

North San Rafael Vision Promenade Conceptual Plan

Prepared for

*The City of San Rafael
&
The North San Rafael Vision In
Action Committee*

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I. EXECUTIVE SUMMARY

The *North San Rafael Vision Promenade Conceptual Plan* is a vital element of the community's *Vision North San Rafael In The Year 2010* report. The Promenade Plan proposes:

- Improved bicycle and pedestrian linkages between the Terra Linda Recreation Center and Lagoon Park at the Marin County Civic Center.
- Much-needed 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"

Please refer to the site plan shown inside the back cover for a graphic guide to the proposed improvements.

RECOMMENDATIONS FOR BIKEWAYS AND PEDESTRIAN WAYS

- Create new pedestrian connections between the Terra Linda Recreation Center, Freitas Parkway and the Terra Linda Shopping Center.
- Revise parking in front of Scotty's Market to create a new pedestrian-only plaza for seating, gathering and expanded produce display.
- On Freitas Parkway, replace the existing pathway on the north and south sides of the street with a six-foot-wide concrete pathway with theme details and a two-foot-wide, soft-surface jogging path. Eliminate parking on each side of the street and install Class II bike lanes in each direction. Add park type pathway lighting along the new pathways. Add new landscaping along the shoulders of the creek and at the unplanted areas along the walkways.
- At Freitas Parkway and Las Gallinas Avenue, the pedestrian element of the Promenade splits into two parts, with one part heading down Las Gallinas Avenue and the other into the Northgate One Shopping Center. Along the south side of Las Gallinas Avenue, a new six-foot-wide walkway with theme details should be installed to accommodate strollers and small children on bicycles. Work with the Northgate One Shopping Center to accomplish the various proposals shown in this *Conceptual Plan*.
- Las Gallinas Avenue is part of the identified north/south bicycle connection between Novato and downtown San Rafael, but new development goals at The Mall could cause four lanes of auto traffic to be constructed on Las Gallinas Avenue, eliminating bicycle traffic. If four lanes of auto traffic should occur, the city should negotiate with The Mall to develop new bicycle routes through this area.
- The community and City of San Rafael should negotiate with The Mall to include pedestrian circulation improvements in their expansion plans.
- New Class II bike lanes should be constructed on both sides of Northgate Drive between Freitas Parkway and Los Ranchitos.
- On Las Gallinas Avenue at Northgate Three, a new vehicular entry with a new signalized intersection should be constructed.
- >From the intersection at Las Gallinas Avenue and Merrydale Road, Class II bike lanes and pedestrian ways should continue east of Mt. Olivet Cemetery to the Northwestern Pacific Railroad right-of-way.
- A multi-purpose pathway with a two-foot-wide jogging path on each side should be constructed parallel to the railroad tracks under US 101 from Merrydale Road (east of Guide Dogs for the Blind) to Civic Center Drive.
- At Civic Center Drive, the proposed multi-purpose pathway will intersect with the existing Class II bike lanes on Civic Center Drive. From this point, new Class II bike lanes and minimum six-foot-wide sidewalks (in each direction) should connect to Lagoon Park.

RECOMMENDATIONS FOR PROMENADE AMENITIES

- Develop thematic design details that reflect the North San Rafael community identity and consistently repeat them throughout the Promenade. These thematic details would include features, such as colored paving, historical markers, and trellises with wisteria vines.
- At Munson Park add game tables, additional seating, a "petanque" court (informal bocce ball), a trellis with wisteria vines, and a restroom.
- At Hillview and Arbor Parks, add game tables and trellises with wisteria vines.
- Northgate One: At the western sign wall, create a new pedestrian entry by adding a new sign wall, trellis, and pathways into the site. In front of Safeway, widen the existing pedestrian zone by relocating the existing curb four feet into the driveway; this would widen the existing walkway to eight feet and narrow the existing driveway to 22 feet. Relocate the existing steel pedestrian control guardrails as needed.
- At the "Central Plaza" (between Starbuck's and Kinko's), work with Northgate One to incorporate optimum seating and thematic details into the space. Add new sycamore trees along the central vehicular entry to create an "allee" on each side of the road. Add a cluster of flowering shade trees at the south end of the lawn area.
- The Mall at Northgate: At the intersection of Las Gallinas Avenue and Northgate Drive, create a new entry and entertainment plaza when the new Rite-Aid facility is constructed. Create new pedestrian ways from the Rite-Aid plaza to Macy's and, if parking can be accommodated, from the Rite-Aid plaza eastbound along the south side of Las Gallinas Avenue to the Merrydale Overcrossing. At Las Gallinas and Merrydale Road, create a new vehicular entry with low walls and new seating areas on each side of the road entering The Mall property.
- At Lagoon Park, create a new entry walkway that emphasizes the view to the lagoon and accommodates crosswalks across Civic Center Drive, pedestrian ways and bicycle access.

RECOMMENDATIONS FOR UNIFYING PROMENADE THEMES

Concerned citizens have stated a keen interest in expressing the community's identity along The Promenade through use of architectural details. These details should reflect cultural elements, people and even local natural history. Even though more study is required to formulate the identity and theme, this plan recognizes the community's significant interest in the Santa Margarita Creek by using symbolic patterns in the new walkways that suggest watercourses. Future study will refine this detail and other theme features.

II. INTRODUCTION

"A vision is a dream about the future, shared by the community. It paints a picture of the type of place in which we want to live, work and play. Our vision is more than just a description of what we hope to see in North San Rafael. It also describes the legacy we hope to achieve and defines the way we want to work together to create a more livable community." –Vision North San Rafael In The Year 2010.

The *Vision North San Rafael* report, completed in 1997, summarizes the community's vision for business vitality, beautification, gathering places, community services, and pedestrian/bicycles linkages. *The North San Rafael Vision Promenade Conceptual Plan* expands the goal of pedestrian/bicycle linkages into a linear parkway that connects the Terra Linda Recreation Center to Lagoon Park at the Marin County Civic Center. The improved walkways and bicycle lanes create the "spine" of this plan and provide the context for new amenities, such as plazas, public art, landscaping, cultural/historical markers, and public park improvements.

Over a six month period, concerned citizens, city staff, commercial interests and consultants worked to develop the goals, objectives and design proposals that would make The Promenade a reality. On three occasions community meetings were held to solicit input and feedback from the community. Formal meetings with the Planning Commission and City Council further allowed City officials and the public to get involved with the process and to voice important feedback.

The result of this interactive process is an enthused community with a plan of specific strategies for developing The Promenade. This report outlines the details of the process, the *Conceptual Plan* and the design features that were created. A fold-out plan of the entire Promenade is located at the back of the report and should be used while reading this report.

BACKGROUND

This *Conceptual Plan* incorporates the previous and ongoing accomplishments made by the community. Since the Las Gallinas Valley was developed in the late 1950's, Terra Linda residents have been active in City planning processes. In the 1970's residents taxed themselves to purchase the surrounding hills for open space. From 1994 to 1997, citizens worked with the City to develop the *Vision North San Rafael in the Year 2010* report. Since then, the *North San Rafael Vision in Action (VIA) Committee* has facilitated the implementation of many parts of the report, including renovation of Freitas Park and the Terra Linda pool; new landscaping and property improvements at the Freitas Parkway entryway (The Gateway Project); approval of acceptable land usage on the Fairchild, PG&E, and Marin Ranch Airport properties; development of community events such as 'Surfin' Safari' and good neighbor awards, and funding of this *North San Rafael Vision Promenade Conceptual Plan*.

The residents near Santa Margarita Creek adjacent to Del Ganado Road are developing a plan for landscape enhancement of the concrete creek channel. Plans call for the removal of several feet of asphalt paving and installation of appropriate plantings. This project is currently in the final design and funding stage.

The *San Rafael Bicycle Master Plan* includes a North/South bicycle connection along Las Gallinas and an East/West bicycle connection along Freitas Parkway to the existing Fawn Drive path in Sleepy Hollow. The plan also includes a future North/South bicycle connection along the Northwestern Pacific Railroad right-of-way shown on this on map. A proposed rail transit station in the vicinity of the Marin County Civic Center is proposed in the *Sonoma-Marin Rail Transit (SMART) Plan*.

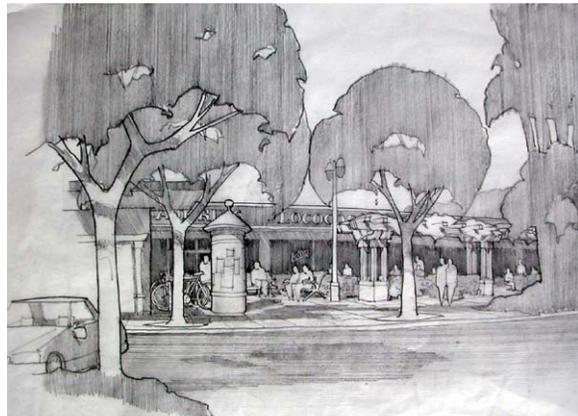
Future development goals at The Mall at Northgate may change the character of Las Gallinas Avenue and the City's ability to accommodate bike facilities on the street. If development is to proceed, the traffic engineers at the City of San Rafael recommend that Las Gallinas from Merrydale to Freitas be reconfigured to four lanes of traffic, two in each direction. If Las Gallinas Avenue is converted to four lanes of traffic, then alternative bicycle facilities through the area must be developed.

MISSION STATEMENT, GOALS AND OBJECTIVES

Mission: 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.

