

## **TRANSCRIBED COMMENT CARDS FROM DOWNTOWN PRECISE PLAN CHARRETTE, MAY 8-11, 2019**

### **Comment Card 1**

- PARKING – we need more free parking and retail parking to encourage Downtown shopping and stopping (\*like Downtown San Anselmo and Larkspur)
- FALKIRK – underutilized public treasure. Homeless folks who camp there and hang out make it unsafe and unappealing.
- BIKE/PED AND STUDENT SAFETY – Crossing through downtown and especially to schools: Coleman Elementary and Davidson Middle, and ESPECIALLY San Rafael High. Time to create and connect a multi-use pathway with 4<sup>th</sup> and Union, across fields to entire SRHS
- Also D Street Post office—remove and redevelop as extension of AWD
- SRHS and SRCS need support from the City and funding to create pathway to make 3<sup>rd</sup> Street sidewalks and crossings safer for the students
- We need to find the funding and finish the multi-use pathway along SMART all the way along West Francisco to Second St
- Make sure the new transit center includes a welcoming plaza with local business/small eateries/farmers market. Don't put transit center under the freeway. It's too far from the train and there'd be too many pedestrians crossing Hetherton.

### **Comment Card 2**

- Bike lanes for kids
- More signs around schools (traffic safety)
- Train stations – more than just a sign, need “You Are Here” map
- Don't move the library—it has too much history
- More trees
- Bike priority on 4<sup>th</sup>

### **Comment Card 3**

As we age, we will need affordable housing in downtown area for seniors and disabled to be closer to small walkable stores and cultural centers. Free music included in these public and pedestrian spaces should draw people into Downtown San Rafael. Maintain the human scale.

### **Comment Card 4**

I am a disabled senior. I would take a bus from Smith Ranch Road south to the Downtown San Rafael Transit Center but I would have to wait approximately one hour for a bus. Walking is extremely painful and difficult. Now that I drive, that four hour ordeal is down to 30 minutes door to door. When I cannot drive, I will again have to take 4 hours to do a simple visit to the bank. Don't assume that everyone is able to easily walk many blocks. We need more benches to stop and rest before continuing travel.

### **Comment Card 5**

Is there a plan for a community recreation/ athletic center? And how would the downtown redesign fit into having pedestrian access to the athletic complex?

On pedestrian walkways, has multiple use residential/ commercial/ multk-use space been considered? Specifically, buildings with retail/commercial with residential leveraged above ground level?

### **Comment Card 6**

- 1) Integrate religious buildings into the community with space
- 2) Consider air rights building over 2<sup>nd</sup> and 3<sup>rd</sup>

### **Comment Card 7**

- Mid-rise buildings as the shown in the sketches are totally out of character with Marin County in general and will increase traffic in San Rafael
- Montecito Plaza should turn around and take advantage of the water presence for pedestrian use--- cafes and restaurants
- Need to chose a focus point in downtown (most likely the historic church on 5<sup>th</sup> Ave) and widen sidewalks to create more outdoor cafes and restaurants and boutiques and decrease vehicle presence.

### **Comment Card 8**

The transit village concept is GREAT. Please strongly encourage denser development. The PDA designation will support this decision amazingly.

### **Comment Card 9**

Please look at the actual parking study the report came from. We were told by the company that did the actual study that it was done one day in August from 1-3 PM. The City only paid \$250,000 for this.

### **Comment Card 10**

- Things to prioritize when redeveloping infill and plaza:
- Locate housing further from 101 (air quality exposure and noise issues);
- Use native plants for greening;
- Provide secure (even manned) bike parking at transit, like the Uptown Bike Station in Oakland
- We also need functional (not cute) bike parking (lock ups) throughout all of Downtown east to west. Please consider extending bike prioritization west of E Street on 5<sup>th</sup>, in addition to bike and ped on 4<sup>th</sup> street. Also need north/south bike on tamalpais with bike-triggered lights.
- Traffic calming west of E on 5<sup>th</sup> Street needed; check increase in number of accidents at 5<sup>th</sup> and G

### **Comment Card 11**

- Beautiful palm tree lined street from Albert Park to the Mission
- Compress 2<sup>nd</sup> and 3<sup>rd</sup> Streets to concentrate highway traffic. Maybe on top of another, with pedestrian walkways in between?

