable and likely would be forced to close under the plan's land-use proposals. Located on Merrydale Road, Marin Ventures has provided services in San Rafael for more than 30 years - this length of service underscores the validation and need by the community for Marin Ventures.

Privacy and Property Values

- The addition of four- or five-story buildings near single-family homes would destroy the privacy of existing residents, especially if heights are not limited along Merrydale Road and Redwood Highway.
- Some single-family homes are currently situated next to two- or three-story buildings; if those are replaced by taller structures, the backyards of these homes would lose their privacy.
- Diminished privacy would also result in reduced property values for homeowners.