Goals:

- To provide safe outdoor recreation facilities for active and passive uses.
- To create a safe, cohesive, bicycle pathway system that connects the Terra Linda neighborhoods to the Marin County Civic Center.
- To provide safe pedestrian ways for strolling, jogging and seating which connect the parks, neighborhoods and commercial centers of Terra Linda to the Marin County Civic Center.
- To reflect local history and geography including watershed, creek and neighborhood identity.
- To create a landscape identity along the Promenade by using consistent theme plantings, appropriate streetscape elements, shade trees and color plantings.
- To encourage citizen interaction by developing new opportunities for gatherings, displays, seating and other recreational pursuits.
- To engage people, schools and neighborhoods by providing opportunities for individual and group expression.



Detail from Vision North San Rafael report in the year 2010.
Drawing by Ian MacLeod

DESIGN INTENT FOR BICYCLE AND PEDESTRIAN CIRCULATION

It is the intent of the *Conceptual Plan* to enhance the enjoyment and safety of pedestrians and cyclists who use the Promenade route. Recommendations in this plan are intended to be implemented over a period of time by various private and public efforts. In order for this plan to be considered successful, not every recommendation must be completed. However, there must be a continuous, recognizable and safe system of travel for both bicycles and pedestrians throughout the Promenade corridor.

DESIGN INTENT FOR AMENITIES ALONG THE PROMENADE

Existing features along the Promenade include the broad, landscaped areas along Freitas Parkway, views to the western hills, Munson Park, Hillview Park, Northgate One, The Mall at Northgate, Northgate Three and the Marin County Civic Center Lagoon Park. This Plan makes recommendations for the enhancement, improved usability and access to these facilities as well as recommendations for new amenities.

DESIGN INTENT FOR EXPRESSING COMMUNITY IDENTITY AND PROMENADE THEMES

The North San Rafael Vision Promenade has an opportunity to express the pride and history of the community in North San Rafael. A process needs to be undertaken to identify the most significant community elements that reflect local culture, people and even natural history. These elements then can be communicated in an understandable fashion along the Promenade through signage and architectural details. These details not only will be a reflection of the community culture but they will provide continuity and identity to the Promenade route itself.

III. THE PROMENADE

There are three basic components to the Promenade: bikeways and pedestrian ways, project amenities, and unifying Promenade themes. The *Conceptual Plan* describes the **criteria** used to develop these components, provides **recommendations** for their improvement, and proposes a **uniform Promenade theme**.

CRITERIA

The formulation of a plan for pedestrian and bicycle facilities must comply with the *Bikeway Planning and Design Manual* (chapter 1000 of the California Streets and Highways Code). Understanding the various types of bikeway facilities and minimum standards required for each is critical to the success of this plan.

BIKEWAYS:

Class I Bikeways: "Generally, [bikeways] should be used to serve corridors not served by streets and highways or where wide rights-of-way exist, permitting such facilities to be constructed away from the influence of parallel streets. Bike paths should offer opportunities not provided by the road system. The most common applications are along rivers, oceanfronts, canals, utility rights-of-way, and abandoned railroad rights-of-way, within college campuses or within and between parks. The minimum paved width for a two-way bike path is 7.8 feet. An additional 3-foot graded area is recommended to provide clearance from poles, trees, walls, fences, guardrails or other lateral obstructions. A wider graded area also serves as a jogging path. Dual use by pedestrians and bicycles is undesirable, and should be separated wherever possible."—*Bikeway Planning and Design Manual*.

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 interferences with motorists. In residential areas such as Terra Linda, sidewalk bicycle riding by young children is acceptable. With lower bicycle speeds and lower auto speeds, potential conflicts are somewhat lessened. Even though this type of bicycle use on sidewalks is acceptable, it is inappropriate to sign these facilities as Class I Bikeways. A more appropriate designation for these sidewalks would be "**multipurpose pathway**."

Class II Bike Lanes: "[Bike lanes] for preferential use by bicycles are established within the paved area of highways. Bike lane stripes are intended to promote an orderly flow of traffic by establishing specific lines of demarcation between areas reserved for bicycles and lanes to be occupied by motor vehicles."—*Bikeway Planning and Design Manual*. Bike lane signs and pavement markings support this effect. Bike lane stripes can increase bicyclists' confidence that motorists will not stray into their path of travel if they remain within the bike lane. Class II bike lanes are one-way facilities and move with the flow of the traffic. The recommended width for a class II bike lane is 4.9 feet where the lane is adjacent to parked cars and four feet where the lane is at the edge of pavement. When at the edge of a curb and gutter the width is to be 4.9 feet with a minimum of 2.9 feet beyond the concrete gutter. Traffic lanes as discussed in the highway design manual are typically 11.8 to 12 feet wide. Where favorable conditions exist, traffic lanes of 10.8 to 11 feet may be feasible.

Class III Bike Routes: "[Bike routes] are intended to provide continuity to the bikeway system. Bike routes are established along through-routes not served by Class I or Class II bikeways or they are used to connect discontinuous segments of bikeway. Class III facilities are shared facilities, either with motor vehicles on the street or with pedestrians on sidewalks and in either case bicycle usage is secondary. Class III facilities are established by placing bike route signs along roadways."—*Bikeway Planning and Design Manual*

PEDESTRIAN WAYS:

The pedestrian ways should be safe, convenient and designed to encourage use. Dimensions should be adequate to allow pedestrians and strollers to pass without conflict. To ensure safe street crossings and continuity along the Promenade, the walkway details (color and texture) should be continued into the crosswalks. The City of San Rafael is experimenting with audio alerts at some intersections that can further increase safety at intersections.

Concrete is the most practical and durable material for public walkways and ramps. But concrete pavers and colored, stamped asphalt provide good alternatives to concrete. All pedestrian surfaces are not necessarily hard. The multipurpose pathways can include a soft-surface jogging paths, similar to those along the Tiburon and Corte Madera Creek bikeways.

UNIFYING PROMENADE THEMES:

This plan recognizes the value of promoting community identity in the Promenade project. A process will be undertaken to identify key elements of the North San Rafael community and to determine the best way to express those elements on the Promenade route. Signage, "signature" details and plant selections, and historical markers will contribute in expressing the Promenade theme.

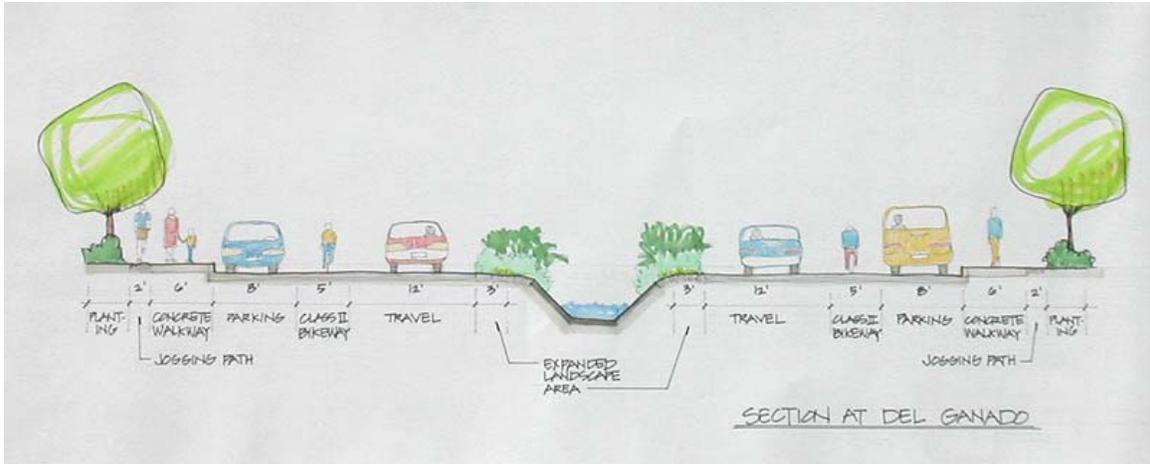
RECOMMENDATIONS

The following recommendations for improvement are presented in sequence starting at the Terra Linda Recreation Center and proceeding east to the Lagoon Park at the Marin County Civic Center. Please consult the scaled drawing inside the back cover for reference to the Promenade route.

TERRA LINDA RECREATION CENTER (WESTERN TERMINUS)

The Terra Linda Recreation Center should be clearly marked as the start of The Promenade. Signature details developed in the project theme process should be displayed prominently here and repeated through the project. It is important to integrate these improvements with the *Recreate the Creek* project already underway.

Del Ganado Road should be re-stripped to include a Class II bike lane in each direction and to accommodate the widened creek landscaping proposed in the *Recreate the Creek* plan. A new six-foot-wide sidewalk with signature details should extend along each side of Del Ganado Avenue from the Recreation Center to Freitas Parkway. A signature crosswalk should be installed across Del Ganado Road from the Recreation Center to the Terra Linda Shopping Center and a route should be developed from this crosswalk to Scotty's Market. Additional crosswalks with theme details should be installed across Del Ganado Road at Freitas Parkway and across Freitas Parkway to the south side of the street.

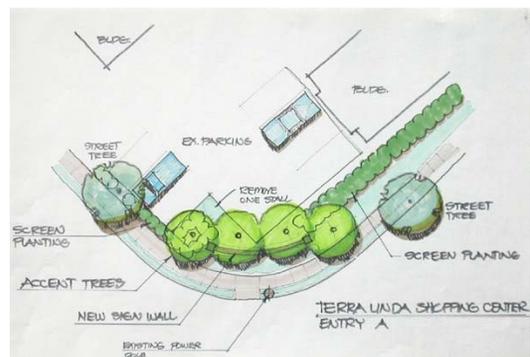


Recommendation: Re-stripe Del Ganado from the Recreation Center to Freitas Parkway to accommodate Class II bike lanes and additional landscaping at the creek. Add new sidewalk with theme details to each side of the street. Add new crosswalks with theme details across Del Ganado at the Recreation Center and at Freitas Parkway. Coordinate improvements with the Recreate the Creek plan. Develop connections to the Terra Linda Shopping Center.