- How about beautiful glass museum by freeway—a good use of space and nice birds eye view of area, with art space

### **Comment Card 12**

- Housing First!
- Transit Center: would like more examples of successful transit plazas in CA. The plaza at SF in front of Ferry Building is nice but the scale is too big for San Rafael
- Downtown Core: Yes to making 4<sup>th</sup> between B and Laurens Plaza / Lincoln a unified pedestrian plaza—open to cars but when closed to cars it can be a lovely area
- West End—keep E Street school building—its historic!
- Montecito Area – don’t call it that, it needs a local name. Intriguing concepts. The other areas aren’t labeled as “Areas”.
- 2<sup>nd</sup> and 3<sup>rd</sup> is not just San Rafael. It’s part of East West County arterial and TAM has standards re level of service as part of regional network. We should respect this role and focus peds and shops OFF this arterial and on to 4<sup>th</sup> and A and B, and make the intersections at 2<sup>nd</sup> 3<sup>rd</sup> safest for pedestrians
- Grand is a north-south connector too. And 4<sup>th</sup> to Union (E/W). Another gateway is 101 SB off ramp to Hetherton
- Note new community center and library and expansion of Falkirk
- Need loading on 4<sup>th</sup> Street for commercial uses – don’t narrow street so much that this blocks traffic
- Don’t call it Canal District. The correct name is Canal Neighborhood. And 5<sup>th</sup> is an Avenue, not a street
- Need to step back above 2<sup>nd</sup> floor
- Please do not assume everyone can hear you without a mic

### **Comment Card 13**

- West End Area- building height needs to be lower, as its surrounded by single family residences and small duplexes
- Pedestrian crossing where 4<sup>th</sup> rejoins 2<sup>nd</sup> is awful and dangerous
- Sidewalk along 2<sup>nd</sup> Street from East Street to Shaver needs to be widened because bicycles also use it
- The “alive at five” concept needs to be calmer at west end because its surrounded by residential
- Need more parking in West End (4<sup>th</sup> Street). Too many businesses here require parking and if its not provided it overflows into the neighborhoods
- Need to call west end of 4<sup>th</sup> Street West End Village. West End is a distinct neighborhood defined by the City that does not include the 4<sup>th</sup> Street commercial properties
- Include more trees and more green space in designs, not just trees on sidewalks
- Need to explain/ include height bonuses when talking about maximum building height

### **Comment Card 14**

4<sup>th</sup> Street Shuttle, Housing New Design Zone, Need public housing, Need a homeless shelter other than the library. Need a public square with markets and a museum

Design metaphor! Live music/shows? Transportation to Downtown to walk around. No drinking on sidewalk cafes. Pedestrian path under freeway to link East 4<sup>th</sup> to Transit Center and West 4<sup>th</sup>

#### **Comment Card 15**

- It is essential to create a strong connection across and under the freeway between Dominican and Montecito and Downtown San Rafael. Connecting 4<sup>th</sup> Street commercial areas as an attractive route for pedestrians and bicycles would be a tremendous improvement. I'd also like to see a secondary pedestrian link further north, especially if the new library may be built at Boyd Park. Mission St?
- What to do about freeway traffic?
- My second item would be a wish for some type of town square, a true center of town for pedestrians to gather. Sonoma is ideal goal--though I understand San Rafael is not Sonoma.
- Transit-if there is a way to create a pleasant pedestrian route to the transit center, it could encourage more use of bikes and SMART.

#### **Comment Card 16**

Public / Civic Space/ Squares -need it.

- City Hall Square - in front, in addition to plaza
- At transit center
- Midblock at old MMWD building
- Between B and Loutens as a pedestrian mall or other concept

Also consider the consequences of hangouts → nuisance. Need recreation, physical activity.

Housing near transit

#### **Comment Card 17**

I'd like to see a pedestrian friendly safe connection from 4<sup>th</sup> Street to the other side of the freeway. Also, a better connection between the two commercial/ retail sections of 4<sup>th</sup> Street. Lastly, more centralized, comprehensive idea/ plan for civic buildings, library, police, etc. near Downtown

#### **Comment Card 18**

- (1) Cleanliness-SR is filthy and thus uninviting. It is heartbreaking to go to other towns in Marin, cities in CA and other states and international travel and see places so much cleaner
- (2) Homeless and loitering—supplying housing for homeless and not allowing loitering would help the city tremendously
- (3) Controlling transit center to improve safety issues
- (4) Improve retail/ restaurant opportunities so both business and consumers want to come by addressing the above.
- (5) Increase parking meters to 3-4 hours. People leave before they want to and that's bad for business.
- (6) Once above is addressed, solicit good businesses to improve shopping and entertainment. Quality matters and people from all over Marin would come if good.

**Comment Card 19**

Safety – 4-way stop or stop light at Mission and B is needed

Crossing street to get to Boyd Park does not have a 4-way stop or exit park. Park is underused because you cant get there safely from Downtown. Sidewalks along Mission between B and C are not usable, totally broken, not accessible from street level from C Street where there is a 4-way stop signs. Also park needs a redesign so its used more. Add a community garden for residents who live Downtown.