ENTRY TO TERRA LINDA SHOPPING CENTER

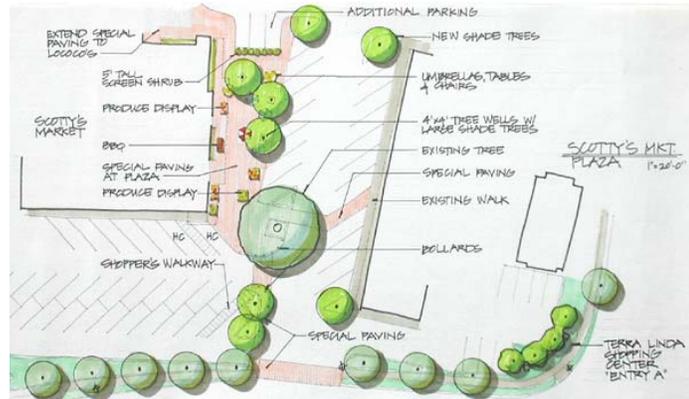
The northwest corner of the Del Ganado Road and Freitas Parkway intersection is considered by many to be the entry to the Terra Linda Shopping Center. At this corner, an opportunity exists for improved signage and new accent plantings that reflect the Promenade design themes.

Recommendation: Work with the ownership of the Terra Linda Shopping Center and the community to determine opportunities and constraints and to refine the design details and cost of this project proposal.



SCOTTY'S MARKET

The community has expressed a desire to have a public plaza in or around the Terra Linda Shopping Center for informal gatherings or simply relaxing with a cup of coffee. The area in front of Scotty's Market is particularly attractive for this purpose due to the existing pedestrian activity and the great potential of a slightly reorganized space. This space is achieved by reconfiguring the parking and roadway nearest to the front door.

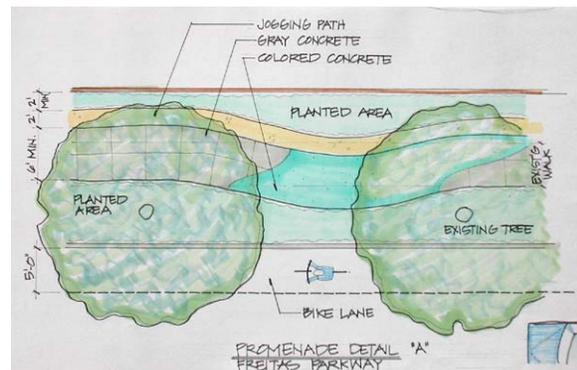


Angled parking with one driveway is more convenient but causes a net loss of four parking stalls. Ninety degree parking and one driveway result in no net loss of parking. Once the parking realignment is achieved, important connections need to be made to the Terra Linda Recreation Center and to the new walkways on Freitas Parkway.

Recommendation: Work with the ownership of Scotty's Market, the Terra Linda Shopping Center and the community to develop a new pedestrian plaza, a realigned parking lot and new pedestrian connections to Freitas Parkway and the Terra Linda Recreation Center.

FREITAS PARKWAY: PEDESTRIAN IMPROVEMENTS

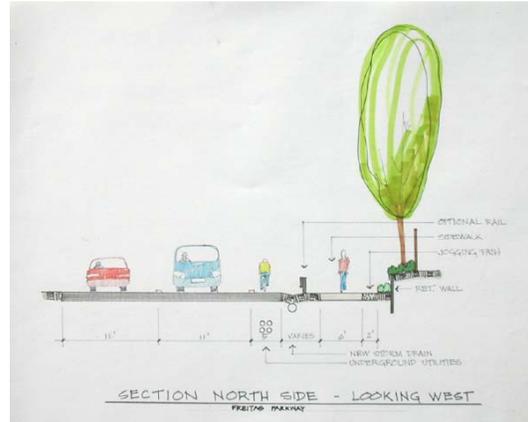
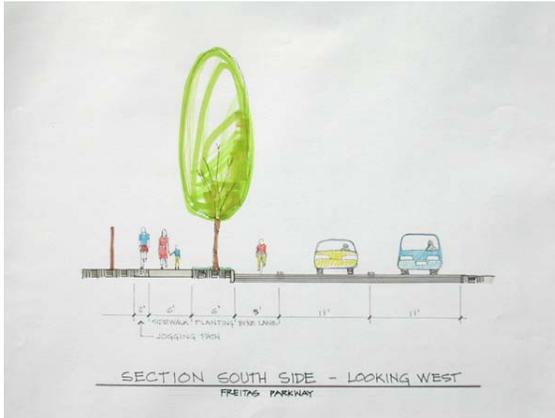
The existing five-foot-wide concrete sidewalk along the south side of Freitas from Del Ganado Road to Las Gallinas should be removed and replaced with a six-foot-wide concrete path and a two-foot-wide soft-surface jogging path along the south side of the sidewalk edge, creating a new multipurpose pathway reflecting consistent signature Promenade details.



A similar multipurpose pathway should be installed on the north side of Freitas Parkway. The existing four-foot-wide concrete sidewalk in this area is in need of repair and/or replacement. In most locations, the multi-purpose pathway is easily accommodated. However, in a few locations grade differences along the pathway will require low retaining walls. In at least one area a surface storm drain swale is very close to the pathway. It is recommended that this drain be placed underground. It is also recommended that short segments of safety railing be installed where the pathway is in close proximity to the roadway. The new pathway should be studied carefully to see if proposed improvements at Munson Park and the "Pork Chop Islands" would cause an adjustment to the pathway's alignment.

The existing sidewalks along Freitas Parkway are un-lighted and dark. It is recommended that new park - type light standards, 12 to 18 feet tall, be installed along with the new pathways to enhance user safety.

When completed, the pathways will provide joggers and walkers with a loop path just over one mile long. The jogging path opens this area to a new user group. These wider multi-purpose pathways will make pedestrian and bike travel for young children and families more inviting and safer than current conditions.



Recommendation:

Remove existing walkways on the north and south sides of Freitas Parkway between Del Ganado Road and Las Gallinas Avenue and replace with six-foot wide concrete walkways, two-foot-wide jogging paths and pathway lighting. Include Promenade theme details.

FREITAS PARKWAY: BICYCLE IMPROVEMENTS

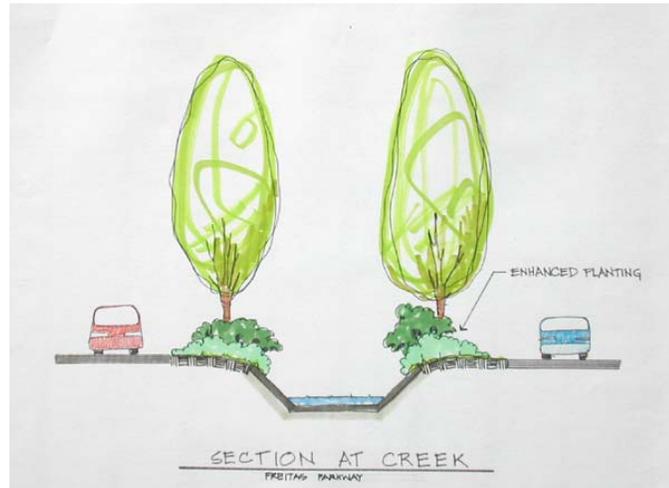
The existing arrangement of two 12-foot traffic lanes and one eight-foot-wide parking lane along the south side of Freitas Parkway does not provide enough width for a designated Class II bikeway. However, by removing the parking along the south side of Freitas from Del Ganado to Las Gallinas Avenue there is adequate room for the Class II bike lane. Currently, much of the commuter parking along Freitas Parkway is west of Del Ganado and should not be changed. The parking east of the Del Ganado bus stop and at the Las Pavadas bus stop should be relocated to side streets. Parking along the north side of Freitas Parkway between Del Ganado and Las Gallinas should also be eliminated. Each side of the street should be striped and signed for Class II bike lanes.

Recommendation: Eliminate parking on the north and south sides of Freitas Parkway between Del Ganado and Las Gallinas and create Class II bike lanes in each direction.

FREITAS PARKWAY: LANDSCAPING

In addition to the pathway widening and Class II bikeway improvements, the landscaped areas along each side of Freitas Parkway and those adjacent to the creek should be improved. On the north and south side of Freitas, areas of bare land would benefit from accent, shade, erosion-control and theme plant materials.

The landscaped areas at the creek adjacent to each curb are between four and six feet wide. Additional plantings of liquidambar trees and other appropriate vegetation in this corridor will enhance the visual character of Freitas Parkway. The plant palette and landscaping should be coordinated with the design of the *Recreate the Creek* and *Gateway* projects.



During the course of public meetings a number of residents expressed the desire to eliminate the concrete channel and re-establish a more natural creek environment along Freitas Parkway. While this idea has some appeal (and considerable expense), it is outside the scope of this plan. Several creek reclamation projects have taken place in the East Bay, which could provide valuable information in assessing the feasibility of improving Las Gallinas Creek.

Recommendation: Work with the community and city staff to develop goals for improved landscaping and to identify areas that need improvement.

UNDERGROUND UTILITIES

Undergrounding of utilities along Freitas Parkway is one of the City's long-term goals. Participants at the community workshops were strongly in favor of identifying the locations of future underground utilities (potentially at the edge of the roadway) in the *Conceptual Plan* so that Promenade features will not be disrupted when utility work occurs. The possibility of providing conduits for future utility work can be considered as Promenade features are built.

Recommendation: Work with community, City staff, and utility companies to designate locations of future underground utilities and possibilities for coordinating work with Promenade construction.

POCKET PARKS

Munson Park

The neighbors of Munson Park and other community members visualize modest improvements at this quiet neighborhood park. The amenities currently existing at the Park consist of three picnic tables, one large bench, and an open turf area punctuated by numerous mature shade trees.

Proposed amenities include a new restroom and a small grouping of game tables for checkers, chess or a casual lunch. An optional area for the informal court game called "petanque" (a French version of bocce ball) is also shown. The community would like to see public art in the park. This expression can take many forms, from freestanding pieces prepared by local artists to an art wall where local children could attach ceramic tiles.

The landscape improvements to Munson Park should be consistent with the new landscaping proposed for Freitas Parkway. New ground covers, flowering shrubs, perennials and accent trees would add greatly to the appearance of the park.

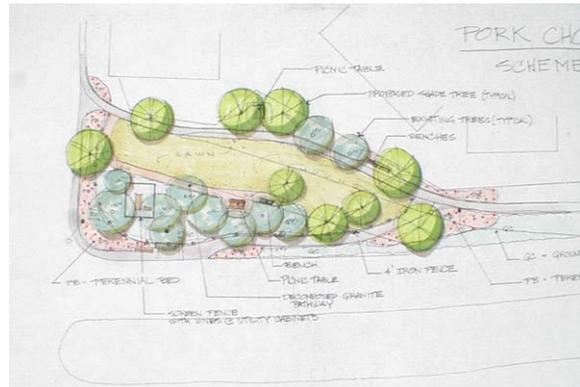
Hillview Park and Arbor Park

The pathways, jogging path and bike lanes should all integrate with the pocket parks to encourage easy access. Hillview and Arbor Parks are perfect areas for rest stops and should be studied for new opportunities, such as additional seating, game tables, and public art.

Recommendation: Work with the community and the City of San Rafael to refine the goals for Munson Park, Hillview Park and Arbor Park to establish the types of amenities, design details and construction costs that would be appropriate.

PORK CHOP ISLAND

Located at the intersection of Freitas Parkway and Las Pavadas is a "leftover" piece of land where the right turn lane cuts diagonally from Freitas to Las Pavadas. Community input regarding this area, called "Pork Chop Island" is mixed. Some public participants feel that the space should be closed off and converted to a small park with the right turn lane moved onto Freitas Parkway. Others feel that the current configuration of the right turn lane is quite useful.



One proposal shown in this plan converts the existing turn lane into a passive park that would be quite compatible with the other pocket parks along Freitas Parkway. The plan shows a space with gentle mounding, shade trees, perennial beds, park benches, and a more direct pathway connection from the north side pathway to the intersection at Las Pavadas. At this intersection of Las Pavadas and Freitas, a new crosswalk with theme details should be constructed.

Recommendation: Work with the community and the City of San Rafael to refine the goals for the Pork Chop Islands as well as the traffic constraints, design details and cost of the proposal.

LAS GALLINAS AVENUE: PEDESTRIAN IMPROVEMENTS (Freitas Parkway to Merrydale Road)

At the intersection of Las Gallinas Avenue and Freitas Parkway, the Promenade splits into two routes that offer different experiences. One route enters the Northgate One Shopping Center and provides new pedestrian opportunities and safety features (see "Northgate One" below). The other route continues along Las Gallinas and extends the bicycle and pedestrian facilities recommended for Freitas Parkway.

South Side of Las Gallinas Avenue

It is recommended that the existing four-foot-wide sidewalk be widened to a minimum of six feet. The new sidewalk should contain colored markings and/or pavement insets consistent with the Promenade theme. At the intersection with Nova Albion, the crosswalk should again be identified by color and/or texture. Continuing east past Nova Albion the existing four-foot-wide sidewalk can be widened in most locations to six feet. Where trees and other obstacles are present, the sidewalk may be narrower. The existing sidewalk on the north side of Las Gallinas between Nova Albion and Northgate Drive is quite narrow and interrupted by many driveways, making sidewalk widenings along the north side impractical.

Northgate One to The Mall at Northgate

The western sidewalk on Northgate Drive between Freitas Parkway and Las Gallinas Avenue should be widened for safety and convenience and should include signature Promenade details. It is the main pedestrian connection between Northgate One and The Mall.

At the intersection of Northgate Drive and Las Gallinas Avenue, the pedestrian way from Northgate One should cross Las Gallinas in a signature crosswalk and rejoin the Las Gallinas Avenue sidewalk on the south side of the street. Here, the reunited pedestrian Promenade crosses Northgate Drive in a signature crosswalk and enters a new public plaza being planned by Rite-Aid and the Northgate Mall. This plaza should be an entertainment and gathering space as well as a confluence for the following pedestrian routes:

Route to Macy's: One pedestrian route from this plaza goes southeast through a reconstructed parking lot to the north side of Macy's. This route provides convenient access to shopping and refreshment opportunities. The route then continues to the east side of Macy's and beyond to a proposed plaza at the intersection of Las Gallinas Avenue and Merrydale Road.

Route Parallel to Las Gallinas Avenue: Another pedestrian route parallels the south side of Las Gallinas. The existing four-foot-wide sidewalk adjacent to the curb along the south side of Las Gallinas cannot be widened due to grade differential and large existing trees. The opportunity exists, however, to provide a new six-foot-wide (minimum) pedestrian pathway located along the northern edge of the Macy's parking lot. The existing parking area would need to be re-stripped and some parking spaces would be lost. However, the loss of parking spaces may be replaced by the proposed parking structures under consideration on The Mall property. If this multi-purpose path were installed, a cost/benefit analysis would have to be conducted to see if the existing four foot sidewalk could be converted to traffic or bike lanes.

Route Along Northgate Drive: A third pedestrian route continues along each side of Northgate Drive to where it intersects Los Ranchitos, then north on Los Ranchitos to Merrydale Road. A "missing" section of sidewalk on the south side of Northgate Drive should be installed to create a continuous walkway.

All three new pedestrian pathways would connect the "Rite-Aid" plaza with the small seating plaza at the intersection of Las Gallinas and Merrydale Road.

Recommendations:

- ***Remove the existing walkway on the south side of Las Gallinas between Freitas and Rite-Aid Plaza and replace it with a six-foot-wide (minimum) walkway with theme details.***
- ***Install a new 6' wide sidewalk on the west side of Northgate Drive between Freitas Parkway and Las Gallinas Avenue***
- ***Work with The Mall at Northgate and Rite-Aid management to develop a pedestrian way through The Mall or parallel to Las Gallinas Avenue that connects Rite-Aid Plaza to the Las Gallinas/Merrydale Avenue intersection.***
- ***Complete the sidewalk on the south side of Northgate Drive.***

LAS GALLINAS AVENUE: BICYCLE IMPROVEMENTS

At the intersection of Freitas Parkway and Las Gallinas, the bikeway portion of the Promenade turns south onto Las Gallinas Avenue. *The San Rafael Bicycle Plan* calls for Las Gallinas to be the north/south connector between Novato and downtown San Rafael. Traffic engineers with the City of San Rafael have indicated that four lanes of vehicular traffic may be required along Las Gallinas from Freitas Parkway to Merrydale Road, if development goals at The Mall are realized. This increase in traffic lanes would eliminate all parking along both sides of Las Gallinas as well as any room for Class II bike lanes.

If expansion at The Mall takes place, the City of San Rafael should work with The Mall to negotiate construction of Class II bike lanes on or near Las Gallinas. If development pressures do not require four lanes of traffic, then a Class II bicycle facility can be accommodated as follows:

Freitas Parkway to Northgate Drive

This portion of Las Gallinas currently includes two eight-foot-wide parking lanes, two 12-foot-wide traffic lanes, and a left turn lane with a short median at the Nova Albion intersection. If four lanes of traffic are not required, then one lane of parking could be eliminated and the street could be re-striped to accommodate two 12-foot traffic lanes, one lane of parking and two Class II bike lanes.

Northgate Drive to Merrydale Road

This part of Las Gallinas currently has two lanes of traffic, one lane for left turns, and one lane of parking. If four lanes of traffic are not required, then the one lane of parking could be removed to provide for two traffic lanes, one left turn lane and two Class II bike lanes.

Alternative Route

As an alternate route, Class II bicycle lanes could be extended east along Freitas Parkway from Las Gallinas to Northgate Drive. At this point, the Class II bike lanes turn right and head south to Las Gallinas. This alternative is not ideal due to the traffic congestion at the Freitas/Northgate Dr. intersection, but it might serve an interim need.

Class II Bike Lanes at Northgate Drive

Class II bike lanes should be provided in each direction along Northgate Drive from Las Gallinas to Los Ranchitos. At Los Ranchitos, the cyclists have the choice of heading south on existing bike routes to central San Rafael or north to the Merrydale Overcrossing and beyond.

Recommendations:

- *If four lanes of traffic are required on Las Gallinas Avenue, then the City should construct Class III bike lanes from Freitas to Northgate Drive, then negotiate new Class II bike lanes through the mall property.*
- *If four lanes are not required on Las Gallinas,*
 - West of Northgate Drive, one lane of parking should be eliminated and the street should be re-striped to accommodate two 12-foot traffic lanes, one lane of parking and two Class II bike lanes.*
 - East of Northgate Drive, one lane of parking should be removed to provide for two traffic lanes, one left turn lane and two Class II bike lanes.*
- *Regardless of the bikeway development along Las Gallinas Avenue, Class II bike lanes should be provided in each direction along Northgate Drive from Las Gallinas to Los Ranchitos.*

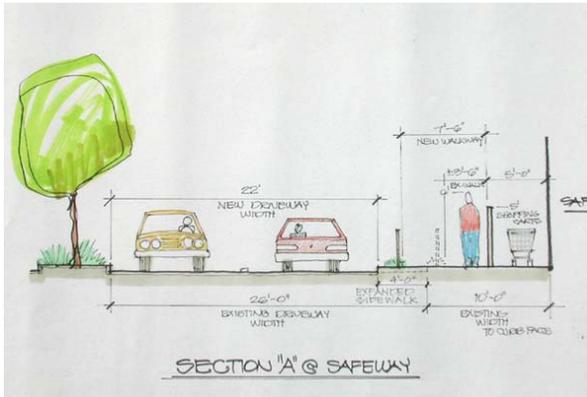
NORTHGATE ONE

New Entry

As earlier stated, the pedestrian element of the Promenade splits in two at the Las Gallinas/Freitas Parkway intersection with one route going along Las Gallinas Avenue (see "Las Gallinas Avenue: Pedestrian Improvements" above for detail) and the other heading into the Northgate One Shopping Center. At the western corner of the shopping center an improved pedestrian entry into Northgate One should occur. New walkways would bring pedestrians around each side of the existing lawn to a new sign wall and a large shade trellis with wisteria vines. A break in the existing wall would be aligned with the new expanded walkway in front of Safeway.



Circulation at Safeway

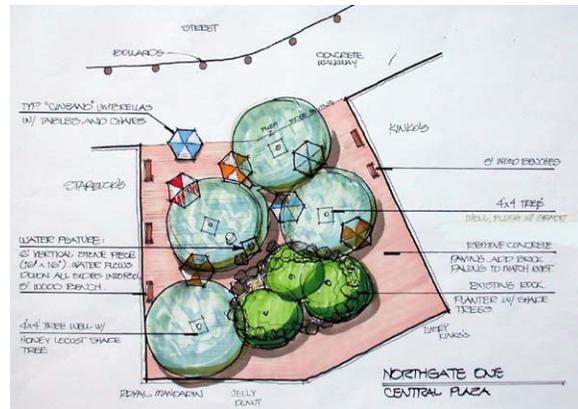


The narrow walkway in front of Safeway is under-utilized by most shoppers who prefer walking directly into the roadway to get to their parked cars. Because the pedestrian/vehicle conflicts in front of Safeway are significant and because this area is such a key link in the pedestrian Promenade, an opportunity exists to create a new, safe pedestrian facility for shoppers as well as for pedestrians just passing through.

The two-way driveway in front of Safeway is 26 feet wide. This plan proposes to narrow the driveway to two 11-foot-wide drive lanes and move the curb line four feet away from the building. This reduction of street width will slow the traffic and increase sidewalk width. The existing rails along the back of the curb could be moved to the new edge of curb. Moving the curb north almost doubles the pedestrian space and allows for much safer pedestrian movement through the area.

Central Plaza

Members of the community have a great deal of interest in the existing plaza between Starbucks and Kinko's. It is centrally located, receives great sunlight and is a pleasant place to relax and visit with friends. They have expressed a number of ideas for improving the space, such as adding more comfortable seating, high-branching light-textured shade trees, and a crosswalk to the lawn median north of the plaza.



Main Vehicular Entry

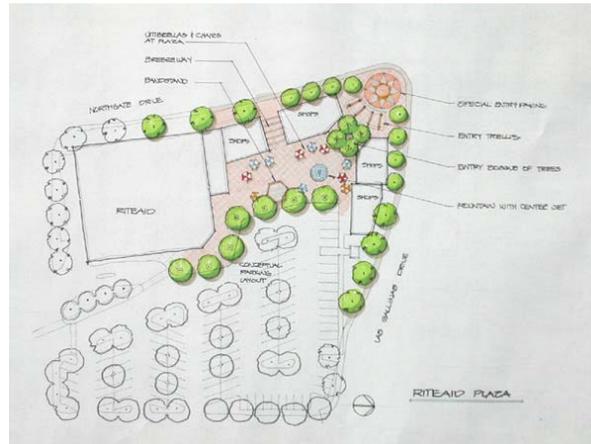
Mature sycamore trees exist on the east side of the center island at the main vehicle entry and young sycamore trees exist on the west side. This plan calls for additional sycamores to be planted on each side of the center island to create an allee of trees that people would drive through upon entering or leaving the property. At the south end of the center island, several people feel that the lawn area could provide an informal seating area if flowering deciduous trees, like crape myrtles, were added. Pedestrian access to this space should be studied carefully with the city traffic engineer.

Recommendation: *The community should work closely with the city staff and the owners of Northgate One to improve the safety of the pedestrian circulation and to identify opportunities to carry the Promenade theme throughout the center.*

THE MALL AT NORTHGATE

Rite-Aid Plaza

The Las Gallinas Avenue/Northgate Drive intersection is the grand entry to The Mall at Northgate. Vehicles coming off Freitas Parkway and pedestrians coming from Northgate One and Nova Albion Drive must pass this corner to get to The Mall. Currently, only signage exists at this corner of the property, but The Mall and Rite-Aid are planning to construct a new Rite-Aid store in this area that includes inviting architecture and a dynamic public plaza. Features of this plaza might include an entry court with a large, colorful paving pattern at the center of the space, which draws the pedestrians to a large shade trellis covered with wisteria. At this point, a passageway is formed by the close proximity of the buildings. Where the visitor emerges, he passes through a bosque of flowering shade trees and is greeted with a full view of the plaza in all of its detail. A circular fountain provides the sound and movement of water plus informal seating. Numerous shade trees cool the paving and create an interesting overstory. Informal steps surround an elevated space that can be used as a performance area.



Recommendation: Work with the ownership of The Mall at Northgate, Rite-Aid and the community to develop the details for this plaza.

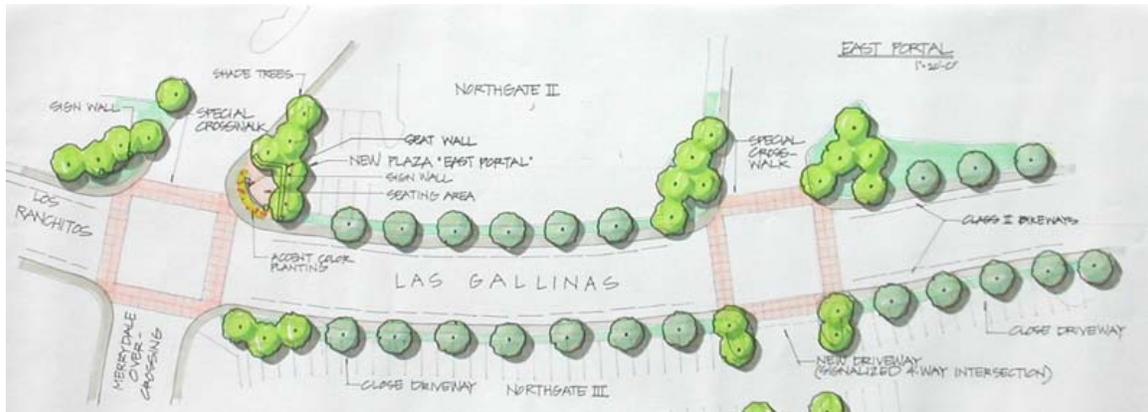
NORTHGATE THREE CENTER: NEW INTERSECTION AT LAS GALLINAS AVENUE

The Northgate Three Shopping Center has a southern vehicular entry near the Las Gallinas/Merrydale intersection and another entry near to but not aligned with a Mall entry road that runs by the north side of Macy's. In order to simplify the circulation in this area, the two existing Northgate Three entries should be closed and a new, signalized entry should be constructed where The Mall entry road near Macy's intersects Las Gallinas.

Recommendation: Work with the city traffic engineers, ownership of The Mall at Northgate and ownership of Northgate Three to close the two existing entries and build a new signalized entry where Macy's access road intersects Las Gallinas.

EAST PORTAL: LAS GALLINAS AVENUE AND MERRYDALE OVERCROSSING INTERSECTION

All pedestrian and bicycle improvements lead to the Las Gallinas/Merrydale Overcrossing intersection. This intersection requires improvement due to its significance as the east portal of The Mall and hub for bike and pedestrian travels east and south. New, low seat walls on each side of the entry drive create a more formal appearance and provide an informal rest area for pedestrians and cyclists. Special paving in front of the walls complete and define the small seating space. Accent lighting highlights existing trees and new, low level signage for the center.



Recommendation: *Work with the ownership of The Mall at Northgate to develop the details for this new entry.*

MERRYDALE OVERCROSSING

The bicycle and pedestrian connection between the Las Gallinas/Merrydale Overcrossing intersection and the Marin County Civic Center can be accommodated in more than one way. Existing bicycle lanes occur on both sides of the Merrydale Overcrossing and a pedestrian sidewalk is provided on the north side of the Overcrossing as well.

Preferred Route to Civic Center

The safer and more appealing route for the pedestrian and bicycle connection to the Civic Center is located on the west side of Highway 101 behind the Mt. Olivet Cemetery and Guide Dogs for the Blind. From the "East Portal" described above, existing sidewalks and bicycle lanes extend over the overcrossing. In the preferred route, just before the overcrossing the eastbound cyclists would exit to the right and continue on the existing street behind the Cemetery. Pedestrians would follow the same route on a new concrete sidewalk to be built at the back of the existing curb. Westbound pedestrians could also use this same sidewalk or could use the existing sheet to cross under the overcrossing to connect with the existing west bound sidewalks there. All westbound cyclists would use the same existing sheet to cross under the overcrossing and connect with the existing westbound Class II bike lane coming off the Merrydale Overcrossing.

Where the road behind the Cemetery (Merrydale Road) intersects with the Northwestern Pacific Railroad right-of-way, the Promenade facilities turn east and utilize the existing train undercrossing to connect with the existing bicycle and pedestrian facilities on Civic Center Drive. The existing single railroad track is south of the undercrossing's center line, leaving adequate space for the installation of a multi-purpose pathway, which should be a 10-foot-wide concrete path with an adjacent two-foot-wide soft-surface jogging path.

This connection under the freeway is considered highly desirable as it reduces the conflict between automobiles and multi-use pathway users. It is worth pursuing at an early date. Any improvements in this area would need to be coordinated with transit officials, the County of Marin, the City of San Rafael, utility districts and adjacent private landowners. Improvements for pedestrians and bicycles under the freeway would need to have appropriate safety and security provisions built into their design. Proper lighting for evening use and adequate access for police patrol is a necessity.

Additional Routes to Civic Center

Additional connections between Los Ranchitos Drive and the railroad undercrossing should be explored. Other possible connections to the railroad right-of-way are:

- Along the paved road within the Cemetery property at its southern border.
- Along the southern boundary of the Guide Dogs for the Blind property.
- Along the existing creek/flood control right-of-way approximately 100 feet south of the Los Ranchitos and Constance Drive intersection. The existing concrete-lined channel could be covered with a boardwalk and used as a pedestrian and bicycle connection.
- The existing connection at Walter Place just south of Los Ranchitos and Constance Drive.

Any connection to private property would need the full consent of the property owners.

Recommendations:

- ***Install a Class II bike lane and sidewalk along the eastbound street next to the Merrydale Overcrossing.***
- ***Install a westbound Class II bike lane and sidewalk along the existing street under the Merrydale Overcrossing, which connects to the westbound bike lane and sidewalk on Merrydale Overcrossing.***
- ***Install a 10-foot wide multi-purpose pathway with an adjacent two-foot-wide jogging path from Merrydale Road (parallel to the railroad tracks through the undercrossing the freeway) to the Class II bike lanes and sidewalks on Civic Center Drive.***

CIVIC CENTER DRIVE

From the Merrydale Overcrossing on the east side of US 101, existing Class II bike lanes continue south along each side of Civic Center Drive to the railroad crossing. From this point, no bicycle or pedestrian facilities exist along Civic Center Drive. This plan recommends that Class II bike lanes and six-foot-wide sidewalks should be continued on both sides of Civic Center Drive from the railroad crossing to North San Pedro Road. A new Promenade crosswalk would carry pedestrians across Civic Center Drive and orient them to a new entry to Lagoon Park.

Install much-needed landscaping on the east side of Civic Center Drive, south of the McInnis One office building.

Recommendations:

- ***Install a Class II bike lane and a six-foot-wide sidewalk on each side of Civic Center Drive from the railroad crossing to North San Pedro Road.***
- ***Install landscaping on the east side of Civic Center Drive, south of the McInnis One office building.***

LAGOON PARK (EASTERN TERMINUS)

The new entry to Lagoon Park should focus the visitor's view on the lagoon and should integrate with the existing park conditions. A new pathway should extend from the Promenade crosswalk to the shady lawn area near the existing lagoon pathway. At the lawn area, a small plaza and trellis with wisteria vines and informal seating should mark the Eastern Terminus of the Promenade. A walkway should connect this seating area to the walkway around the lagoon.

Recommendations:

- ***Install a new walkway, new seating, and a new trellis with wisteria vines at the entry to Lagoon Park.***
- ***Install new walkway connections from the new entry to the pathway around the lagoon.***

TRANSIT CENTER NEAR CIVIC CENTER

As the proposed transit center at the intersection of McInnis Parkway and Civic Center Drive is developed, it should utilize consistent Promenade details and should connect easily and safely to the bikeways and pedestrian ways. A Promenade crosswalk should be utilized.

UNIFYING PROMENADE THEMES

The project theme is an expression of the cultural and historical elements of north San Rafael. The theme and all of its elements are intended to convey local history in a permanent, outdoor format that can be viewed with convenience any hour of the day. Providing theme elements along the Promenade will give pedestrians and cyclists places to stop and rest, and opportunities to learn about the community's history.

A community workshop should be undertaken to identify the people, places, historical events and natural history that make North San Rafael what it is today. The historic significance of the Terra Linda valley can be categorized into four general periods: The pre-history Native American habitation; the Spanish Land Grant period; the Freitas ranch period and the Developmental period from 1945 to present. Each of these distinct periods is unique and worthy of researching and documenting for community interest and education. Historic markers of plaques should be developed and located to chronologically tell the story of the people who lived, worked and loved the community known to us as Terra Linda (beautiful land).

The markers could begin at the Terra Linda Recreation Center with a historical presentation on the Native American era. Each period may require several markers. As one moves eastward along the Promenade, the historic periods can be presented in chronological order. The marker for the most recent development period would be located in the vicinity of The Northgate Mall. A marker in the vicinity of the railroad could highlight the railroad and tunnel development and a marker at Lagoon Park could highlight and Civic Center development.

The project theme should be expressed with an architectural style that matches the overall design intent of the Promenade. The style might reflect the area's Spanish heritage or might symbolically represent the significance of the stream courses in the Terra Linda watershed. Once the style is established the elements themselves (i.e. kiosks, markers, signage, paving details, etc.) can be designed. For example, a blue or teal color could be applied to the surface of the concrete walkways to symbolize local hydrology.

Throughout the Promenade, and especially at the end points, it is important to show a map of the Promenade within the context of North San Rafael. On these maps, "You Are Here" labels would be helpful to orient first time visitors. These maps could also show locations of historical events in the area.

The project theme and style should use consistent detailing in all of the graphic and architectural elements along the Promenade. Signage, low walls, paving details, crosswalks, benches, trellises, guard rails, accent lighting and even planting materials should reflect the designated motif.

IV. IMPLEMENTATION PRIORITIES

The North San Rafael Vision Promenade reaches almost two miles and extends through public and private lands. Implementation of the improvements recommended in this plan requires a concerted effort between the City of San Rafael, private landowners and concerned citizens.

To help guide the implementation process, a brief discussion of financing and an outline of the community's priorities has been prepared.

FINANCING

As stated earlier, this project will be implemented over time, and in phases, as funding becomes available. Funding sources may include: private sector contributions, grants from various sources, and new development contributions. City funds, most likely, will not be available for the foreseeable future given the current State-funding crisis and its impact on local government finances.

Private landowners can undertake improvements on private land at any time, providing necessary City approvals are acquired. Additionally, the City of San Rafael can require the construction of specific improvements when a landowner submits an application for facility expansion or improvements.

PRIORITIES

Whether the improvements are on public land or private land, a public communication process needs to occur for every project to ensure the public's needs are satisfied. Goals and objectives need to be drafted for each project to identify priorities, limits of work and scheduling.

Developing a strategy for getting started is one of the most useful endeavors the community can undertake. The following list of construction priorities outlines a reasonable approach for realizing the goals established in this plan.

- 1A. Bike Lanes: Eliminate parking where specified on Freitas Parkway and construct Class II bike lanes in each direction from the Terra Linda Recreation Center to Las Gallinas Avenue. Construct Class II bike lanes in each direction on Northgate Drive from Las Gallinas to Los Ranchitos. Continue existing Class II bike lanes on Civic Center Drive from the railroad crossing to Lagoon Park.
- 1B. Themes: Work with the community and VIA committee to develop project themes and details for historical markers, signature crosswalks, trellises, and sidewalks.
- 1C. Railroad Right-Of-Way: The City of San Rafael must begin the process of establishing a multi-purpose pathway adjacent to the railroad tracks that cross under US 101.

- 2A. Del Ganado Road: Construct the walkway, jogging path and crosswalk improvements specified in this plan for Del Ganado Road between the Terra Linda Recreation Center and Freitas Parkway. This construction should accommodate the widened landscape zone at Santa Margarita Creek specified in the "Recreate the Creek" plan.
- 2B. Freitas Parkway: Construct the walkway, jogging path, crosswalks, planting, irrigation and lighting improvements specified in this plan for each side of Freitas Parkway from Del Ganado to Las Gallinas. Prepare for future undergrounding of utilities as needed.
- 2C. Jogging Path & Sidewalk: Construct jogging path on Freitas Parkway from Del Ganado to Monticello. Construct the un-built portion of sidewalk on the south side of Northgate Drive to create a continuous sidewalk.
- 2D. Terra Linda Shopping Center: Construct signage and landscaping improvements at the southeast corner of the Terra Linda Shopping Center. Construct the new parking and pedestrian plaza in front of Scotty's Market. Construct a pedestrian connection between the Terra Linda Recreation Center, Scotty's Market and Freitas Parkway.
- 3A. Park Amenities: Construct park amenities at Munson, Hillview and Arbor Parks.
- 3B. Pork Chop Island: Construct improvements to the pork chop island at Las Pavadas and Freitas Parkway.
- 3C. Commercial Centers: Develop the suggested improvements at Northgate One, The Mall at Northgate and Northgate Three. Strategize implementation of the improvements with the ownership of the centers.
- 3D. Las Gallinas Avenue: Work with the City of San Rafael to develop interim and future alternates for bike and pedestrian ways on Las Gallinas Avenue.

Consider the extension of the Promenade west up Freitas Parkway from the Terra Linda Shopping Center to the open space areas beyond.

VI. APPENDIX

MINUTES FROM PUBLIC MEETINGS

Meeting minutes July 17, 2002

Meeting held at Terra Linda Recreation Center

Meeting opened by Dave Bernardi, San Rafael public Works director at approximately 7:45 PM. Project background was given by Kay Noguchi. Kay introduced project landscape architects Brian Powell and Brian Wittenkeller. Brian Wittenkeller reviewed consultant's approach to project and indicated that the primary purpose of meeting was to receive input from the public in attendance.

Brian Powell presented preliminary concepts for the Promenade development from Scotty's Market to the Marin County Civic Center. The meeting was then opened to the general public. Approximately 40 people were in attendance. The public was asked for their input, comments and suggestions. Shirley Fischer recorded public comments.

Following is a listing of public comments:

- Intersections in area are not safe for pedestrians.
- Consider possible pedestrian overpass at The Mall corner.
- Continue Promenade north on Redwood Highway to Smith Ranch Rd.
- Freitas Interchange is most dangerous in all of Marin County per Caltrans.
- 8-foot-wide concrete sidewalks not desirable, provide soft surface for runners.
- Continue bike lanes along Freitas to Northgate One as alternative to Las Gallinas.
- San Rafael bike plan calls for a bike path on railroad right-of-way and Merrydale.
- Think more of historic context of Creek, community interest in restoring Las Gallinas Creek.
- State and federal grants are available for creek restoration.
- Include creek restoration in Promenade plan.
- Add quality of life as a goal for the Promenade plan.
- Undergrounding utilities along Promenade should be significant part of project.
- Eliminate parking on south side of Freitas or provide indented parking for four or five cars.
- Likes the way the north side path meanders.
- Extend Promenade to Terra Linda Recreation Center.
- Provide pedestrian walkways that are wheelchair accessible particularly at Safeway and Starbuck's Plaza.
- San Rafael charette included water features, fountain, and waterways as part of walkway.
- Reclaimed water currently available along Freitas Parkway to Terra Linda Recreation Center?
- Put pedestrians adjacent to new creek.
- Like autumn color of trees along Freitas Parkway, especially liquidambers on south side.
- Locate pedestrian walkway where one can look down into creek.
- Straight drive-through in front of Safeway is dangerous. Widening sidewalk is good idea.
- Few people use small parks along Freitas. Could parks be enhanced with water features?
- Could there be a Class I bikeway on one side of Freitas and pedestrian pathway on the other side?
- Theme and focal point of Promenade and community are the creek system; native plants, habitat, signs. Enhance creek and watershed all the way to bay.
- Look at entire watershed system. There are people in the state ready to provide grant money.

- Connect bike route from Freitas Parkway to Sleepy Hollow.
- Perhaps ecological theme for north side and historic theme for south side.
- Find a better name for Starbuck's Plaza.
- Prefer north side for walking and jogging because south side is shady (others prefer south side for walking).
- Use native plantings along creek and Promenade.
- Creek is center of the community.
- Need buffer for reduction of traffic noise, put walkway near creek.
- Use less asphalt and paving and lessen automobile influence.
- Why aren't pocket parks used? No protection or separation from cars?
- Need plaza near coffee shop in 'Scotty's Market' shopping center.
- Greenbrae walkway under freeway is well done with adequate lighting and not scary.
- When re-striping parking spaces make more room for standard size automobiles.
- Experience walking through rich riparian area along creek in Lucas Valley.
- Remnants of riparian habitat remain in Terra Linda, could be again?
- What do we want to see as we walk and bike home? Native plants that tie-in with the hills.
- Create better separations between pedestrians and cars/driveways.
- Pork Chop Islands contain electric and telephone equipment boxes. Can they be located in less visible areas? Are they proliferating? Can they be consolidated and landscaped.
- Create slow water in the channel, small waterfalls, and ponds to help keep sediment out of Bay.
- Create tree canopy. Studies show tree canopy slows traffic.
- Las Gallinas unsafe for bikes, 4 lanes of traffic will make it worse.
- Bridge over creek between Scotty's and Las Gallinas?
- Permanent bike lane (Class II) south side of Freitas Parkway.
- Parking along Las Gallinas slows traffic, creates buffer effect for pedestrians.
- Intersections should be wider for pedestrians with countdown signals.
- Create walkway between Guide Dogs and cemetery property.
- Existing pathway between Los Ranchitos and San Rafael Meadows.
- Would be great to connect to Freitas open space, Civic Center, China Camp with soft surface jogging path.
- People won't let kids use Class II or Class III bike links, as these are not separated from cars.
- Can accommodate kids on multi-use path with pedestrians. Want majority of adult cyclists to stay on bike lane however.
- Could we do full multi-use path as in Greenbrae and Mill Valley?
- Multi-use path 8 ft. paving, 2 ft. soft surface each side equals 12 feet. Could possibly do on South side of Freitas.
- Bicycle parking? Where and how many. Drinking water available? At Munson and Hillside Park.
- Possible traffic circle at Monticello and Freitas. Current stop signs in some directions make intersection confusing.
- Create 'oases' along the way, with palm trees. 'Not!' Bathrooms? Terra Linda Recreation Center and The Mall.
- In favor of parking for commuters who take bus to work. Provide 15 to 18 spaces at Scotty's and five or so at other bus stop.
- Like idea of parking bays for commuter parking. Check for off-road parking at Christ Presbyterian Church or other nearby parking areas.
- Feng Shui. Could someone look at the project for health and safety? (Was done at Corte Madera Town Center)

The meeting concluded at approximately 9:45 PM.

Meeting Minutes Aug. 14, 2002
Meeting Held At Terra Linda Recreation Center.

Pre-meeting walk of Promenade route began at 5:30 p.m. Approximately 20 participants were carpoled to the Civic Center. The group walked the Promenade route arriving at the Terra Linda Recreation Center at approximately 7 PM.

The community meeting was called to order by Kay Noguchi at 7:35 p.m. Approximately 40 people were in attendance. Brian Wittenkeller gave a brief introduction and history of the project and Brian Powell proceeded to present the revised Master Plan for the Promenade. Mr. Powell and Mr. Wittenkeller gave detailed descriptions of design drawings for specific site locations such as: Scotty's Market Plaza and Munson Park, among others.

Following the presentation by the landscape architects a short break was taken. Following the break, the public was invited to provide comments and suggestions regarding the Promenade concepts. Shirley Fisher recorded public comments.

Following is a listing of public comments:

- Keep the riparian theme, underlying a focus on restoration.
- Undergrounding of utilities is a high priority and should be addressed in the Promenade report.
- Include Santa Margarita Creek project as part of background information in the report.
- Integrate what community is already doing at Gateway.
- Began Promenade project at Terra Linda Community Center.
- Under grounding of utilities should include conduit or culvert that utilities can later be pulled through.
- Concerned that Freitas cross sections are unrealistic, too narrow for jogging near fence, trees, etc.
- Cross-section is also too narrow for much landscape enhancement near Creek without adding more room to planting area.
- Liquidambar trees are the existing theme and should be continued.
- Consider removing one lane of roadway from Del Ganado to Las Gallinas as remedy for narrow section of Freitas Parkway.
- Could Class II bike way continue along Freitas to Northgate Drive? Too narrow on Northgate Drive?
- Bridge across Creek at Munson Park?
- Pork Chop Islands more suitable for passive park use.
- Include bike/pedestrian connection between cemetery and Guide Dogs.
- Repeating themes (colors, etc.) at special locations and shopping centers.
- Unifying theme -- possibly re-circulating fountains with large rocks.
- Repeating theme -- similar architectural design details for walls, benches, signs and trellis as well as paving details and theme plantings.
- Theme paving to extend into intersection & cross walks.
- Safety measures such as security lighting and police patrols are needed at walkway under highway.
- Concern that Pork Chop playground for children too close to traffic, good idea but should be located elsewhere, possibly part of undeveloped Freitas Park.
- Right turn lane at Pork Chop Island not needed.
- Favor simple plan for pork chop Island.
- Water theme -- use more real water features, more naturalized features, water that actually feeds to Creek.

- Could public area be widened where Class III bike route is? May be able to use some of private landscape strips? Remove parking?
- Parking space is major issue with shopping centers.
- Narrowing Class II to Class III with 11 ft. traffic lane decreases safety for bikers; doesn't match bike plan routes for Las Gallinas
- Possibly Class II on Freitas to Northgate and try to make changes on Northgate also.
- Decrease traffic lanes on Freitas, 12 feet to 11 feet such as on a Highway 101 HOV lane, to create more bicycle/pedestrians space.
- Parking pockets, increase 1 ft. of pavement on a door side instead of jogging lane.
- Look at space requirements for future Creek restoration project.
- Designate bike racks and water fountains along Promenade.
- Provide chess tables by Starbuck's. In the past there have been policing issues in that location.
- Caution about water features -- fountains near Big Five and Starbuck's were removed because of vandalism. Design of water feature important.
- Like gathering place near Scotty's.
- Like simplest design for Terra Linda Shopping Center signage.
- Trellises are more windproof than umbrella tables, maybe a combination?
- Incorporate swings at Munson Park, losing them in other areas such as Santa Margarita Park.
- Like water feature at Munson Park. Kids will like it also.
- Problem with health regulations for kids' water area, had to remove water feature at Freitas Park.
- Munson Park lovely now, hate to see it developed and fenced near road., would be less attractive.
- No parking on Freitas except near bus stops.
- Keep Munson Park and Pork Chop Islands simple.
- Fewer bus parking spaces on Freitas; use some on other adjacent side streets.
- Big money projects, move roads to one side of Creek. Box culvert under roadway.
- What is time frame for implementing Promenade improvements.
- Only need jogging path on one side of walkway.
- Keep Creek in middle, visually divides the four lanes of roadway.
- Pork Chop Island parks are impractical, a lot of pocket parks already exist, people use right turn lane, just add landscaping.
- Merrydale Road, not wide enough for five-foot-wide bike lanes. Overcrossing currently has four-foot-wide bike lanes.
- Pursue possible right-of-way between Guide Dogs and Cemetery.
- If Las Gallinas is converted to two lanes of traffic in each direction with no parking, people will not want to walk or bike there, Promenade will not be complete without this connection.
- If The Mall is going to expand, housing, etc. They will need to accommodate cars but also create a bike and pedestrian solution. Create bike lanes along Las Gallinas to Merrydale, may need to lose some parking that could be replaced elsewhere on the site.
- Create crosswalks and pedestrian barrier between Starbuck's Plaza and the green grass circle.
- Plant a few trees in grass circle.
- Use paving pattern as visual indication to slow down at intersection.

The meeting concluded at approximately 9:45 p.m.

Meeting minutes September 18, 2002.
Meeting held at Terra Linda Recreation Center

- Designate which lane scooters are to use.
- Specify bus stop locations.
- Consider fewer than 4 lanes on Las Gallinas. Widen entrances/intersections to get people into The Mall.
- Safety problem with pedestrian crossings at Las Gallinas/Northgate needs resolution.
- Reconsider entering Northgate Mall from Del Presidio or direct entry to Mall other way.
- City needs to pull all plans together into one plan—bikeway, Mall plans, transit stops (overlays)—so environmental impacts can be evaluated and public can see the whole project—also consider factors like restoring Gallinas Creek.
- Definite recommendation to connect through the railroad tunnel (next to Guide Dogs most direct—best for bikes, doesn't bring people back into congested area).
- Concern about tree roots where parking bays are proposed—tree roots extensive; trees are important for street ambiance.
- Suggest alternative—remove all parking on Freitas along Promenade and find other locations for commuter parking (side streets? Terra Linda Shopping Center?)
- Will new meandering pathways encroach on tree roots? Don't encroach with new path any closer than edge of existing sidewalk.
- Don't realign sidewalk closer to street in Munson Park.
- Neighbors in the past didn't like the noise associated with the proposed children's playground at Munson Park.
- Consider renaming Munson Park/western terminus to reflect Spanish/Indian heritage. "No".
- Need restrooms—Scotty's? Munson Park?
- Don't want Munson Park plan to detract from priority on Promenade. Put in the back of the report as possible future improvement, not primary recommendation.
- Possible bike/pedestrian route through Mall instead of Las Gallinas bank stretch.
- Strong recommendation that if 4 lanes are required on Las Gallinas that development needs to accommodate/replace Class II bike lane.
- Construct Class II bike lane on Las Gallinas now.
- Do not want to trade off Class II functionality for more congestion—bikeway meets community needs; giving it away to increase congestion is against community needs.
- Las Gallinas from Northgate Drive to Freitas is a key link in a north-south bikeway and critical safe infrastructure for bicycle commuting from Novato to San Rafael.
- What are the options for mitigating parking needs if you remove one lane of parking on Las Gallinas?
- Need connection to Los Gamos (pedestrian).
- Speeding and congestion at intersection of Las Pavadas and Freitas (traffic to private schools)—U turns, etc.—is a problem. Conditions at intersection need a closer look.
- 4-way-stop needed at intersection road near lagoon and Civic Center Drive.
- Re-create the creek.
- At Del Ganado and Freitas intersection replace old yellow brick near bridges with red cinder block like that used on the Fire Station and Espresso Express—repeat use of similar materials along Freitas.
- Coordinate finishes (materials and design) of signage at Terra Linda Shopping Center, the Northgate shopping centers, bridges over Freitas, and the Gateway Project.
- Repeating theme along Promenade—wisteria trellises (already at Hillview Park, Northgate near Macy's)—specify other locations.
- Specify how you get through parking lot to plaza in front of Scotty's.
- Like using the grass circle at Northgate One as a passive grassy area.
- Like the idea of an avenue of trees along the entry way at the grass circle at Northgate One.
- Keep plans simple so as not to put off property owners.
- Problem with people double parking for Starbuck's—maybe designate a 5-minute parking zone.
- Consider a wisteria trellis at the curb in front of Northgate One plaza. Repeat at entry of Northgate One (Freitas/Las Gallinas).

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North San Rafael Promenade Improvements

Area	Improvement	Phase	Comment
Segment I: Freitas from Del Ganado to Las Gallinas	1. 8-foot bike lane/parking lane on south side of Freitas	One	Consider parking bays at Maria B. Freitas Senior Housing and the Freitas bus stops, with an 8' bike/parking lane.
	2. 4 to 5-foot bike lane on north side of Freitas	One	Consider eliminating parking along this segment, and adding a 4' to 5' bike lane.
	3. Sidewalk on the north side of Freitas.	One	Walkway is widened and improved, and includes distinctive crosswalk treatment at crosswalks.
	4. Intersection improvements	One	At Las Pavadas and Montecillo, consider creating larger pedestrian areas at the intersection by closing the right-turn lanes and attaching the islands to the promenade walkway.
	5. Pocket park improvements	One	Add benches, game board tables, public art.
	6. Spurs	One	Bicycle/Pedestrian Plan includes the following: <ul style="list-style-type: none"> • Provide a bike lane on both sides of Freitas to the Open Space. • Provide a bike lane on both sides of Del Ganado to the Open Space.
Segment II: Freitas at Las Gallinas to Northgate Drive	7. Bike route continues right onto Las Gallinas, right onto Northgate Drive, and left onto Los Ranchitos to Merrydale Overcrossing.	One	In Bicycle/Pedestrian Plan.
	8. Crosswalks bring the walkway across Freitas to the south side of Freitas.	One	Include distinctive crosswalk treatment.
	9. A pedestrian entry into Northgate One to include a wide sidewalk to bring people from Freitas into the shopping center.	Longer-term	Work with Northgate One to make promenade improvements to the auto entry on Freitas.
	10. Extend the walkway from the vicinity of Starbucks along the storefronts of Northgate One to the sidewalk along Northgate Drive, and south to the Mall.	Longer-term	Work with Northgate One to include the promenade within the site design. Include distinctive crosswalk treatment.
Segment 3: Northgate Drive	11. At the Northwest corner of the Mall, add (in	Two	Work with Macerich to bring pedestrian improvements to

at Las Gallinas to Merrydale Overcrossing intersection	addition to Rite Aid) an indoor/outdoor café, a public plaza with performance area, and small shops.		the northwest corner of the Mall in conjunction with the relocation of Rite Aid.
	12. Provide a walkway from the Las Gallinas/Northgate intersection through the northwest corner of the Mall along the front of the Mall, around Macy's and along the drive to the Merrydale intersection.	Two	Work with Macerich to provide easy access from the Las Gallinas/Northgate intersection to the front entrance of the mall, and from the mall to the Merrydale intersection.
	13. Crosswalk improvements at Las Gallinas and Merrydale.	One	Include distinctive crosswalk treatment.
	14. Options for other sidewalk improvements	Three	<ul style="list-style-type: none"> • The sidewalk on the mall side of Las Gallinas could be relocated inside of the landscaping, so long as parking is not reduced. • As opportunities arise, improve pedestrian safety (for example, reduce curb cuts) on the east side of Las Gallinas.
Segment 4: Merrydale Overcrossing to Civic Center	15. Bike route continues across Merrydale and south along Civic Center Drive.	Three	Included in Bicycle/Pedestrian Plan.
	16. Crosswalk improvements at Merrydale and Civic Center Drive.	One	Include distinctive crosswalk treatment.
	17. Complete sidewalk in section along east side of Civic Center Drive between Las Gallinas Creek to the Lagoon.	Three	Most of the east side of Civic Center Drive has a sidewalk with the exception of this section.
	18. Spurs	Three	<ul style="list-style-type: none"> • Include in the transit stop site design pedestrian access through the tunnel, behind the cemetery along Merrydale to Las Gallinas. • Consider relocating the Caltrans buspad from the Freitas interchange area the transit stop area to better link riders up with the transit stop and the promenade. • Encourage the County to extend pedestrian walkways in and around the Civic Center.

Promenade Route - Comments from Oct. 22, 2001 Walk

- Should the Promenade terminate at a small public plaza at the Terra Linda Shopping Center?
- A wider sidewalk should be created on Freitas (at least 5-6' wide), ideally with a landscape buffer between the road and pathway.
- Is the grade difference between the sidewalk on the north side of Freitas and the roadway a problem? Would the south sidewalk be a better location for the Promenade?
- There should be informational plaques provided - history of the Terra Linda Open Space acquisition, Freitas family, etc.
- Consider eliminating the "pork chop" island at Las Pravados and Freitas by placing the right turn lane on Freitas. This would provide a larger landscaped area.
- Munson Park needs more amenities and noise buffering for picnic facilities.
- Northgate 1: There is no pedestrian entry into the shopping center. A gathering place between Kinko's and Starbucks should be considered.
- A wider sidewalk is needed along Northgate Drive between Freitas and Las Gallinas.
- Pathway lighting could be provided by solar powered bollard lighting.
- Landscaping is needed on the east side of Civic Center Drive, south of the 1 McInnis office building.
- The path should tie into Civic Center Park. The sidewalk should be extended across the lawn to connect with the walkway around the lagoon.
- Specialty paving could be colored concrete for sidewalks and crosswalks with an imprinted pattern (such as leaves, etc.). Other identification features could include light fixtures and/or bollards.